

the opposite shore,) “and **WITHOUT LIMIT**,—and that he believed that the company entertains the *same opinion* in that respect.” And he also answered, “that the company does not consider the steam-boat as properly belonging to the rail road; but that the rail-road *terminates* at Havre-de-Grace, and *re-commences* on the *other* side of the river.”

[The committee confess, that they were not a little surprised to learn, that such views and pretensions were entertained by the Philadelphia, Wilmington and Baltimore rail road company. Without stopping however in this place, to discuss the lawfulness or propriety of them, the committee will remark, that even if there were any just grounds for the claim of the corporation, to have and exercise a power, so extraordinary and undefined, still that claim would avail them to cover any charge, beyond the limits prescribed by law, on the intermediate portions of the route, between Philadelphia and Wilmington, between Wilmington and the Susquehanna River, and between Havre-de-Grace and Baltimore.]

[The rates charged from Elkton to New Ark, or from Elkton to Wilmington, or from Perrymansville to Baltimore, could have no sort of connexion with the service of the Steam Boat, and the testimony of the agent Mr. *Rudolph* and that of Mr. *McGaw*, show conclusively, what were those rates, and that they were *greater* than are authorised or permitted by the charter of the company.—It was admitted by Mr. Cohen that the company considers the Bridges over the Rivers, including that over the Schuylkill, as constituting a part of the rail road, that no right was claimed to make any extra charge for passing over the same.)

Mr. *Cohen* further admitted, that with respect to the company's *right* to demand rates as high as have sometimes been charged for transportation of merchandize, doubts have existed and been expressed by some of its officers, occasionally, since the passage of the act, called the *union* act, “in consequence of the diversity of the provisions contained in the several charters, some of which allow higher rates than others;”—and that the question of such uncertain right, has “been considered and discussed by the board of directors.”

In answer to an interrogatory, “when was it first determined by the company, if it have been so determined, that a right, to charge for the use or service of the company's Steam Boat, Cars and Locomotives, in *addition* to the *Tolls* fixed by law, might be lawfully claimed and exercised;”—Mr. Cohen stated that he considered “that the company had *always had such right*.”

On being interrogated whether any union or connexion had been formed or proposed, between said rail road company and any other company incorporated for the purpose of transporting passengers or merchandize on any route between Baltimore and Philadelphia, or whether any arrangement for such a purpose had been directly or indirectly made or proposed by or on behalf of said rail road company, or to said rail road company, by or on behalf of any other company; or by or between persons interested in said companies;—Mr. Cohn ans-