-ization of more than their most sanguine expectations. In my opinion, its extension and perfection should be kept steadily in view. Education diffused as far as practicable among all, is our surest guarantee that the virtue of the people will continue to increase; and upon that virtue and intelligence, mainly rests the preservation and perpetuity of our political institutions. The gentlemen who compose the Board appear, by their devotion to its welfare to have justly appreciated not only the magnitude of their charge, but the deep interest with which the public mind watches its developments.

The annual report of the Trustees of the Alms House exhibits the condition of that institution. From a decrease from one of the principal sources of revenue applicable to the support of the poor, (commutation on foreign passengers) the sum of $16.770.40 will be required for the Alms House for 1849. in addition to an unpaid balance of $2,325.40 appropriated for 1848.

The report exhibits the gratifying intelligence, that the inmates classed as resident paupers have been gradually diminishing in numbers for several years. There are at this time, fewer inmates of the character indicated, than there were seventeen years since, when the population of Baltimore was but little more than half that of the present period. This fact speaks volumes for the prosperity as well as for the morals of our citizens. The condition of the institution in general, evidences faithful management.

The annual report of the Baltimore and Ohio Rail Road Company is herewith submitted. The report from the Baltimore and Susquehanna Rail Road Company, has not been received in time for this communication. In the several companies of internal improvements, the city has a deep interest, not only in a pecuniary point of view, but in the result which must flow from their completion. Each large commercial point is struggling to direct the increasing and already immense trade of the west to their own particular advantage; our favorable position therefore, at an early day induced the proper authorities to grant a most generous aid to all these works. No city in the union has manifested a larger share of liberality; and while the people were paying a heavy rate of tax,

thus incurred, and the city her interest in cash, upon bonds issued for these companies, she was the first to receive her dividends in bonds, and in that way, not less than her example, gave additional and invaluable aid to the Baltimore and Ohio Raid Road Company. The city having done so much, it may well be hoped, that the enterprise of our citizens in their individual capacity will rival those of a sister city, and meet nature half way, by a speedy union of the Chesapeake and Ohio Rivers: an alliance so natural that it would seem to defy competition.

The authenticated accounts which we daily receive of the progress of the Asiatic Cholera, and its sudden and uncertain appearance, should admonish us to prepare for its approach, I would therefore earnestly call your attention to the subject, as one of vital importance. The existing healthy condition of our city may not and I hope will not be disturbed by this dreaded pestilence; but it might overtake us as it has others, with fearful surprise, while a timely prudence may disarm it of much of its fatal power.

Opposed as I am to all unnecessary expenditures, and favorable to the most rigid retrenchment, compatible with the public good, yet in a rapidly growing city like ours, matters involving expense will present themselves, and which a just protection to the community seems to make imperative. Of these, the tunnelling of Harford and Schroeders runs, and the erection of a House of Refuge, I think of great public necessity. I incline to the opinion that the city might ultimately find all these measure as economical as I conceive them to be requisite. In reference to Harford run, an opinion prevails that the city is liable in law, for the consequence of any accident which might occur in its present condition, which is one full of danger. Accidents of a serious nature have occurred, and this equally involves a very high consideration of the protection which the public pay for and have a right to demand. Independent of this the improvement of this run would greatly increase the value of the city property, and by removing the railroad upon the middle of the tunnell it would make not only a great public thoroughfare, but a very handsome street. I would