the President of the Company to the Board of Directors, suggests two plans - the one, contemplating the issue of a preferred stock - the other, the issue of the Company's bonds guaranteed against city and state taxation. Should the latter of the propositions be adopted, you will probably be asked to pass a law exempting from taxation as well the bonds to be issued for the completion of the road, as those already outstanding; if the former, still, the interests of the Company will require a similar exemption for whatever bonds may be issued in the prosecution of the work and for the increase of its stock. The outstanding bonds on which the company has paid the state tax for the past year, amount to $1,289,915,20 and the tax paid was $3,224,79; the bonds to be issued will not exceed $2,478,731, the tax upon which will be $6,196,82, making a total of tax to be released $9,421,61; but as the receipts of the Treasury on this account, now amount to but $3,224,79, that sum only would be subtracted from its present available means. It is, perhaps, proper here to remark that, although the whole amount of the tax paid during the last year was advanced by the Company, yet it may be, that a considerable part of it was, and will be hereafter, in reference to future payments, retained out of the interest due upon the bonds. If this be the case, as such portion would, in fact, be indirectly paid by the holder or holders of the bonds, to that extent, neither the policy or the propriety of the exemption is perceived. Should the whole or any part of these bonds be exempted from taxation, so far from sustaining a loss, the State would be, in every aspect, a gainer by the transaction. Upon the extension of the road to Wheeling the aggregate indebtedness of the Company will amount to about $6,000,000, its future liability for interest will not exceed $381,223, while the estimated increase of its nett revenue will reach the large sum of $1,350,000, leaving, after the payment of all interest, $968,777, for dividend amongst its stockholders, and for the creation of a sinking fund adequate to the speedy discharge of the principal debt. It needs no calculation to show, that the increased dividends consequent upon the completion of this road within two years from the first of June next, will more than compensate the Treasury for any present loss it may sustain by the exemption of these bonds from taxation. But this is a narrow view of the subject. The Baltimore and Ohio Rail Road Company, as before remarked, was incorporated for the avowed purpose of building a road which, by connecting the city of Baltimore with the Ohio, should serve to attract to our own emporium the valuable commerce annually borne upon the waters of that river, while it might also become, incidentally, ancillary to the development of the mineral resources of western Maryland. Few intellects at that day, comprehended the stupendous idea of a continuous rail way connexion with the valley of the Mississippi; and no one foresaw the annexation of the vast territory recently acquired from Mexico, and the erection on the shore of the Pacific, of a great commercial mart, destined to command the trade of China and the East, thence to be conveyed, by rail road, across the Continent to the Atlantic cities of this Union. But such things have happened and are occurring, and already strong indications are manifested of the early construction of rail roads from the Ohio, through the North Western States to St. Louis, and not many years will elapse before from that terminus, the line will be projected to the city of San Francisco.