annually due upon its obligations to the State. It is known, that this work has its Northern terminus through the York and Wrightsville road at the Susquehanna river opposite the town of Columbia: at the same point, also, is the terminus of the Susquehanna and Tide Water Canals, the former having its Southern outlet at Baltimore, the latter at Havre de Grace with a choice of markets between Philadelphia, on the one hand by the Delaware Canal and the city of Baltimore, on the other, by the Chesapeake bay, while each is dependent for its trade mainly, upon the Pennsylvania canal terminating at Columbia and the incidental business furnished by the country through which they respectively pass. So long as this state of things continues, both these works must naturally remain in constant and formidable competition and neither can be expected to improve, materially, in its finances, or to yield additional advantages to the community most interested in their success. Fortunately, the exclusive dependence of at least one of them upon the precarious sources of supply just adverted to, has not long to endure. The Baltimore and Susquehanna rail road, before the regular session of another Legislature in this State, will have tapped the Pennsylvania works at Harrisburg by means of the York and Cumberland rail road on the west and on the east side of the Susquehanna river by the junction of the Wrightsville road with that from Columbia to Middletown and thence by the Harrisburg Mount Joy and Lancaster rail road. Assurances are given, upon unquestionable authority that the connexion by the York and Cumberland road will be completed in the month of September next and that, by the Columbia and Middletown road before the first of next June. By the Act of December Session 1847 Chapter 196, the Baltimore and Susquehanna rail road Company was authorised, after the formation of a rail road connexion with Harrisburg on either side of the Susquehanna river, to fund the arrears of interest due the State up to that time, in the bonds of the Company payable without interest, in fifteen years from their date. The act further provides for the payment, in the mean time, from the nett revenues of the Company, of six per centum upon the loans originally made by the State, the surplus, if any, to be appropriated to a dividend among the stockholders, not exceeding six per centum, and any remaining balance thereafter, to be paid to the Treasurer for the Constitution of a sinking fund for the redemption of the interest bonds. It is, also, provided that, if the sinking fund should prove inadequate to redeem the whole amount of the bonds within the time limited for their payment, then whatever amount remains unredeemed shall be added to and become a part of the principal debt due the State, with like priority, and bear interest at the rate of six per centum per annum. This law has been accepted according to its conditions, by both the Company and the Corporation of the city of Baltimore; the arrangement which it contemplates will, I presume, in a few months be consummated, and there is no reason to doubt the ability of the Company to comply, literally, with its provisions by the extinguishment of the whole debt to be funded, within the term of fifteen years. In the last annual report of the President and Directors to the Stockholders it is said "that with the completion

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