

4th. What was the amount charged per 100 pounds on freight, on the days mentioned in the third interrogatory?

5th. Whether said rail road company, entered into an agreement with the Baltimore and Ohio Rail Road Company, in reference to the rate of charges for passengers or freight upon said roads? And if so, when was said agreement entered into, what were its terms and conditions and when and why was said agreement rescinded?

6th. Whether said rail road company entered into an agreement with Stockton, Falls & Co., in reference to the carriage of passengers and freight, or either? And if so, when was said agreement entered into, what were its terms and conditions, and when and why was said agreement rescinded?

7th. Whether said rail road company considers the ferry at Havre-de-Grace as included in its charter and as part thereof, or as a common highway, and what are the charges by said company, at said ferry for the transportation of passengers or freight?

To the foregoing Interrogatories, the undersigned most respectfully answers, as follows:

1. To the first interrogatory, he answers, that the Philadelphia, Willmington and Baltimore Rail Road Company has not entered into any contract or agreement, uniting the interests of the said company with those of the "Pennsylvania, Delaware and Maryland Steam Navigation Company." Nor entered into any other contract or agreement of any nature or description whatever, with the said Steam Navigation Company.

2. To the second interrogatory, the undersigned answers, that the said Philadelphia, Willmington and Baltimore Rail Road Company did enter into a temporary arrangement, contract or agreement with the Chesapeake and Delaware Canal Company, the nature and object of which will appear by the Exhibits and Documents hereunto annexed, marked A.

3. To the third interrogatory, the undersigned answer, that the fare charged from Baltimore to Philadelphia, and from Philadelphia to Baltimore, on the said rail road by the regular line of said company for the conveyance of passengers, on the first day of January, April, July and October, in the years 1839, 1840, 1841, 1842, 1843 and on the first day of January, 1844, was four dollars, including tolls and transportation. That the said company, from the thirteenth of November to the twenty-fourth of December, in the year 1842, run a second line or train of cars for merchandize, and as an accommodation line, principally for emigrants, in which the fare charged from city to city, was two dollars. That from the thirtieth of October to the eighteenth of November, 1843, the said company also run a second line or train of cars for merchandize, and as an accommodation line for passengers, in which the fare charged from city to city, was three dollars. That both these second lines or trains were slow lines, carrying freight and merchandize.