

Road Company, at the same time, by which the Rail Road Company bound itself to raise the freight on merchandise to fifty cents per hundred pounds, on condition that the Canal Company would bind itself to charge on each passenger passing through the canal, one-half the *whole* amount charged by the Frenchtown and New Castle Rail Road Company for transporting passengers between Baltimore and Philadelphia. By this combination passengers were driven to the Rail Road Company, and freight on merchandise, &c. to the Steamboat Company, because they had always been carrying it at 25 cents per hundred pounds, until the Railroad Company reduced their rate. Here was a monopoly of an enlarged character, for not only were the travelling public now exposed to its selfish results, but the mercantile also; for it will be perceived that they did not even limit themselves to one-half of the charge on the Philadelphia, Wilmington and Baltimore Railroad, except the qualified limitation contained in said agreement, but required the Canal Company to charge one-half as much, for each passenger passing through the canal, as the Frenchtown and New Castle Company transported them the whole distance between Baltimore and Philadelphia; and this was done, as your committee conceive, to have the Canal Company entirely within their control, because by that line they were not, as by the Philadelphia, Wilmington and Baltimore Railroad, restricted to any rates. The motives to this agreement, it is not the province of your committee to canvass, but in its results it constituted and still constitutes a vast monopoly, in which the Chesapeake and Delaware Canal Company lent itself as the willing instrument of its late rivals, and thereby placed in their hands almost the whole travelling community. On the other hand, the Railroad Company, in the most shameless manner, battered away, as far as they could do, the whole commercial interest dealing between those points. The exact result of this monopolizing scheme, the committee in their limited examination have not been able to trace entirely out, but they have discovered enough to illustrate its general tendency. Thus they find that in the month of June, prior to their entering into the arrangement, 1840 passengers passed through the Chesapeake and Delaware Canal, whilst in September, after the arrangement, but 421 passed through, and the number has been constantly diminishing since. Its effect upon merchandise, your committee have not had an opportunity of examining into, but it must be apparent to all that its results, in either case, must be disastrous to the public welfare. Your committee will now dismiss this part of the subject, by stating it as their decided opinion, that the Canal Company in exercising such unwarranted powers, have overleaped its authority, and in so doing has clearly violated its charter, and rendered itself liable to proceedings for a forfeiture thereof. In expressing this opinion, however, your committee do not recommend any ulterior measures against this company by which its charter should be forfeited, because they believe, that notwithstanding its flagrant abuses, it may still, by proper legislative restrictions, be made subservient to