




|  | 20th of Jaly, and for whieh billit ter at this oflite some tho week igb, recovered, and the thief airrested. is John Appoll, zád thit it zeedis it frat offence in approptiatity tho other people. Daring the init he tr Federal army, and in 1865, after his d |  been made possessor of one of tifesa, conve Dient instraments. Thiy inswer the purpose to a dot, and will strip the corn from the cob as quick as a caf can liek her tain, or there abouts. In shelling dyy eori ithiould prove Land Sales iv trikolvin-The Rich |
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| Act of Incorporation, paxeel April 8 SL 1831. |  |  |
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|  said company on Ahie sidityuifthode; blial pay |  |  |
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| to erect on suchsection or seetionos. at toll. gateor gates, and they bhall be entitled io demand or gates, and they shall be entited to denand receive the fotiowing rates of töl, viz |  |  |
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| For toll and trangeportatiou oon all prodice ororher conimioditywhich thêj may trom west to eiss ? 3 |  |  |
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| from webt to eists, at a rite note exceeding four cents jet firile for every ton weight; and Tơmoditites they way transport from enst to |  |  |
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| It strikes me, therefire, that in discrimina nog between certain pointe oo the Wiuchester <br>  |  |  |
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| anid Charlestown; and ia uakkion'private con. tracts with individuals to transporr at diffee ent $r$ tese than thase estabished for |  |  |
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| ent rates than those established for the publio. the Baltimore and Ohio Comping are vion |  |  |
| ting the charter under which alune they can operate the stem road. As to their ratees of |  |  |
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| toll, these being prescribed by the chariter. I <br> do not think theum modified by section 19, , |  |  |
| olapter 61. of the Code of Virginia. which is expressly limited to tolls "on a'railioad ontwhich different rutes are not prescribed by |  |  |
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| Couppany to charge mire that their. prede cessors were limited to to the setion of therr |  |  |
| charter above quioted. This limitit is three cents per mile foft passereiers. The distatuce |  |  |
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| mer rate allowed by the ehartet is not belowthen ine arerape charyed on other raads. 5 s, in regird to freipht. By the car load of 18.00 |  |  |
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| pounde, of vinde short tane, the charge from Winchester to Harper's Ferry is twelve centa |  |  |
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| per hubdred, or $\$ 2.40$ per ton, which is at the rate of seven and one quarter cents per tonper mile, being three and one quarter conts |  |  |
|  |  | ar scroad ros bors. |
| per ton more than the charter ailows. Thisis the charge by the car-load $\xi$ ' io smaller |  |  |
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| of the Roond on its main fiop, but to those Which we pay who live alogo the sten.have the authority of Col. Robbert W. Baylor and Mr Charle "arinoin |  | arlestown agadem |
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| and Mr. Charles Mainoig. for the following |  |  |
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| from Baltimore to Supmit Point about the |  |  |
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| sume distance, and the Baltimore and Ohio Company charged thérij fost doulle the freigh |  |  |
| they paid on the Pbiladelphia and Baltimore <br> road. They found the tgents on the latter |  |  |
| road fat tore obligitibe: allo, Bills of freieqht |  |  |
| placed in wy hands by Messrs. McEliryy \& McKnight. of Charlestown, establish that the |  |  |
| Baltimore and Ohio road bas charged them freight about double the rates charged by the Cumberland Valley road. |  |  |
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| PUBLIC SALE. $H^{\text {siv }}$ <br>  $\qquad$ <br>  Hoisiefilid Eifthe Petiniture, <br>  |
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