

Her ownership of the majority of the stock of the Chesapeake and Ohio Canal Company has never been, and it is more than likely, never will be an interest paying investment, but has ever been, is to-day, and ever will be, a disturbing element in her politics. There are rival interests anxious to obtain the control of this canal. Let's see whether and what they are willing to pay the State for it. The bonds of the Columbia and Port Deposit Railroad Company and the stocks of the Chesapeake and Delaware Canal Company were at one time productive assets, but have paid nothing for a number of years. The stocks of the Baltimore and Fredericktown Turnpike and the Baltimore and Yorktown Turnpike Companies are fitful with their dividends and paid nothing last year. The stocks of the Baltimore and Potomac Railroad Company have never paid a dividend. The stocks of the Annapolis and Elk Ridge Railroad Company and of the Bohemia Bridge Company were authorized to be sold by the last General Assembly, and have been sold conditioned upon the payment of the money; the conditions have not been as yet, but maybe, complied with.

The Maryland Penitentiary, instead of drawing its appropriation of \$10,000, made a payment of \$7,326.43 to the State last year.

The State Fishery Force paid expenses and salaries and increased the "Oyster Fund" \$6,522.09 last year. Year before last it decreased this fund \$22,174.03. Local legislation has diverted from the State into the county treasury the revenue from scooping licenses in several of the counties, the waters of which are commanded by police sloops at the expense of the State. These local laws should be repealed, or the State relieved of the expense of protecting these waters. The revenue from tonging license is paid to the schools of the several counties; a very good application of this fund. The Police Steamer and most of the sloops are old and constantly needing repairs. The oyster, the oyster navy and the oyster interests of the State are sources of fruitful suggestions, which I hope will ultimately result in practical and profitable legislation upon this important article of commerce and the various interests involved in it.