

Years in the history of the state, have no relation, comparatively, to years in the life of an individual. And, therefore, whether it be, in ten years, (as I think it will,) or in thirty, the time must, nevertheless, certainly come, when the natural laws of commerce will abrogate all necessity for the interposition of the Board of Commissioners of Public Works, between these two great Companies. Whilst the impetuous train shall hurry along the traveler, and light transportation requiring dispatch; the slow motioned canal boat will wind its way leisurely, freighted with the heavier commodities, which are suited to its construction; and, which are, more or less, independent of time, and the fluctuations of the market.

It is a source of much satisfaction to me, to be able to inform you of the growing prosperity of the Baltimore and Annapolis Rail Road. The Exhibits made by the Company, for the past year, is as creditable to the able Officers, who direct its operations, as it will be gratifying to you, and the public generally. Its course is onward. When we reflect that, in 1847, its stock was quoted at five dollars per share; and, that, it now stands at thirty-seven; we have a certain index to its progress. Neither, has this advance (at the rate of six dollars per share, per annum, in five years,) been sudden, and, therefore, unreliable; but, it has been, on the contrary, gradual, and never retrogressive. The gross receipts, for the last year, were \$349,874.78; being an increase of \$65,278.06 over those of the year previous. Of this increase, over fourteen per cent. accrued upon passenger travel; and over twenty seven per cent. upon tonnage; making twenty two and a half per cent. on gross receipts. The net revenue was \$120,973.88; or 35 per cent. of the gross income. To the insufficiency of the Company's Road stock, and the consequent extensive transportation in "Individual Cars," is attributed the large percentage of expenses, as compared with receipts. It will be perceived that, the net revenue, for the year 1851, exceeded the annual interest due the State, (which is \$112,922.72) by the sum of \$8,051.16. The interest, for three quarters of the year 1851, (up to the 1st of October last,) has been paid, amounting \$84,692.04; which would appear to leave, in the hands of the Company, an excess, on net receipts, of \$36,281.84; out of which, to pay the quarter's interest, due the 1st of January, instant. But, I am informed that, that apparent excess has been reduced, by the payment of \$5,000.00 to arrears of interest, for the year 1850; and that, the whole, or the larger portion of the balance has been consumed in necessary expenditures, which are accounted for, in the last annual report; a copy of which I have not, as yet, received. I have obtained no assurance that, the interest, for the quarter just closed, can be paid, out of the proceeds of the last year's operations. But, as the fiscal year of the Company, closed on the 30th of September last, the receipts of October, November, and December, must be taken into account. We have, therefore, cause to hope that, all, or nearly all of the interest, for the year 1851, will be liquidated. During the fiscal year 1850, the sum of \$75,000 was paid to the State, on account of interest. The increase, therefore, for the year just ended, amounted to \$9,692.04; which, of itself, affords reliable evidence of an advancing prosperity. I think that, this Work has done well; as far as I am enabled to judge, from the partial information obtained. And, I have every reason to believe, looking to the developments of the Pennsylvania Works, with which it connects, that, its future productiveness will be largely augmented.

In as much as, the fiscal year of the Annapolis and Tide Water Canal Companies ends on the 31st of December, I have not been able to obtain information, in regard to their affairs, of later date than that, furnished by the Annual Report of the President and Managers, made to the Stockholders, in May last. The President was unable to furnish me with an estimate of the last year's operations.