

the road are first applicable to the payment of a dividend of 6 per cent, on the stock subscribed on the part of the State, before the private stockholders can share any of the proceeds.

In answer to the remaining part of the order of the House referred to, the committee beg leave to submit the following statement received from the President and Directors:

*Office of the Annapolis and Elk-Ridge Rail Road Company,*

February 18, 1841.

To the Hon. BENJAMIN E. GANNT,

*Chairman of the Special Committee of the House of Delegates of Maryland, to investigate the affairs of the Annapolis and Elkridge Rail Road Company:*

*Sir:*—The order of the House of Delegates, instructing the committee to inquire into the amount of salaries paid by this company, &c. has been submitted to the Board of Directors, and I am instructed to make the following answer to the interrogatories contained therein:

The amount of salaries is as follows:

To Somerville Pinkney, President,	\$1,000
Nicholas H. Green, Secretary,	500
Alexander Evans, Engineer,	1,460
Henry H. Bush, Engineman and Machinist,	900
William McNew, Engineman,	640
James H. Miller, Conductor,	540
An Assistant of the Conductor;	240
Three labourers in constant employment,	720
Watchman,	240
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	\$6,240

Besides laborers occasionally engaged in repairs about the road.

The Board believe that this amount, after the completion of the road and the close of the present year, which ends in May next, may be reduced to about \$4,000.

The following estimate of the ability of the company to pay a revenue to the State is submitted:

The average daily number of passengers travelling on the road since it was opened, is about fifty. Looking to the general effect produced by similar improvements elsewhere, the number to be passed over the road during the session of the legisla-