

seventy-five thousand dollars per annum. This business is constantly on the increase, and will be limited only by the present limited means of accommodating it. The last five of the twenty days have been at the rate of about two hundred and eighty-two thousand dollars per annum for the Baltimore and Ohio road. During these five days, the trade has taxed our Ferry 'night and day, and should any accident happen to our boat the business must be entirely suspended, and a heavy loss fall on us and a much heavier one on the Baltimore and Ohio road, which receives nearly four dollars to our one on this western freight. We cannot do a much larger business than we are now doing with our present Ferry arrangements even in favorable times; but when the river is obstructed with ice, or our boat becomes disabled, we can do nothing. To accommodate the business that would seek the west from Boston, New York and Philadelphia, over our road and the Baltimore and Ohio road, we must have a bridge over the Susquehanna. Without it, our line and the Baltimore and Ohio Railroad must be limited to a very small share of the western trade and travel, from a want of proper facilities to accommodate more. Not a pound of the western freight before referred to that has passed between Philadelphia and Wheeling would have gone over our road or the Baltimore and Ohio road, had it not been for the through tariff agreed upon between that road and ours. It would all have gone, as it has gone heretofore, over either the New York and Erie Railroad or the Pennsylvania Railroad. If this trade is properly accommodated as it should be by a bridge at the Susquehanna, it will soon amount to five times what it now is. The route is yet new, imperfect, untried and unknown, and the trade is in its infancy. What it can be made to be, when the route is perfected, well-tried and known, and the trade is fully developed, can scarcely be imagined by even the most sanguine.

In my desire fully and fairly to explain the views and motives that actuated this company in regulating their rates for passengers and freight, in accordance with the spirit of the law as applied to the several classes enumerated, I have already trespassed too far upon your patience and close by subscribing myself,

Your obedient servant,

SAMUEL M. FELTON,

*Pres't Philadelphia, Wilmington & Baltimore Railroad Co.*

Philadelphia, March 21, 1853.