

be subjected properly to such general regulations and prices for transportation of their passengers and freight across the Susquehanna, as the legislature might please to prescribe and establish; or that might be established by Harford and Cecil counties, from year to year, under the law above mentioned.

The State has an unquestionable right to keep a *Ferry Boat* at Havre De Grace, to the exclusion of all other Ferry Boats.

If the rail road company, upon a presumed right to make an *extra* charge, of say \$4 per ton, for every ton of freight transported across the Susquehanna in their *Steam Boat*, (which being added to the \$8 per ton, the rate prescribed by their charter, for the entire distance of one hundred miles, between Baltimore and Philadelphia, making in that case \$12 through, or the rate of 12 cents per ton per mile,) it is nevertheless certain, that that could afford no just pretext for charging more, than at the rate of 8 cents per ton per mile, on any part of the road between Baltimore and Havre de Grace, or between the Eastern Shore of the Susquehanna and *Wilmington*, on which sections, no Steam Boat is used.

There is no authority granted by the charter to charge for *Ferriage*, or to demand an additional price for seats or accomodation in the Cars of the corporation, and such facilities or conveniences afforded by their own Steam Boat and Cars, it may well be presumed were gratuitously provided and offered by the company, as an invitation and inducement to persons, to use their rail road in preference to that of a rival corporation, or of the French Town Company, and thereby to swell the amount of Tolls and profits of the Philadelphia, Wilmington and Baltimore rail road company.

The company admits, that it demands rates for a distance of 100 miles, from Baltimore to Philadelphia—but in order to make the distance so great the distance across the *river* Susquehanna would, as the committee have understood have to be included—and as the width of that river at Havre de-Grace is about *one mile*, it follows that when a passenger who has paid \$4 for the 100 miles through, has *already* paid 4 cents for passing across the river in the steam boat;—or if on a Ton of Freight, carried through, \$8 has been charged therefor, a charge of 8 cents has already been made for transporting it across the Susquehanna—and premeditatedly to charge and receive payment *twice* for the very same service, is nothing less than a gross imposition upon the individual from whom it is extorted.

“A supplement to an act entitled, an act to incorporate the Baltimore and Port Deposit Rail Road Company, and an act to incorporate the Delaware and Maryland Rail Road Company,” passed at December session 1832, chapter 304, contains a provision, “that nothing in this act contained shall be so construed as to authorise *any* contract or junction being made with the New Castle and French Town Turnpike and Rail Road Company, by *either* of the companies first named, or by the companies which they and *any other* company or companies may constitute.”

It is, however, represented by the company, that the *supplement*