

Witness—I think I went on when Mr. Garrett was elected President. There happened to be a vacancy on the committee at the time.

Mr. Vickers—Do you know the division of freight that is given to the Camden and Amboy Railroad?

Witness—I do not.

Mr. Vickers—Do you know the division that is given to the Philadelphia Road?

Witness—I do not.

Mr. Vickers—Do you know whether there was an order passed in the period of the contest, giving full powers to the President in regard to rates.

Witness—I don't recollect particularly.

Mr. Garrett—During the period of the contest between the New York Central Road, by the Southern Line, the rates became irregular, and the President stated to the Board that it was imperative to make great sacrifices in order to maintain the principle of discrimination in favor of Baltimore—that it would be necessary to carry the war into Africa, and that irregularities in rates must ensue—that the more severe the battle, the sooner we could conquer a peace and return to remunerative rates, and the President had the satisfaction of receiving the unanimous vote of the Board, approving his course, and conferring full powers to exercise his discretion during that period of difficulty.

Mr. Vickers—(To witness.) Do you know anything about the freights carried over the road at seventeen cents?

Witness—I do not. During the time of the difficulties I do not know what the rates of freight were.

Mr. Vickers—You were aware that they were discriminating?

Witness—It was left with the President to do with it as best he could.

Mr. Vickers—You are not aware that every day of your life you are discriminating against Baltimore?

Witness—I am not.

Mr. Vickers—You spoke of an increase of trade in the coffee business?

Witness—I spoke of new markets being opened to us.

Mr. Vickers—Has not that always been the case—a vacillation in the coffee trade?

Witness—Not to any great extent. We have been selling coffee this year to the north-west that we have never before been doing.

Mr. Vickers—Are you aware that the city of Baltimore has become not only the third, but very far behind in being third as a coffee market?

Witness—I am, but how much less are the importations in coffee?