

than the company was authorised by its charter to demand for "freight" or for "passengers" transported from Philadelphia to Baltimore, or *vice versa*, or for equal distances in either direction;"—the rates limited by the charter being fixed at *four cents per mile* for each passenger, and *eight cents per ton per mile* upon freight;— (except in cases of freight on "any single bale, box, or parcel of merchandise or other articles, not exceeding *two hundred and fifty pounds weight*.)

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Statement of testimony delivered before the select committee of inquiry, of which Mr. WILLIAMS, of Harford, was chairman, appointed under an order adopted by the House of Delegates, on the 11th of February, 1839, in relation to the Philadelphia, Wilmington and Baltimore Rail Road Company.

The testimony of Mr. Rudolph, the company's agent at Elkton, as delivered before the committee on the 18th of February, 1839, establishes the fact that "on that part of the road in Maryland" the rates or charges demanded and taken by said company had been as high as

Five cents per 100 lbs., (equal to \$1 per ton of 2000 lbs.,) for the distance from Elkton to North East, in Maryland, which being six miles, was at the rate of 16 2-3 cents per ton per mile; and for passengers,

Thirty-seven and a half cents each for the same distance, between the same places, which was *more than 4 cents per mile*, after making allowance of 12 1-2 cents "for taking up and setting down any person who shall travel a distance not exceeding eight miles."

For the distance from Elkton to Havre de Grace, which he stated to be 16 miles, the agent shows that the rates actually demanded and received were

10 cents per 100 lbs., (equal to \$2 per ton of 2000 lbs.,) for that distance, which was at the rate of 12 1-2 cents per mile.

75 cents per each passenger for the same distance, which was at the rate of upwards of 4 1-2 cents per mile.

And for the distance from Elkton to Newark, 6 miles, he stated that the charge made was

5 cents per 100 lbs., (equal to \$1 per ton of 2000 lbs.,) for that distance, or at the the rate of 16 2-3 cents per ton per mile; and for passengers

50 cents each for said distance of 6 miles, which was equal to 8 1-3 cents per mile, or 6 1-4 cents per mile over and above the allowance of 12 1-2 cents for taking up and setting down a passenger.

For the distance from Elkton to Wilmington, a little over 18 miles, the testimony of the same agent shows that the company charged and received