furnished by the company, has had the effect of bringing trade on the road, which otherwise would probably not have sought this market. This being the system pursued exclusively on the Philadelphia and Columbia Rail Road, many persons who have occasion to transport extensively on that road, are provided with their own cars, and these being loaded with produce, its owners have now the option of sending them either to Philadelphia or Baltimore. Within the last few months, not only have cars reached Baltimore from places situated on the state road, at a considerable distance beyond Columbia, but others have made repeated trips to this city from the Harrisburg Rail Road, and from Carlisle and Chambersburg. The route taken by the latter is by the Cumberland Valley Rail Road, which extends from Chambersburg to Harrisburg, by the Harrisburg Portsmouth Mount Joy and Lancaster Rail Road, and the Philadelphia and Columbia Rail Road. This trade has but lately commenced, but seems likely soon to become of an important magnitude.

The Revenue of the Transportation Department, from 1st October, 1839, to the 30th September, 1840, has been from

Passengers, 36,162, - - - - - - -			$45,561 23
Merchandize, 62,097,089 lbs., - - - - -			74,225 98
United States Mail, - - - - - - -			8,065 05
			$127,852 26
Of which collected from Passengers and Merchandize, - - -		$118,152 14	
United States Mail, - - -		5,876 30	
		$124,028 44	
Less amount outstanding, last report,		6,329 89	117,698 55
Outstanding, 30th September, 1840,			$10,153 71
Being for Merchandize, - - -		$7,614 96	
United States Mail, - - -		2,538 75	
		$10,153 71	
Total amount of Transportation, - - -			$127,852 26
The expenses paid on account of Transportation for same period, have been - -		$92,273 32	
Less debts of last year paid, - -		8,757 88	
		$83,515 44	
Debts outstanding, -	$5,372 39		
Less value materials, -	3,439 87	1,932 52	85,447 96
			$42,404 30
Office expenses for the same period, - - -			5,316 27
			$37,088 03

To which add two-thirds of the gross receipts on the W. Y. & G. R. R. Co., for the estimated proportion of this Company, $10,862 91 - - - -	7,241 94
Nett, - - - - - - - - - -	$44,329 97

It will be seen that we add to the nett receipts of the company, our estimated proportion of the revenue received for transportation on the Wrightsville road. Our locomotives exclusively, have run over the road, and we have received all the revenue, charging generally about the same rates as between this and York. We are from this revenue to pay the Wrightsville Company for tolls for the use of the road, the same tolls which were in 1838 charged on the Philadelphia and Columbia Rail Road. The accounts between the two companies being not yet settled, we can only give an estimate of our proportion, which however we believe will be found to be less than the amount which we will be actually entitled to retain. The amount which has actually been paid to that company on this account, is $2,120 45. In the above statement of expenditures by the transportation department are included all our expenses of transportation on the Wrightsville road.

From the foregoing statement it will be perceived, that, although there has been a considerable increase in the revenue of the company, as compared with the preceding year, it has not yet reached the amount which has been anticipated, and which must be realized before the company will be in a condition to discharge the annual demands of the State and of the City, for interest on their respective loans. That this has been the case, is the source of much regret, but we trust that the prominent causes which have operated to produce this result, will prove to be but temporary in their character, and that the company will yet ere long be found in a position to meet all the engagements of every description, which it has assumed. It will be remembered that almost simultaneously with the completion of the Rail Road to Wrightsville, was opened another communication between the city of Baltimore and the same point, by the Tide Water and Susquehanna Canals. Although these works may have brought to the city, trade that would not otherwise have reached it, they have also had the effect, during the past summer, of diverting a part of that which would have passed over the Baltimore and Susquehanna Rail Road. In what degree the business of the Rail Road has been thereby lessened, we cannot say, but it must have been so to a considerable extent. But at the same time it may be doubted whether the effects of the construction of these canals will be permanently injurious to the interest of the Rail Road. The amount of trade which will be drawn to this city by the facilities offered by both lines of communication for its transit, may reasonably be expected to become much greater than Baltimore has heretofore enjoyed, and perhaps will be more than either line singly would have attracted. Of this new trade the road will have its full share, and it may well happen, that both the canals and the Rail Road will shortly be more