

way of Albany, Rochester and Buffalo, and her New York and Erie line by way of Dunkirk. Philadelphia has her Pennsylvania Railroad by way of Pittsburg, and Baltimore her Baltimore and Ohio Railroad to Wheeling. Now it is the policy of Boston to draw the Western travel over her lines without giving it an opportunity to pass through New York, Philadelphia or Baltimore, while it is the policy of New York to attract it over her lines without first going through either of the other cities, and it is the policy of Philadelphia to attract it over her line without giving it an opportunity to first visit either of her rivals. Baltimore, however, is better situated than either of these other cities to draw the Western travel, not only that which wants to stop at Baltimore, but likewise that which is destined for Philadelphia, New York and Boston, because she is nearer to the West and is on the shortest line from the Southern parts of Ohio, Indiana, Illinois, Missouri and the whole of the States of Kentucky, Tennessee and Arkansas, to all the other Eastern and rival cities. The policy of the State of Maryland and of the city of Baltimore, should therefore be such as to attract not only the Western travel that has business with Baltimore, but likewise as large a portion as possible that is destined for Philadelphia, New York and Boston, because by so doing, the revenue of the Baltimore and Ohio Railroad, will be largely increased and Western traders destined for points further East will thus become acquainted in Baltimore, and gradually acquire the habit of making a part at least of their purchases there. To attract this trade however, inducements must be offered equal to, or superior to those of any other route. The fare must be as low, the time must be as short, the route must be subject to no delays or uncertainties.

The rates of fare from Boston, New York and Philadelphia, to the west have been fixed, not in proportion to the local fares or the through fares on either of the roads constituting the western line, but at a rate much lower, not more, and in some instances less than two-thirds of the through fares of the several roads constituting the line added together. These western passengers are regarded by all these lines of Railroads as a class by themselves, different from the through passengers or the local passengers on either one of the roads which form a part of the great route west. Now, an adherence to the through rates on the several Railroads from Boston, through New York, Philadelphia and Baltimore, to the west, would be precisely what the cities rival to Baltimore would desire, because it would turn the great tide of western travel over their improvements, without giving it an opportunity to visit Baltimore at all; while regarding these travelers as a separate class and treating them accordingly, would secure to Baltimore a good share of the western travel destined to cities further east, in addition to all that she could draw by her own highly favored local position. These considerations induced the