

time between the 4th of January and the 10th of February, inclusive of the day last mentioned, the rate charged and received for conveying passengers through the entire route had been as high as \$5, which was at the rate of 5 cents per mile. The reason assigned for the highest rate was, that in consequence of the injury done to the road by the fresh, it had been necessary to employ a steamboat between Wilmington and Philadelphia, at the most inclement season of the year, and at a heavy additional expense to the company.

About the time that the Union line of Steam Boats stopped running last fall, or the present winter, between Baltimore and French Town, it appears from Mr. Cohen's testimony, that the Philadelphia, Wilmington and Baltimore Rail Road Company, *increased* their rates on *Freight*, from 30 cents, to 50 cents, per 100 lbs:—and that previously to the 10th. of February, their rates were further increased on Freight to 60 cents per hundred, or at the rate of 12 cents per ton, per mile.

The order of the house of delegates, under which the present inquiry was instituted, was adopted on the 11th. of February;—and very soon afterwards there appeared in the newspapers an advertisement over the name of the president of the said rail road company, giving notice that the rate for passengers was then reduced to 4 dollars through; which was a reduction of twenty per cent from the rate which the company had been demanding and receiving a few days before.

A citizen of Cecil county, of great respectability and intelligence, Mr. *B. F. Mackall*, having been summoned to testify before the committee, stated that the rail road company's charges were so enormously high, that he has declined availing himself as much as possible of the means of transportation on said road.

Another citizen of Cecil county, of high standing Mr. *William H. Gilpin*, also a witness before the committee, testified that for the transportation for him, between Baltimore and Elkton, of some small light articles, supposed by him to have weighed about 120 lbs. in all, the charge made was so unreasonably high, that he expostulated against it, with the agent at the depot in Baltimore; and that the reply he received was that no matter as to the size or bulk of the articles, even were it no larger than his *fist*, the charge would be *three eleven penny bits*.

From bills and receipts which were delivered to the committee, and by the chairman of the latter exhibited to Mr. Cohen, who admitted that the signature thereto was that of the agent employed by the said rail road company, it appears,

That on the 7th. of April 1838, Dr. C. W. Parker, for freight to Elkton, on a Cask of Oil weighing 670 lbs. was made to pay the company, \$1,70
(which was at the rate of about \$5.07 per ton, *for about 50 miles*, or at 10 cents per ton per mile.)

That on the 3rd. of May 1838, Dr. C. W. Parker, for freight of