City Register's exhibit of the City Stock Debt, issued 31st Dec'r, 1840.

Amount of Stock.	Rate of Interest.	When Redeemable.
31,862 30	6 per cent.	1838.
25,000 00	do.	1843.
193,208 46	do.	At pleasure.
164,454 18	do.	1860.
856,940 89	do.	1870.
2,315,929 45	do.	1890.
80,868 09	5 per cent.	1838.
44,651 63	do.	1840.
334,755 89	do.	1845.
265,000 00	do.	1860.
250,000 00	do.	1870.
11,700 00	do.	Irredeemable and not transferable.
106,500 00	do.	Court House Stock, 1858 and 1860.
$4,680,870 89		

Amount of the City Stock Debt held by Commissioners of Finance:

6 per cent. Stock, ...	$45,152 14
5 do. do.	57,151 68
5 do. do. Court House, . .	3,403 16
	$105,706 98
5 do. do. on ac't Sinking Fund,	4,001 63
Total amount, ...	$109,708 61

The Commissioners of Finance have in their hands, State Stock belonging to the City, to the amount of . . $206,868 06.

The Commissioners of Finance have also in their hands, $26,680 64.

I have received reports from the Baltimore and Ohio Rail Road Company, and the Baltimore and Susquehanna Rail Road Company. The City having a very large amount of money invested in both works, and the very general interest felt by the community in their success, the Councils should be fully acquainted with their proceedings. The reports are submitted for your inspection. The City has also a large amount invested in the Tide Water Canal Company, from which I have received no report.

I respectfully suggest to the Councils the propriety of establishing a permanent Board of Commissioners for the opening of streets. It would impose no charge upon the City Treasury, but would lessen much the expense incurred by the present mode. Having often to select men unacquainted with the duties required of commissioners, much delay as well as great injustice is done to the parties interested. It should be imposed on them the duty of having the streets opened

after the assessments have been paid. Now, it is nobody's duty. Much complaint has arisen from this very cause.

Through the kindness of Wm. Frick, Esq. Collector of the Port of Baltimore, I have been furnished with the following statements of imports, exports, vessels from foreign ports, and vessels built in Baltimore:

IMPORTS.

In American vessels, ...	$4,282,755
In Foreign do.	552,862
	$4,835,617

EXPORTS.

Value of domestic productions,	
In American vessels, ...	$4,098,139
In Foreign do.	1,396,881
Total value of domestic exports, ...	5,495,020
Of foreign products in American vessels, ...	210,810
Do. do. in Foreign vessels, ...	51,040
Total value of exports, ...	$5,756,870

Vessels arriving from Foreign Ports, ...	410—	Tons, 82,000
do. departing to do. do.	461—	do. 93,354
do. entering coastwise, ...	826	

VESSELS BUILT IN BALTIMORE:

3 ships, 1 barque, 11 brigs, 43 schooners, 1 sloop and 1 steamboat, in all 60 vessels—tons 8,558.

The statements show a very large falling off in imports with a considerable increase of exports. Although looked to by many as an evidence of the business done in the city, it is in fact, but a small part of it.

I have been at some pains to get the amount of goods sold in Baltimore, by our enterprising merchants and business men, not imported into the Port of Baltimore.

Foreign goods sold here, imported into other cities, . .	$7,000,000
Domestic dry-goods manufactured out of Maryland, . .	7,400,000
Boots, Shoes, Hats, Hardware, &c.	4,000,000
	$18,400,000

Making eighteen millions four hundred thousand dollars, four times as much as all our imports from abroad.

This is a matter of serious reflection for our manufacturers and enterprising mechanics. Why should Maryland send annually $18,400,000 to other places to purchase goods to supply her customers? The profit on product alone, would more than pay all the taxes of the State and City, independent of the very large amount that would be disbursed among us, to aid in building up the prosperity of our City and State. We have more natural advantages, probably, than any