of 1856. or at any time since. I consider that said contract of transportation gives the purchaser of the land a bonus Equivalent to 15 cents a ton on the Coal, actually mined and sent to Market.
To 12th Int'g. About thirteen thousand five hundred tons would be about a fair average of coal by that land in the ground. The amount of coal that can be worked out of an acre varies from two fifths to seven eighths, according to local circumstances and the manner of mining.
To 13th Int'g. I was connected some years since but not now.
To 14th Int'g. I make the same answer as to the last Interrogatory
To 15th Int'g. Some years since I was Engaged as Clerk in the Employment of the Old Maryland and New York Iron and Coal Company in this County.
16th Int'g. Only as a transporter of coal at that time.
To 17th Int'g. I consider that the sum of one hundred and forty thousand dollars would be a very inadequate price for the whole of the same.
To 18th Int'g. I can give no Estimate, I have not been in that mine for 10 or 15 years and then but once. I know nothing of the floor or roof or anything about it, I refer of course to the character of the mine or the land of the Hoffman Company.

Cross Examined by defendants.

To 1st Cross Int'g. I do not absolutely, I know near the amount and believe it is a sliding Scale dependent upon the quality.
To 2nd Cross Int'g. I am not acquainted with Exact terms, but sufficiently acquainted to make the answer, that I have made in Chief. I know that the Cumberland Company took the bonds of the Cumberland and Pennsylvania Railroad Company at rates above market price for those bonds. I presume they took the bonds at par.
To 3rd Cross Int. They ascend from Cumberland to the mines.
To 4th Cross Int. From the Cumberland basin Company's wharf lying upon Wills creek above the bridge, I never heard any complaints about it, Except so far as during high Water, in the difficulty in getting up. I never heard of any difficulty in getting to the Canal with loaded boats.
To 5th Cross Int'g. Not being a boatman I cant say, it depends upon the amount of labor Employed.
To 6th Cross Int'g. It was generally called the property of the Cumberland basin Company. I know nothing about charges for shipment.
To 7th Cross Int'g. I do not know the length of time they have owned it, they owned it several years before the commencement of the Erection of the present Wharf.
To 8th Cross Int'g. I think it would have been injudicious not to have built the wharf, were now constructed.
To 9th Int'g. of that I have not the slightest idea.
To 10th Int'g. The Cumberland and Pennsylvania Roads are only carriers of Coal for other parties, the Complainant is a producer and carrier both.
11th Int. The Complainant road was built for the express purpose of carrying the Coal of the Maryland Mining Company, by that Company the whole property the Complainant Succeeded, there are other

lands whose natural outlet is by that road, but how much they carry for other parties I only know by reports, the others that are worked are the Elna Company, the others are discontinued.
12th Int. Independently of the contract for transportation I should not. I should not, I should not value the large vein of coal upon this land to have been worth over one hundred and twenty five dollars per acre.
13th Int. $5 to $10. per acre, this applies to the rough unclearned lands
14th Int. I understand that outside of the large vein, that there is but very little cleared.
15th Int. When I say that the value of the Coal is increased fifteen cents a ton, I mean simply and purely, that a saving to the owner of this coal land of fifteen cents a ton on Every ton of Coal mined, owned by means of the railroad contract for transportation, being placed at a rate of fifteen cents per ton, below what would be a reasonable price, to allow the owners of the Railroad a remuneration for their labor and Capital, or which would be charged by others for the same distance, and the value of the land is increased in the proportion which would bring the Market value per acre of the land without the contract, to a royalty, Equivalent to what the Compounding the interest of the original price would have amounted to, allowing a given number of years for the putting the whole of the Coal into Market. In other words if one hundred dollars an acre of cost is Equal to a royalty of seven and a half cents, then fifteen cent royalty would Equal Two per acre.
16th I think the said transportation Contract would bring the value of the great Vein of Coal up to $312.50 per acre. The calculation being made in this way. I consider one hundred and twenty five dollars cash paid for one acre of coal land, as Equivalent to a royalty of ten cents per acre yearly as the coal is mined at 30 years purchase and consequently that allowing the rail road contract to give the Coal Miner in this distance an advantage over any other Equally distant from market of fifteen cents a ton, then if the land is worth one hundred and twenty five dollars an acre without the railroad contract, that with it, it is worth one hundred and fifty per cent, more provided no changes take place in the Economy of railroad transportation to other points being the coal is worked out, and that it is done within the period of thirty years.

Additional Interrogatories to Henry Thomas Peter.

No 19. When the grade of a road is in the direction of the load, and the grade is so proportioned, that the locomotive can haul as many Empty Cars up the grade, as she can bring down loaded, then the cost is at a minimum and vice versa. The same load holds in hauling up grade, Except that the loaded cars take the place of the Empty ones.
No 20. I did not think that made any difference in the cost of working the road.
No 21. On the Complainant Railroad the average grade for Twelve Miles East of Eckhart is stated at one hundred and thirty five feet to the mile, consequently in descending with the load the locomotive is used to check and regulate the speed of the train instead of drawing it consequently the work of the locomotive is limited by the number of Empty