

be offered, next summer, by the opening of the Central Ohio Railroad to Wheeling, with its connections ramifying through seventeen hundred miles of a rich and populous country. The Branch Road to Parkersburg, when completed, and its lines of extension reaching to the West, North-West and South-West, binding together the commercial and manufacturing Cities and agricultural districts of those great divisions of the country, must inevitably pour along the Main Stem a current of trade which will fill it to the capacity of a double track. Until I lose my confidence in the expansive energies of the Nation, as well as in the characteristic enterprise of the western people, I certainly cannot abate one jot of my faith in the destiny of the Baltimore and Ohio Railroad. It is now stretching its arm to the waters of the Mississippi; and, at no distant day, it will enter the lists as a formidable competitor for the immense trade of the Pacific. As one of the main distributing arteries of national commerce, it will become essential to the circulation and equilibrium of the system; and its profits will be commensurate with the magnitude of its operations.

The Washington Branch of the Baltimore and Ohio Railroad has increased its revenue for the last, as compared with the preceding year, by the sum of \$86,408.18, notwithstanding the reduction of fare from one dollar and eighty to one dollar and twenty-five cents; and the President and Directors express the belief that, although there was a slight falling off in July, August and September, (the three months, next preceding the close of the fiscal year of the Company, during which the reduction operated,) the former receipts will be hereafter exceeded, as the number of passengers is gradually increasing. From this road the State received, in 1852, the sum of \$44,000 on account of dividends, and \$59,826.69 on account of capitation tax, making a total of \$103,826.69; and, in the last year, the sum of \$55,000 for dividends, and \$70,426.38 on account of capitation tax; showing an aggregate of \$125,426.38, and an increase for the last over the former year, of \$21,599.69. In the above comparative statement I have allowed for the payments made up to the 30th of November last, the period at which the fiscal year formerly terminated. I am happy to have it in my power to lay before you such a confirmation of the assurance I gave to your predecessors, that we had every reason to expect a continuance of the revenues which have been derived from the productive works for several years past.

The Susquehanna and Tide Water Canal Companies have paid to the State the sum of \$67,100, within the last year; which is the amount of current interest, less the unimportant sum of \$387.50; and the President assures me, in a recent communication, "that there is no doubt that it will continue to be punctually met in all the future." As the fiscal year of those companies terminates on the 31st of December, I have not obtained any detailed information of their operations for the year just closed. The President, however, informs me, in general terms, that the works have earned, during the last year, an increased revenue over that of the year previous.

The indirect revenues of the State are in a sound and progressive condition. I have not been disappointed in regard to the estimates which I have heretofore given to your predecessors. At the last Session of the General Assembly, the fiscal year was made to terminate on the 30th of September, instead of the 30th of November, as formerly. It was likewise enacted that the lists and accounts of all licenses issued by the Clerks of Courts should be returned semi-annually.