

marks upon the results which may be anticipated from the completion of the road. The great works of internal improvement of the State of Pennsylvania, with which it is the primary object of this company to form a connexion on the banks of the Susquehanna, being now in full and successful operation, the effects which have been produced by their completion are subjects of the deepest interest to you, and are of vital importance to the city of Baltimore.

By the last annual report of the canal commissioners to the legislature of Pennsylvania, it appears that on the 1st November, 1835, that State had completed upwards of 600 miles of canal and slack-water navigation, and nearly 120 miles of rail roads; and that at the same time there were completed, or in a course of construction by different incorporated companies within the State, about 400 miles of canal, and 520 miles of rail road. This was previous to the very liberal aid which it at the last regular session of the Pennsylvania legislature was extended to works of internal improvement in every quarter of the State, the effects of which will soon become visible in the addition of the foregoing list of many miles both of rail roads and canals.

The returns of the transportation upon the works constructed by the State, since they were first opened for public use, were as follows:

Years.	No. of boats.	No. of cars.	No. of miles trav'd by passengers.	Amount of tolls received.
1830				27,012 90
1831				38 241 20
1832			152,788	50,909 57
1833			878,315	151,419 69
1834	664	349	4,085,191	680,478 15
1835	760	771	11,231,924	779 335 79

The receipts by the state as above, were exclusively for tolls and for the use of motive power on the rail roads, which is furnished by her; the transportation being car-