

\$43,171 26, and in March 1854 but \$27,341 44, while in April 1853 the receipts amounted to \$25,373 19, and in April 1854 to \$25,784 77. The aggregate amount of the two months of 1853 was \$68,544 45, and in 1854 was \$53,126 21, showing an excess in favor of 1853 of \$15,418 24 for these two months, yet in the entire year the excess for 1853, only amounts to \$7,584 85.

The fare charged in 1853 was much greater than in the early months of the late fiscal year. It must be apparent, that the excess in the receipts from this source, for the preceding fiscal year is to be attributed solely to the extraordinary travel and higher fare in March of that year, and not to any diminution in the regular receipts of this branch of the road. On the contrary, there is every reason to believe, that the receipts of the present fiscal year on this account will exhibit a considerable increase.

#### SUSQUEHANNA AND TIDE WATER CANAL COMPANIES.

*Statement No. 12*, shows that there has been received, from these companies, during the fiscal year, the sum of \$65,406 10, of which \$33,550 were paid on account of the current interest for the year 1853.

There is, therefore, still due by these Companies, for the interest of this year, the sum of \$33,937 50.

In addition to this, there is due, by them, a sum exceeding \$90,000 on account of deficiencies of interest in arrears for past years, which they have heretofore been unable to pay. There was a proposition made to the Executive some years ago, that these arrearages should be funded, and then the companies would be able to pay, annually, the interest accruing thereon. This arrangement it would be well to allow these companies now to consummate.

#### BALTIMORE AND SUSQUEHANNA RAILROAD COMPANY.

From this company no payment has been made into the Treasury during the fiscal year. It is probable a material change will soon take place in its connection with the State. By chapter 250, of 1854, this Company was authorized to consolidate with the York and Maryland Line Railroad Company, the York and Cumberland Railroad Company, and the Susquehanna Railroad Company, in the State of Pennsylvania; and so to constitute one Company, under the title of the Northern Central Railway Company, upon certain terms in that act of Assembly specified.

Subsequently, by chapter 260 of the same Acts of Assembly, the Treasurer of the State of Maryland was authorized and directed to transfer to said Northern Central Railway Com-