

for the new road, with which the latter has not been charged, or the old road credited.

From the opening of the road to York on the 23d August, 1838, to the 15th February, 1839, the receipts were,

From transportation of passengers,	\$16,644 81
From do. of produce and merchandise,	\$13,441 55
Total,	\$30,086 36

Of which the sum of \$2,860 37 is yet due and uncollected.

The whole expenditures by the superintendant of transportation for the same period were, exclusive of the sum of \$5,852 23, paid over by him to the company \$21,281 99.

These last expenditures cannot immediately be classified and assigned to the proper heads. The above amount includes sums paid for repairs of road, and a large amount paid for labor in finishing off the road, and for work which is properly chargeable to the account of construction.

To the 4th Interrogatory. The completion of the road from York to Wrightsville, would immediately bring the Baltimore and Susquehanna Road in connection with the main line of improvements, leading from Philadelphia to Pittsburg. The Columbia road extends now from Philadelphia to Wrightsville, crossing the river either with that road over the Columbia bridge, or with the canal boats, we reach at Columbia the termination of the main stem of the Pennsylvania Canal, which extends up the Susquehanna and Juniata rivers to Hollidaysburg, whence the Portage Rail Road over the Allegany mountains, thirty-six miles in length, leads to the Western division of the canal, which extends to Pittsburg. Whole distance to Pittsburg from Columbia 312 miles.

From the mouth of the Juniata a canal extends up the Susquehanna, likewise a distance of 39 miles, to Northumberland, whence a canal is extended up the north branch of the Susquehanna 75 miles, and another up the west branch 78 miles. At Harrisburg the Cumberland Valley Rail Road, which is now finished and in operation, thence to Chambersburg, a distance of 50 miles, strikes the line of State improvement.

From Williamsport on the West branch of the Susquehanna a rail road is constructing to Elmira, in the State of New York, and 25 miles from Williamsport are now complete and in operation. There are several other works leading to and connected with the different Pennsylvania works mentioned above, which are shown in the lithographic sketch herewith submitted. In a statement of canals finished or nearly so, passing through and connecting with the Susquehanna Valley, lately published, the length, (including the Portage Rail Road,) is stated to be 660 miles.

To 5th interrogatory. The map above referred to will show the great number of works projected, many of which are now in course of construction in Pennsylvania, New York and Ohio, with