

passengers, the mail and freights, the sum of \$6,000, subject to charges amounting to \$2500, and consequently the net profit for the period last mentioned will be \$3,500, which added to the clear earnings to the 17th of December of \$1,746.44, exhibits a profit for the whole year, commencing with the 9th of April 1841, and ending with the 9th of April 1842, of \$5,246.44.

The estimated receipts from the 17th of December 1841, to the 9th of April 1842, may seem exaggerated, if the comparison is made with the results of the preceding portion of the same year, but when it is considered, that the period from December to April, embraces the period during which the Legislature is in session, and when the communication between Baltimore and Washington, and Annapolis, is greatly augmented, the committee do not think the estimate unreasonable.

But the committee are not left to conjecture and estimate, with reference to the probable receipts upon the road from December to April, the estimate now submitted, being fully borne out by the operation upon the road from December 1840, when it was opened, to April 1841.

Looking to the amount of travel and freights received upon the road, during the period last referred to, the committee are persuaded that the estimate now submitted is not overstated, and that a clear annual profit of upwards of \$5,000 may be anticipated with entire confidence.

The committee have also had their attention directed to the effect of the connection of this road with the Baltimore and Washington Rail Road. It appears from the books of the Annapolis and Elkridge Rail Road Company, that from the 25th of December 1840 to the 25th of December 1841, there have been transported

From Annapolis to Baltimore	2,766½ passengers.
“ Baltimore to Annapolis	2,871 “
“ Washington to Annapolis	961 “

The amount from way passengers rec'd \$2,928

From Annapolis to Washington	1106 “
------------------------------	--------

of whom there can be no doubt, that at least 9,168 passengers were transported over the Baltimore and Washington Rail Road, and paying to the latter road the sum of \$10,831. Of this sum, the State of Maryland receives for her one-fifth of the amount derived from the transportation of passengers, and her one-third of the residue, payable to her as a stockholder in said company, the sum of at least \$5,054, which, together with the clear profits resulting from the operations of the Annapolis and Elk Ridge Rail Road Company of \$5,246, produce to the State the annual sum of \$10,300 44, equal to 3½ per cent. upon the whole amount invested by the State in the stock of this latter company.

It appears by a statement appended to the memorial of the company, presented to the General Assembly at this session, that debts exist against it, to the amount of \$67,947 48, and the committee, from an examination of the books and papers of the com-