

only an aggregate of a little more than \$80,000 upon the entire freight carried upon the road.

If from the Preamble to the order, it is to be inferred that the answers heretofore forwarded to certain inquiries propounded by the House of Delegates in regard to the transportation of coal, in the manner contemplated in these answers, authorise the supposition that the tolls and charges upon *other* articles may be reduced to the rate assumed in the answers, it is my duty to inform the House that such inference would be erroneous; and, if acted upon might seriously affect the interest of the State.

Justice to the company requires that the distinctions pointed out in those answers should not be lost sight of. In order that the statements contained in it might not be supposed to conflict with estimates or the actual cost of transportation applicable to a different trade, it was observed in the last answer "that the principal means by which we are enabled to engage in the transportation of coal at the low rates referred to are found, 1st, in the use of the improved heavy engine, possessing nearly triple the capacity of those formerly and now in use by the company; 2nd, in the comparative cheapness of the description of cars, and the less weight they are required to have in proportion to the load they carry; and 3rd, in the amount and regularity and punctuality of the trade. It may now be added that the description of engine which it would be requisite to employ in the transportation of coal, to justify the proposed rates, has not been used upon the road, and is now, for the first time, to be introduced under the contract which has been actually made for the annual transportation of 52,500 tons of coal, iron, &c., from the mines to the city of Baltimore.

It will be impossible to do justice to estimates founded upon the various articles and modes of transportation, without particular attention to the peculiar business and operations of rail roads: in which each of the elements referred to in the above extract is of great importance, and would materially affect the rate which it would be allowable to charge. The *amount* and *regularity* and *punctuality* of the trade may be considered as perhaps the most important of either of the others, and therefore, in the previous answers of the company these requisites were treated as indispensable to warrant the charge of $1\frac{1}{3}$ cent per ton per mile for the transportation of coal. This will be better appreciated from the fact that during the past year, in which the business of the road was greater than at any previous period, the entire aggregate amount of transportation of freight of all kinds, and from all places was less than 83,000 tons.

In addition to these observations, and to the grounds presented in the previous answers, the following reasons may be stated why a transient, promiscuous, uncertain and irregular freight cannot be transported at the same charges as would be admissible in a different description of trade, or at less rates than are fixed by the tariff hereto appended.

First, Irregularity and uncertainty in amount makes it impossi-