

Keeping this fact in view, his inference is that additional revenue to an amount not less than \$600,000 yearly, is even now indispensable to the maintenance of the public faith and the future solvency of the treasury—and as it is not enough that the public engagements be complied with ultimately, but must be paid on the very days limited in such behalf, it is manifest that double the sum should be raised for the first year, so as to put the revenue in advance of the demands for it.

For, of this additional revenue and for the service of the current year, about \$150,000 will be wanted indispensably on the very first day of April next; \$100,000 more on the first day of July next; \$250,000 more on the first day of October next; and the remaining \$100,000 on the first day of January, 1842.

He wishes, therefore, this last suggestion, of doubling for the first year the amount to be raised annually, to be considered as pressed upon the attention of the General Assembly emphatically, and as one which he deems so important, that it may not be safely overlooked or disregarded.

It will be seen, that no part of the interest before in arrear, or of that which has been paid for their account in the past year, has been received from the Directors of the Penitentiary, the Medical Professors of the Baltimore University, or from the Chesapeake and Ohio canal company—and the Baltimore and Susquehanna Rail Road company have paid only the interest upon so much of the last loan to the company as it has (principally in the course of the year) had the benefit of.

Of the Baltimore and Ohio Rail Road company, it is but just to repeat that it has fulfilled its obligations at all times, and with exemplary punctuality.

It has paid into the treasury in the past year, for the State's share of its revenue from its Washington Branch and its Main Road to Harper's Ferry, \$75,723 73 cents, which is \$25,873 73 more than the interest of the debts the State has incurred for their construction. In the same time, the condition of these roads has been greatly improved—their nett revenue continues to be gradually and steadily increasing—and nothing seems to be wanted to ensure satisfactory profit from the operations of the Main Road even to Harper's Ferry, but a just and moderate increase of the tolls allowed for the transportation of flour and other articles, now carried on it with certain loss to the company;