

all events; and the charges for its transit upon the rail road be regulated through the year to that end, as also to remunerate the company for an immense outlay, hitherto profitable only to the public, but not the stockholders.

The Legislature of Virginia and Pennsylvania have each allowed the company to charge eight cents per ton per mile, whilst but 4 cents can be charged in Maryland, upon the article in question.

Respectfully submitted.

(Signed)

J. KNIGHT,
Chief Engineer.

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Rates of other Rail Roads.

	Passengers per mile.	Burden pr. ton pr. mile.
On the Schenectady Rail Road,	5 cents.	7 cents.
“ Portsmouth and Roanoke,	6 “	8 “
“ Boston and Providence,	5 “	10 “
“ New York and Stonington,	at discretion for 4 years.	
“ Boston and Worcester,	3½ cents.	7 cents.
“ Mohawk and Hudson,	5 “	8 “
“ Boston and Lowell,	3½ “	7 “
“ Fredericksburg and Richmond,	8 “	10 “
“ Petersburg and Richmond,	5 “	10 “
“ Winchester and Potomac,	6 “	7 “
“ Philadelphia and Baltimore,		7 “
“ Greenville and Roanoke,		11 “
“ Raleigh and Gaston,		9 “

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Average of 12 roads for burden,

8½ “