

and thirteen thousand, three hundred and forty dollars (113,340.)

3. What have been the receipts per annum from the Susquehanna Rail Road up to 1839, and what the receipts since its completion to York, and what the expenditures of the company for the same periods?

Without a long and laborious examination of the old accounts of the company, the details of receipts and expenditures prior to the commencement of its operations in the construction of the road in the year 1835, cannot be given. The following is a statement of the nett revenue of the company taken from the answers given to a committee of the legislature of Maryland, on the 14th March, 1835, by the officers of this company in reply to their interrogatories, viz :

The nett revenue of the last two years was	\$7,404 35
Do Do for the first two years,	5,915 44
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	\$13,319 79
From the 1st July, 1835, to the 4th March, 1838, when the road was closed for public use, being required for the purpose of forwarding the construction of the new road, the receipts from transportation were	\$38,639 04
The expenditures in that department for the same period were	\$41,680 94
During this period much work was done in hauling materials 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
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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.

4. With what works of internal improvement in Pennsylvania actually constructed and in operation, would the completion to Wrightsville connect the Susquehanna Rail Road?

The completion of the road from York to Wrightsville, would immediately bring the Baltimore and Susquehanna road in con-