

million of dollars in the main stem and branch road. If to this be added the dividends from the main stem, payable in stock, the State will have received in the one year nearly nine per centum, and in the other, more than ten per centum upon the same investment. Such are the fruits of a work which has not yet reached its destined terminus by a distance of two hundred and eleven and a half miles, but which, nevertheless, has increased its revenues in ten years, from \$407,347 50 in 1839, to \$1,241,205 45 in 1849. The formation of a rail way connexion between the city of Baltimore and the Ohio river, for the purpose of securing to that city the trade and travel of the West and South, with the benefits necessarily flowing from it to the whole State, was the main, if not the sole object of the incorporation of the Baltimore and Ohio Rail Road Company. Within the last twelve months, the most energetic measures have been set on foot by the President and Directors of the company, for the accomplishment of this important purpose, and after mature consideration, a route of extension entirely practicable and coincident with the interests of Maryland, has been wisely adopted. A distance of one hundred and three and a half miles, comprising the most difficult portion of the whole route, is under contract and in rapid progress of construction, leaving but twenty one miles between that point and the contemplated junction of the road at Fairmount with the Monongahela river. It is believed, that with the means at the command of the company, the road can be completed in six years, to the city of Wheeling. In view, however, of the rivalry of other States for the western trade, and especially of the active exertions now being made on the part of Pennsylvania to complete, at the earliest possible period, a connexion between the city of Philadelphia and the Ohio river, *time* has now become an indispensable element in the success of this great enterprise. If the immense trade, for the monopoly of which, Maryland has been so long contending, is permitted by her own inertion or the supineness of her citizens to pass into other channels, at a time too, when its rich fruits are almost ripened for her grasp, the inestimable benefits to accrue from its possession, not only to Baltimore, but to the State at large, will be inevitably lost, never again to be reclaimed. The means under the control of the company, with the aid of such legislation as will be asked for from the State, will insure, beyond all question, the completion of this road to the Ohio within two years from the first day of June next, a point of time at which no other road, now under construction, can possibly reach that river and absorb its trade. The entire cost of making the road from Cumberland to the city of Wheeling, corrected and verified by the lettings of the sections now under contract, is estimated at \$6,278,731. The available resources for this purpose, consist of the sterling bonds of the State, estimated to produce \$3,000,000, nett revenues during the progress of the work \$1,000,000, subscription of the city of Wheeling \$500,000 and bonds of the company for rails to be purchased on time \$650,000, making in the whole \$5,150,000 and leaving to be provided \$1,128,731, in addition to