

Witness—I have of the local, but not of the through. The local freight comes under my knowledge.

Mr. Tyson—What rates are you charging now on fourth class goods to Cincinnati?

Witness—Mr. Drill gave the list, and I go by that.

Mr. Tyson—Have you any knowledge of any drawbacks in connection with freight in the city of Baltimore?

Witness—None, sir.

Mr. Tyson—For through freight?

Witness—No, sir.

Mr. Tyson—Local freight?

Witness—I have. There is a contract with Mr. Tyson and with a Welch & Leggat at Harper's Ferry, but none in reference to through freight that I am aware of.

Mr. Garrett—You have charge of the local business?

Witness—I have, sir.

Mr. Garrett—You are aware of the tariff of rates of the North-Western and Baltimore and Ohio Railroads?

Witness—Yes, sir.

Mr. Garrett—Will you state the difference charged to shippers in Virginia and Maryland for the same distance to all points?

Witness—For the first ten miles westward our charges are 1st class, 4; 2d class, 4; 3d class, 4; and 4th class 4—no difference in the first ten miles. We have no class eastward for ten miles, no station being at that point.

Mr. Garrett—The object is to illustrate the comparative figure of the tariff. Is there any difference of charge for the same distance East or West on the Parkersburg road, in the State Virginia from the main stem in the State of Maryland?

Witness—The design of the tariff is to have the exact rate per ton per mile in Virginia as in Maryland.

Mr. Garrett—I understand, then, that accurately, and as near as it can be arranged, that the charges in the State of Virginia are identically with those in the State of Maryland for local business?

Witness—As near as we can make the tariff—that is the intention.

Mr. Garrett—Will you compare, if you please the charges on the Reading Road with the charges on the first ten miles of the Baltimore and Ohio Railroad.

Mr. Tyson—I notice that the date of this tariff is 1857.

Witness—Yes, but it is used for 1860.

Mr. Tyson—Do you know that it is in use at present?

Witness—It has been sent to us as a document under which they are operating the road, and has been procured from their office.

Mr. Tyson—If there is anything to show the fact that they are working under that tariff now, I have no objection to it.