

The Annapolis rail road, is finished to its intersection with the Washington branch of the Baltimore & Ohio rail road, and is now open for the conveyance of passengers and produce. Annual  
measures

The Baltimore and Susquehanna rail road, has been in constant operation since last spring, and now forms the long desired connection between the City of Baltimore, and the canals and rail roads of Pennsylvania.

The tide water canal has also been completed within the present year, and has already been the means of bringing a large trade to the city of Baltimore. The State has no interest in this work, as a stockholder, and no pecuniary connection with it, except as a creditor; but in proportion to its extent there is perhaps no other public work, that will contribute so largely to the trade and prosperity of Baltimore. And the completion of this Canal, is not the less gratifying to our citizens, on account of the equal advantages, which the people of Pennsylvania will derive from it, in securing for their various products, a convenient outlet, and a choice of markets.

The affairs of the Eastern Shore rail road company have been settled, in pursuance of the act of last session chap. 323.

The Commissioners appointed for that purpose, were ardently engaged, for some time in examining accounts, ascertaining damages, & adjusting claims against the company; and in disposing of the matter, and effects which remained, in the possession of its Officers & Agents. The books, maps, & papers belonging to it, have been placed in the Land Office, as directed, by the act of Assembly; and the final report of the Commissioners will be transmitted, to you, with other papers on the <sup>same</sup> subject.

Supposing the Eastern Shore rail road, to be abandoned, the Baltimore & Ohio rail road, and the Chesapeake & Ohio Canal, are the only works, which now remain unfinished. The rail road company will not probably require further aid from the State, for two or three years, and will not suffer the interest on their portion of the public debt to fall on the Treasury.

The Canal is not only unfinished, but the company are without the means of continuing their operations. The debt contracted for their use, is a dead weight on the State, and so it will remain until the whole line of the Canal is opened to Cumberland. While every one perceives the necessity of doing something, it is difficult to devise any practicable scheme for continuing the  
work.