

ble to adapt the preparations with any equality to the quantity of business, and obliges the company to provide machinery for the greatest amount that may be offered at any particular time. Its labor and machinery consequently, must be frequently idle and unemployed, besides the liability of the latter to natural decay, always a source of considerable expense and loss.

*Second,* For such trade, and more especially for all way transportation, the company is uniformly required to furnish cars of the most expensive description, weighing nearly as much as the load which they are capable of containing, and to haul them in one direction empty, at an expense little less than if they were loaded. The engines, also, when returning are required to run many miles, with an inconsiderable load, or with none at all, in order to take the freight from the several points on the road.

*Third,* For the transportation of lime, limestone, and wood, especially, it is necessary to run a locomotive a considerable distance without any load, in order to receive a freight and transport it for a few miles only. In this way an engine is frequently run eighteen miles without load, to receive and haul freight, often inadequate, only from four to seven miles, and afterwards to return to the station without load.

In answer to the third and last branch of the inquiry in the order of the House of Delegates, I have to observe that by the *tariff* hereto appended the variation in the rates of toll for freight in proportion to distance, is fully and specifically shewn.

For the conveyance of passengers between Baltimore and Cumberland, and all intermediate points on the main stem, the company has fixed a uniform charge of four cents per mile, excepting between Baltimore and the Relay-House, and Ellicott's Mills; from the former of which the charge is twenty-five cents, and from the latter fifty cents for the whole distance. This abatement in the charge to those places was authorised in the belief, that from the proximity of those points to Baltimore and other circumstances connected with their position, the travel and intercourse with each might be increased by a lower rate of charge, in such manner as to augment the aggregate revenue; and these expectations, it is believed, have been realised.

Soon after the road was opened to Cumberland, it became apparent that to prevent a diversion of the western travel beyond the Ohio river, from Maryland to the Pennsylvania works, it would be necessary that all the lines from the Ohio to Philadelphia, by the way of Baltimore, should make some abatement in their charges; and it was equally obvious that to ensure the comfortable and expeditious conveyance of passengers by the Maryland route between Cumberland and the river, it was necessary that this abatement should have reference to the capacity and reasonable profit of the various stage lines on the national road. From these causes, during the past summer, passengers between the Ohio and Philadelphia, in both directions, were allowed to receive through tickets at either point, each company agreeing to receive a lower rate of fare,