

Mr. Garrett—By the Chairman of this Committee writing to that Company, he can soon ascertain the accuracy of those tariff rates, but for the purpose of giving the fullest opportunity for making the most disadvantageous comparison to the Baltimore and Ohio Railroad Company, it presents only its Winter tariff, and if a comparison shall be made with the leading roads of the country, both regarding our Summer and Winter tariffs, our rates will be clearly demonstrated to average lower than the leading roads in the country. To obviate any difficulty, I would suggest that these tariff sheets be allowed to remain in the hands of the Committee for their own investigation, until they ascertain their accuracy from the several officers. It will be found in some cases that the rates in some of these roads are nearly double what they are on the Baltimore and Ohio Railroad, particularly for short distances. I do not insist upon these tariffs however, as evidence, but merely furnish them to present information to the Committee, and prefer if there be the slightest objection to this matter, the Committee can acquire the information by addressing the respective roads directly.

Mr. Tyson—Are the Philadelphia and Wilmington rates there?

Mr. Garrett—That is the only road that presents lower rates that we can find. It is a passenger road, and for purposes in connection with its passenger traffic, takes freight at rates that are unremunerative. The comparison is therefore not legitimate, and as it is the only road we have found to range below the rates of the Baltimore and Ohio, I am glad that attention has been called to this point.

Mr. Tyson—I make the objection that I do not consider these tariffs as evidence. It not show anything. We are upon the question of discrimination. This is a mere comparison of rates between one railroad and another. There are about 30,000 miles of railroad in this country, and if we are to go into this thing, we shall certainly have enough to do.

[Papers ruled as inadmissible.]

Mr. Garrett—You will have no objection to the Baltimore and Ohio tariff being received as evidence in the case.

*A. C. Hall* called and sworn.

Mr. Tyson—You were agent for the Cromwell line for sometime, were you not?

Witness—Yes, but I ceased to be so a year ago on the first of this month.

Mr. Tyson—During the period that you were there, are you cognizant of the arrangement between the Baltimore and Ohio Railroad and Cromwell's line, regarding the division of freight.