

Philadelphia, Wilmington and Baltimore Railroad Company and the Baltimore and Ohio Railroad Company to form the through western ticket, which will ultimately add millions to the revenue of the Baltimore and Ohio Railroad, increase the wealth and prosperity of the whole State of Maryland, and make Baltimore not only a great commercial mart but a great thoroughfare for the immense travel from the east to the west and the southwest. By the earlier completion of the lines from other rival cities to the west, the western travel which formerly went through Baltimore to Philadelphia, New York and Boston, was all diverted, but since the opening of the Baltimore and Ohio Railroad to Wheeling, and the adoption of the through ticket, a part of it has been attracted back to its old channel through Baltimore, and as the route is improved and made more certain, more and more will be attracted till this route attains its fair share of both the western trade and western travel.

The rates of this western ticket are uniform and alike for each class in both directions, and the tickets allow passengers ample time to stop over in Baltimore if they desire.

The same remarks that have been made in regard to classification of passengers will apply with equal force to freight. It must be apparent to all that precisely the same prices should not be charged per ton for the freight on a *car load* of feathers weighing one ton, and a car load of lead weighing eight tons; on light articles of furniture and heavy groceries; on valuable and light silk goods for the consumption of the wealthy and manures for the use of the farmer; on wood for fuel and wood in the more valuable form of boards, plank and other building materials; on flour and other heavy provisions coming east, and light boxes of boots and shoes going west. The obvious meaning of the law is, that the same prices should be charged for the same classes of freight in either direction; we have so interpreted the law and have so arranged our tariff on freight as well as on passengers. In our western tariff, we were guided by the prices charged by other and rival lines; we regarded that freight as a distinct class by itself, to be treated as such or not to be had at all over our line and the Baltimore and Ohio Railroad. A tariff, in accordance with these views, was arranged between Philadelphia and Wheeling, which has now been in operation only twenty days. With all the impediments in the way, such as the Ferry on our road and the passage over the Tunnel Hill on the Baltimore and Ohio Railroad, the unfinished condition of that road and the short supply of freight cars on our road, the difficulties and uncertainties always in the way of starting a new business, with all these things against the line, the Baltimore and Ohio Railroad has earned as her share from through freight between New York, Philadelphia and Wheeling, more than eleven thousand dollars in the first twenty days, or at the rate of about one hundred and