

Mr. Garrett—Please state, as an exporter of flour to, and an importer of coffee from Brazil, what difference as compared with a similar operation from New York will be made in favor of the Baltimore merchants, say on a cargo of 6,000 barrels of flour to Rio, at 20 cents per bbl.—the discrimination of freight on this article, and the 16 cents per 100 lbs. on the return cargo of coffee?

Witness—It makes a difference of 3,360 dollars on the voyage in favor of Baltimore.

Mr. Garrett—In this discrimination of freights in favor of Baltimore, it amounts to 3,360 dollars in favor of the Baltimore importer as against the New York importer.

Witness—The calculation is, that a vessel of 6,000 bbls. capacity carries 9,000 bags of coffee at 16 cents per 100 lbs. which is \$2,160—add the difference on flour \$1,200—gives the \$3,360.

Mr. Garrett—Are you a director in the Baltimore and Ohio Railroad?

Witness—I am.

Mr. Garrett—What interest do you represent?

Witness—I represent the private stockholders. I have never owned any stock however.

Mr. Garrett—Under what circumstances were you invited to become a member of the Board.

Witness—I was asked to become a director—in fact solicited to do so, sometime before I accepted it. The argument used was, that the stockholders wanted some one from the wharf to represent the interest of those doing business there.

Mr. Vickers—What time was that?

Witness—About two or three years ago this last December. I took Mr. Dennison's place. That was the argument they used, and I thought that the parties soliciting me to represent them had a higher opinion of my abilities than I had myself.

Mr. Garrett—They invited you as an extensive merchant to represent your trade in the Railroad Board?

Witness—That was the argument used.

Mr. Garrett—What committee were you placed upon?

Witness—For the first two years I was placed on the Committee of Accounts. I have been on the Transportation Committee for a year and I am now in my second year on that committee.

Mr. Garrett—Has it been the uniform policy of that committee to maintain rates discriminating to the largest practicable points in favor of Baltimore?

Witness—That has been decidedly aimed at by all.

Mr. Vickers—You said that you had been on the Transportation Committee for about two years?