

Witness—We do; and our shipments by the Baltimore and Ohio railroad are very considerable. We have dealings with houses in New York, Philadelphia and Boston.

Mr. Garrett—Is your business extensive?

Witness—It is, sir.

Mr. Garrett—What amount of goods have you sold during the past year?

Witness—Our sales amounted to about \$1,350,000.

Mr. Tyson—I object to this evidence; it is not pertinent to the point to which we were confined the other night. We were not permitted to go beyond the point of discrimination, and that during the year 1859.

Mr. Garrett—The gentleman will see the perfect pertinency of my inquiries before I am through with making them.

Question—Have you been aware of the policy of the Baltimore and Ohio railroad?

Answer—I have, to a great extent.

Mr. Garrett—During the present administration?

Witness—Yes, sir.

Mr. Garrett—Has that policy been to discriminate in favor of or against the city of Baltimore?

Witness—Most undoubtedly in favor, to a considerable extent. So far as the dry goods package business is concerned, it has undoubtedly had the effect of increasing our sales from the fact of the advantages afforded us by the Baltimore and Ohio railroad.

Mr. Garrett—What has been the character of that discrimination by the Baltimore and Ohio railroad?

Witness—It has been to carry freights at less rates than from other points at the North.

Mr. Garrett—Has it been of a sufficient decided character to induce merchants who deal in the eastern cities to deal in Baltimore?

Witness—It has attracted a considerable number of purchasers here. We have received orders for goods to be shipped from Baltimore for western merchants operating in Philadelphia, New York and Boston.

Mr. Tyson—You have effected sales in New York?

Witness—Yes; the goods to be shipped from Baltimore over the Baltimore and Ohio railroad.

Mr. Garrett—To what extent of difference per ton has this discrimination existed in favor of the dry goods trade of Baltimore as compared with the dry goods trade of New York?

Witness—25 cents per 100 lbs. on first class and 20 cents second class, equal to about five dollars per ton first class, and four dollars per ton second class. These are the classes of our goods which we have been shipping under.

Mr. Garrett—Is this matter of this large discrimination in