

Annual Message its means. After the completion of the Washington Branch, its attention was directed more to the repairs and improvement of that part of the main stem which had been previously finished, than to the extension of its works towards the Ohio. The two lines of Road now in operation, afford great facilities for travelling and for the transportation of goods and agricultural produce; and the Washington branch yields a profit to the stock holders. The interest on the stock issued to pay the State subscription has been regularly discharged; and a considerable sum has been annually paid into the Treasury besides from the transportation of travellers on the Washington Road.

Preparations are now in progress for extending the main stem from Harper's Ferry to Wheeling, and the line between the former place and Cumberland has been put under contract. The distance between Harper's Ferry & Wheeling is two hundred and twenty two miles; and at a moderate estimate the whole work will cost ten millions of dollars. The means of the company for completing the Road between these points consist of State Bonds for three millions of dollars of City Stock for the same sum, of the subscription of Wheeling for one million, and of the contribution of Virginia, of two-fifths of the expenditure within her limits, estimated at one million three hundred and thirty eight thousand dollars. It is understood that no payments are expected from Virginia or Wheeling, till the road is completed to the Ohio; and on the present state of the money market, and of American securities, there is no prospect of selling the State or City bonds without such a loss as would materially diminish the resources of the company.

The President of the company went to England in September with full power conferred upon him by the board of directors to sell or pledge the State bonds; or to make such an arrangement for their future sale or hypothecation, as he might deem most advantageous to the parties concerned. In the execution of this trust he deposited the bonds with Baring, Messrs. Thos and Co. who agreed to become the agents of the Rail Road Company on the following conditions: They are to sell the bonds at certain prices and to charge certain commissions, and are to allow the company after next February, to draw upon them for ten thousand pounds sterling a month, under the limitation that their advances are never to exceed forty thousand pounds at any one time. They are at liberty to sell as much stock as may be required to cover these advances, without any restriction of price or time. After thus reimbursing themselves, they are to permit the company to draw in like manner for similar sums; and this operation may be repeated, till the bonds are all forced into market for the payment of temporary loans. For some time before the bonds were sent to England, the scarcity of money and the abundance of American securities, and their rapid fall in value, made it impossible to effect a sale, or negotiate a loan on reasonable terms; and the introduction of so large an amount of Maryland stock into foreign markets, under such circumstances, and for so slight an inducement was calculated to sink more deeply if possible, the credit of the bonds which had been unfortunately pledged by the Chesapeake and Ohio Canal Company. In making this arrangement with the Baring's, the Baltimore and Ohio Rail Road Company has entered into the system of hypothecation which has been so disastrous to the credit of the State; and in entering into extensive opera-