

Bonds of the Baltimore and Susquehanna Rail Road Company, - - - - -	1,884,045 29
Making	<u>\$4,637,501 95</u>

The committee are not without strong hopes, that the time is not far distant when the revenue which may be expected from these investments will be very essentially increased. From the report of the directors on the part of the State, in the Baltimore and Susquehanna Rail Road Company, it appears from data which the committee see no reason to distrust, that the annual revenue from that work will be augmented from twenty thousand, to upwards of eighty thousand dollars, provided a measure which has already received the sanction of the House of Delegates shall become a law.

The Susquehanna and Tide Water Canal Companies, it is now believed, will be able to pay regularly the full amount of the interest on the debt contracted by the State for their benefit, and if so, the Chesapeake and Ohio canal is the only work in which the State has a deep interest, which is not affording material assistance to the revenue.

The State holds, of the stock and bonds of this company, for subscription and loans under various acts of assembly, the sum of - - - - -	\$7,163,724 44
And there is due for interest - - - - -	2,159,443 75

Making together the sum of - - -	<u>\$9,323,168 19</u>
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If this large amount should hereafter become only partially productive, the relief which it would give to the Treasury will be most sensibly felt, whether the revenue to be derived from it is used in the more rapid extinguishment of the public debt, or is applied to the payment of interest upon it, in lieu of so much of the taxes now expended in that way.

The committee do not mean to indulge in speculations as to the future productiveness of the canal, which in the judgment of some, might be considered fanciful; but they suppose the anticipation is not an unreasonable one, that it will, when finished, contribute something to the Treasury. That there are in Allegany county vast deposits of coal and other minerals, is a truth too well established to be denied, and that these will find a market by some avenue, we suppose to be equally indisputable. Without entering into the much controverted question of the relative capacity of rail roads and canals to transport heavy and bulky articles for long distances, the committee are strongly persuaded, that the rivalry for the coal and iron trade, between the canal and the Baltimore and Ohio Rail Road, will not be of very long duration, or keenly maintained. They hope and believe, that the rail road, at no distant period, will be finished to the Ohio; and when that is accomplished, the committee believe that the trade and travel which will be