

10 cents per 100 lbs. on freight, (equal to \$2 per ton of 2000 lbs.) or at the rate of about 10 or 11 cents per ton per mile.

\$1 for each passenger from Elkton to Wilmington, which was at the rate of 5 cents or upwards per mile.

Mr. Rudolph stated that the above were the rates existing when he left Elkton to appear before the committee; that until about a month or six weeks before that time they had been lower, and that the cause of their having been raised, was the increased expenses in winter, and the injury the road had sustained between Philadelphia and Wilmington, by a late heavy fresh; that formerly the company had taken passengers and merchandise at considerably lower rates, and particularly in the summer season.

Mr. Rudolph admitted that complaints, with respect to the increase of rates by the company, had been made to him at various times and by various persons.

The distances from Baltimore to Philadelphia, and the intermediate stations or stopping places on the rail road, with the respective rates charged for conveyance of passengers, were given in by Mr. *Cohen* on the 22d of February, as follows:

From Baltimore city to Stemmer's Run,	9 miles,	25 cents
Do	Gunpowder	19
Do	Perrymansville	27
Do	Havre de Grace	35
Do	Chesapeake—	he could not say
Do	North East—	he could not say
Do	Elkton	51 miles, 200
Do	Newark—	he could not say
Do	Wilmington—	he thinks 71 miles \$3
Do	Chester—	he could not say
Do from Baltimore city to city of Philadelphia,	100 miles	
and a little over, from depot to depot, or 97 1-2 miles		
from limits of city to city,		\$4.

He stated that at the time he testified (22d February) the above were the rates charged for passengers; and that the charge on freight through *from Baltimore to Philadelphia*, was 60 cents per 100 lbs. (which is at the rate of \$12 per ton for the whole distance, 100 miles, between the depot at Baltimore and the depot at Philadelphia, or 12 cents per ton per mile.)

Mr. *Cohen's* testimony shows further that the rates charged by the company have not uniformly been the same; that on the 4th of January, 1839, which was *before* the fresh happened that did the damage to a part of the road between Wilmington and Philadelphia, 50 cents per 100 lbs. was the charge on freight transported through the whole distance between Baltimore and Philadelphia; and that in *May* last the charge made for transportation of merchandise was only

30 cents per 100 lbs., equal to \$6 per ton, or at the rate of 6 cents per ton per mile; and that for *passengers*, only \$2 to \$3 was the charge in *April* last, raised afterwards to \$4; and that for some