

have been already sold, as given in the answer to the 17th interrogatory, amounts to \$3,231 87

The loss on 345 shares Franklin Bank stock yet held, if sold at \$23, which is about the present price, would be 690 00

The company's own stock, valued at \$18,800 may be considered as lost, so far as regards its availability under present circumstances, towards meeting the engagements of the company. What may be the ultimate loss of any to the company on this stock cannot be estimated. It could not at this time be sold.

The company were entitled by agreement to receive from them in sterling bills, at  $7\frac{1}{2}$  per cent. premium \$34,622 22, more than was so received. The company had to pay in exchange in consequence, a premium of 18 per cent; a difference of  $10\frac{1}{2}$  per cent., amounting to 3,635 33

Total, \$7,557 20

The indirect and consequential losses sustained by the company from the failure of Messrs. Cohens to comply with their engagements were also considerable, growing out of the want of the use of their funds at the periods calculated on, and the consequent delays in the prosecution of their work. The last set of bills received from Messrs. Cohens, in April, 1836, having also been protested, the company suffered much inconvenience from that circumstance, the bills remaining unsettled for a long period.

25. What contract did the company make with George Winchester, Esq., for property as a depot?

The contract was for a lease of upwards of 12 acres fronting on Cathedral street, including two small stone buildings, at a ground rent of ninety dollars per acre per annum.

26. What was the estimated cost of locating the road from Timonium to York? At what time made and by whom?

The first estimate was made by George F. Delaroche, under the direction of the president and directors, and was stated in their report to the stockholders, October 20th, 1834, herewith submitted, marked C. It gives as "the total expense of the rail road from Timonium to York, with the necessary cars and machinery, one million of dollars." The calculations were made for rail way on the old plan. Under this report the company acted, when accepting the law making a loan of one million of dollars to the company by the State.

The second estimate was made by Isaac Trimble, and amounted to nine hundred and eighty-seven thousand, six hundred and ninety dollars, (\$987,690.) For further particulars see report of president and directors, October 19, 1835, herewith submitted, marked D, page 32, "route No. 3, passing over summit." This