

<i>Brought forward,</i>	\$	
For Contingent Expenses of the Engineer and Geologist, per ch. 138, of 1833,	1,000 00	
For payment on account of the Indemnity 5 per cent stock,	20,000 00	
For the State's Contingent Expenses—estimated at	5,000 00	
For Miscellaneous and Additional Expenses—estimated at	20,000 00	
Which would amount to		478,234 36
And make the Treasury deficient on the 1st Dec. 1839, by the sum of		<u>\$187,014 54</u>

Of that sum (which includes it will be seen, the deficit of 1 Dec. 1838) the Baltimore and Susquehanna Rail Road Company, are obliged by law and contract, to pay \$94,166 67 cents, the Directors of the Penitentiary, \$9,220 38, and the Medical Professors of the Baltimore University, \$6,862 53 cts. But these sums are necessarily excluded from the Treasury Estimate, because experience has shown that they may not be safely relied upon. Should these however or any large portion of them, be received hereafter and in due time, the special deposits to the Treasurer's credit in the Bank of Baltimore, of which \$175,000 yet remain, will probably sustain the Treasury as they were originally intended to do, until the first Dec. 1840.

In the meantime, great encouragement, it is thought may be justly found in the success of the Washington Branch of the Baltimore and Ohio Rail Road (because the only one of our public works which has yet been completed) to hasten the completion of the rest with increased energy, animated by a reasonable hope of like success with them, so soon as they too shall have been finished.

He has found with equal surprise and satisfaction, that the entire investment of the State in the works of that company (of which the President and Directors, it gives him pleasure to add, have uniformly fulfilled every pecuniary engagement to the Treasury with most commendable punctuality) will as of the first of January 1839, have resulted in profit.