

the rates of toll and transportation, as limited in the charter of the company, should be increased.

If I am permitted to suggest the alterations which I should think reasonable, and just to all parties interested in the road, I would say that in lieu of the charges for toll and transportation authorized by the 20th section of the charter, the charge should be not exceeding 8 cents per ton of 2000 lbs. per mile on all produce, merchandize or property of any description, and not exceeding 6 cents per mile for each passenger.

It would seem reasonable also, that for the increased expense incurred by bringing cars within the city, which will require a large number of horses to be kept, in consequence of locomotives not being permitted to pass through the streets, the company ought to receive some compensation, either by a higher rate on the tracks from the outer depot into the city, or by a specific charge for transportation over those tracks.

I hope you will pardon my troubling you with the above suggestions, which a sense of what is due to the State and city, as well as to the other stockholders, induces me to make. The charges on all other roads, in this or other States, are higher than this company is authorized to make.

I have the honor to be,

With great respect,

Your obedient servant,

CHARLES HOWARD,

Prest. Balt. and Susquehanna R. R. Co.

ARTICLES OF AGREEMENT

Made this twenty-sixth day of January, in the year one thousand eight hundred and thirty-nine, between the Wrightsville, York and Gettysburg Rail Road Company of the first part, and the Baltimore and Susquehanna Rail Road Company, and the York and Maryland Line Rail Road company of the second part.

Article 1. It is hereby mutually agreed that an immediate application be made to the legislature of the State of Pennsylvania, for an alteration of an act of the General Assembly of the State of Pennsylvania, entitled "an act to unite the Wrightsville and York Rail Road and the Wrightsville and Gettysburg Rail Road Companies into one company," so as to dispense with the obligation in that law to finish the rail road from Wrightsville to Gettysburg in four years, and to extend the time of completing the same to ten years, and also to dispense with the obligation of completing and making that portion of the said road between York and Gettysburg unless the Wrightsville, York and Gettysburg Rail Road Company shall be enabled to obtain and procure within the said ten years the amount required to finish that part of the said road between York and Gettysburg; and also so as to authorise the making of such agreement and agreements by and between the