

fully stated in the Tenth Annual Report, it has not been practicable to make a dividend among the Stockholders. This is the more regretted, because, relying upon the past receipts and expenditures of the road as data, and not anticipating that the first would fall short of, and the latter exceed the estimate, the belief that regular dividends would be declared, had been confidently expressed, and may have led to calculations which have not been realized.

It is proper here to state, however, that with the experience *now before us*, under the rates of toll and transportation, at present allowed to be charged by the charter of the company, other results in the way of dividends than the last year has furnished, cannot be expected. No practicable reduction in the expenses of working the road would amount to a dividend of 1.4 per cent. on the capital. The expense for repairs of the present road, could not be diminished, for it is believed that they are now done as cheaply as practicable. The cost of working the road and repairing it are the items to be deducted from the receipts, and the deduction when made, leaves nothing sufficient to pay an adequate dividend to those, the State among the rest, who have invested their means in the undertaking. As the expenses therefore, cannot be reduced, it follows, as a matter of course, that if adequate dividends are to be paid, the receipts must be increased, and the only mode in which this can at the present time be done to the extent desired, is by increasing the rates of charge now authorized for travel and transportation. This requires the action of the Legislature, and to that honorable body it is the intention of the President and Directors to apply at the present session. In doing so, it will only be asked to place the Baltimore and Ohio Rail Road Company, on a par with other rail roads now in successful operation in the other States of the Union. The rates of ten of these roads have been ascertained and amount to an average of nearly six cents per mile for passengers, and eight cents per ton per mile for goods—nearly double the rates allowed to be charged on the Baltimore and Ohio Rail Road. The average here stated may be fairly assumed as the price that the travelling and mercantile public are willing to pay for the rail road facilities which ~~they make use of~~—and yet few, if any of the rail roads on which these charges are made, pay more than legal