

The Baltimore and Ohio Railroad Company, although it has not to my knowledge made any late report of its last year's operations, yet in their results as shown by the amounts paid into the Treasury, has furnished the most gratifying evidence of its success, and of the continuance of that able and energetic management which has so long distinguished it. Notwithstanding the serious and frequent interruptions suffered in the business of the company, by reason of the repeated destruction of large portions of its road by the Rebel Army, it has paid into the Treasury during the last fiscal year, two dividends of three per cent. each on the stock in the main stem of the road, and two other dividends of four and a half per cent. each on the stock in the Washington branch, and on account of capitation tax on passengers over that branch it has paid the sum of \$207,540.51, making its aggregate of payments into the Treasury for that year \$310,512.51, and conclusively showing that besides the incalculable benefits which the trade and commerce of our State derive from its operations, and its essential importance to the Government as one of the most important auxiliaries in military movements, that the State's interest therein, considered merely in a pecuniary point of view, is one of its most remunerative investments.

The bonds of the State to the amount of one million of dollars issued on account of the Susquehanna and Tide Water Canal Companies, will become due and payable at the pleasure of the State, on the 1st of January, 1865, and the obligations of these Companies to pay the State the amount of these bonds with interest and exchange, became due on the first of January instant.

By an adjustment made between the Comptroller of the Treasury and the Representatives of these Companies on the 1st of January, 1862, under the Act of 1860, Chapter 372, there appears to be a balance of interest and exchange due from said companies, as of 1st of January, 1860, of \$183,701.-74. Since then, payments have been made by said companies increasing each year in amount, and in the last year amounting to \$90,000; the aggregate, however, for the last four years, probably not much exceeding the current interest and exchange, and in that case not reducing the amount due at the time of said statement of accounts. The principal having now become due, I deem it proper to call the subject to your attention.

The Comptroller in his report to me in 1862, refers to the situation of the Maryland and Delaware Railroad, and to representations in reference to it rendering it difficult for him to determine the propriety of further payments by him on its account.