

Witness— $21\frac{1}{2}$ cents per barrel. $21\frac{1}{2}$ cents is paid to them, and as the actual difference is 25 cents, makes $3\frac{1}{2}$ cents more than the natural difference of extraordinary discrimination in favor of Baltimore.

Mr. Garrett—Are you aware that these differences were satisfactory to the Philadelphia road between Baltimore and Philadelphia? Has there been any protest against them?

Witness—Yes, sir, there have been numerous protests.

Mr. Garrett—Are you aware whether the New York roads have protested against these large differences?

Witness—Yes, sir, they have.

Mr. Garrett—What course have they repeatedly threatened to take?

Witness—They have threatened to reduce the whole New York rates?

Mr. Garrett—Are these differences to which you have referred, from Cincinnati, maintained to other south-western points at which the Company has geographical advantages?

Witness—They are, sir.

Mr. Garrett—Are agents positively instructed?

Witness—They are, in all cases.

Mr. Tyson—You are not aware of any drawback being paid to Mr. Shriver from the rates you stated above?

Witness—No, sir, I am not.

Jesse Fahnestock called and sworn.

Mr. Tyson—Have you any knowledge of the comparative rates charged during the past year on your road?

Witness—I have not, sir.

Mr. Tyson—Have you any knowledge of any drawbacks being paid during the past year?

Witness—None.

Mr. Tyson—Have you any knowledge of drawbacks or allowances being made to parties doing business in the city?

Witness—I have not, sir.

Mr. Tyson—You don't know of any drawbacks or allowances being made?

Witness—Not at all, sir.

Mr. Tyson—If there were such allowances made, would they come under your knowledge?

Witness—I don't know whether they would or not. I have nothing to do with through freight at all. My position is simply to correct errors (if any) of the party who brings his bill in. As to the comparative rates, I know nothing.

Mr. Garrett—What is your office in the Company?

Witness—Clerk of Errors, sir. That's my office?

J. T. England called and sworn.

Mr. Tyson—Have you any knowledge of the relative rates of through and local freight?