

Your sister city, Baltimore, so famed for beauty, would love many laurels by a comparison.

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road Company, and connected with a large landholder in Suffolk county, who it is said advocated a bill before the last Legislature, designed to compel the company to expend \$50,000 in ploughing the land in that county, adjacent to the road.

It may be prudent for the stockholders not to part with their proxies until there is some concert of action among the large stockholders, designed for the advancement of the road, and the construction of a canal.

The annual report of the Treasurer of the Commonwealth of Massachusetts exhibits the finances of the State in a very favorable light.

The actual revenue of the year is over \$14,000,000 more than the ordinary expenditures; and there remains a balance of cash on hand of \$8,658,27, after having paid the balance of money borrowed in 1845, which was in January 1846, say \$38,000, together with the note to the Phenix Bank of \$600,000, and the remainder of the five per cent debt of 1844, amounting to \$37,148.

The Commonwealth now appears to be out of debt, except on account of its subscription to the Western railroad of \$1,000,000, made in 1837, and its loans to various railroad corporations, of about \$5,000,000.

The stock in the Western road is worth nearly or quite par, and has just paid a dividend of \$300,000. The loans to the different corporations are all promptly paid, and the interest due from them is promptly paid.

The Massachusetts School Fund now amounts to \$300,000, and has increased \$77,000 during the past two years, and has also been drawn upon for \$800,000 a year more for various educational purposes at the same time.

The Western Railroad Stock Sinking Fund has increased over \$110,000 in two years, and amounts to nearly \$400,000.

The Western Railroad Loan Sinking Fund now about \$350,000, and is rapidly growing. This fund is for the redemption of the loan of \$4,000,000 made to the Western Railroad Corporation.

The annual interest on the invested portion of the School Fund amounts to about \$25,000, and is distributed among the cities and towns of the Commonwealth, for support of common schools. Over \$250,000 has been paid out for this purpose since the fund was first established, in 1834.

The Treasurer also states, that during the last sixteen years about \$4,000,000 has been paid out, or set aside, for various charitable and scientific objects, not directly connected with the administration of the government; and that during that time there has been only \$100,000 collected by a State tax, viz: one of \$75,000, laid in 1844; and one of like amount in 1845.

He also expresses an opinion that there will be no surpluses for taxation, as the revenue appears to be on the increase, and the expenses rather growing less than formerly.

The collector of tolls on the Miami and Erie Canal, states that the acting commissioner has given directions to the superintendents south of Dayton to provide ice boats, and to keep the navigation open as long as possible; by breaking the ice as fast as it accumulates.

The business on this canal the past season has been considerably greater than that of the year previous, notwithstanding the disadvantages to which it was subjected by breaches, and the competition of several other works. He likewise understands that the board of public works have in contemplation to make a further report on the canal for the next season's operations, and to make some improvements to the canal for facilitating the business, with a view to increasing still further the amount of transportation on this great thoroughfare of the commerce of the west.

The following table shows the wheat, flour, and other produce, received at Rochester, from the Tonawanda Railroad, in the year 1846, and for each month in the year—

Table with columns: Month, Wheat, Flour, and other produce. Rows for January through December.

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SPLENDID ROMANCE, BY THE AUTHOR OF TEN THOUSAND A YEAR.

THE TEMPTATION, OR, THE WIFE'S TRIAL. A ROMANCE OF AMERICAN FOREST LIFE IN THE OLDEST TIME, BY GEORGE F. COLEMAN.

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TO THE LATEST MOMENT.

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