

From these returns which seem to have been made with a fidelity to be relied upon, your Committee think that the fair inference will be, that a Rail Road upon the latest improvements would more than double the number of passengers, and if connected with the Chesapeake and Ohio Canal would more than quadruple this amount of receipts upon passengers, products and merchandise—some calculations furnished them carry the probable receipts for passengers upon this Rail Road up to 300 daily, which at three cents per mile will amount to, for 40 miles, \$131,400 per annum—and certainly a continuous route from Ohio by this communication must occasion a great increase of travel as well as of the transportation upon it.

Your Committee deem it expedient in a review of the improvements hitherto sanctioned and patronised by the state, to present to your consideration the return of actual receipts from the Baltimore and Frederick-Town Turnpike road.

The gross receipts upon that road the last year were,		\$ 66,729 21
The charges,	\$24,291 09	
The clear profits authorized, a dividend of 6½ per cent.	\$38,818 00	
	<hr/>	63,109 09
With a reserve of		<hr/> \$ 3,620 12

There are few Turnpike road stocks, known to your Committee, that yield so large a clear dividend as 6½ per cent—but in this instance the Company would appear to have most prudently reserved a large surplus to meet any emergency of the present year. It is evident to them, that this improvement more than justifies the investment of the funds of the state, in a pecuniary point of view—exclusive of its beneficiary importance to the agricultural interest; since money may scarcely count upon more than five per cent. in ordinary investments.

The investment made by the State in the Chesapeake and Delaware Canal of \$50,000, (and in the revival of that great enterprize Maryland was foremost amongst the states) is likely to prove a productive fund. From the report of the Directors of that Company, it will be seen that nearly \$62,000 of tolls have been already taken—that nearly 6000 vessels have navigated that Canal within 6 months, and that although this entire work has prior to the 1st January 1831, cost nearly 2¼ millions of dollars, yet every just expectation is entertained