

ferred to trustees for the redemption of canal scrip, although they have now had                    months to execute the trust.

It is proper here, to point the attention of the Legislature, particularly, to the position in which the £133,000 in hands of Messrs. Barings, Brothers & Company are placed. For, unless effectual means are resorted to, to revive the credit of the State, these bonds will go into the market, at prices much below their *nominal value*. Under the contract entered into between Mr. Peabody and Messrs. Barings, Brothers & Co., in November 1839, they reserved to themselves the option, to make such advances on the Maryland Sterling Bonds, valued at 65 in the hundred, as Mr. Peabody might require, to meet his engagements for the Canal company.

In pursuance of that agreement, Mr. Peabody has asked for, and received, from Messrs. Barings, Brother & Co., £84,000 on the £133,000 held by them. To reimburse themselves, this advance Messrs. Barings, Brother & Co. have authority, under their contract with Mr. Peabody, to make sale, at their discretion, of such an amount as may be necessary of the bonds.— They have been requested to hold the bonds, until it can be seen whether the Legislature of the State, will adopt measures, to pay, punctually, the interest on its public debt. We confidently anticipate, that, if such measures can be devised, the bonds will advance in price, and perhaps, command their nominal value, in the London market. At present, we are advised, they are quoted at 80, which price is said to be nominal, there being, in fact, no sales, to any considerable amount, at any price. We believe that the delay asked for, will be granted by the agents of the company and hope, that, the action of the Legislature, will be such as to revive the credit of the State. Under present circumstances, good sales of Maryland securities cannot be made. It is well known, that, no permanent provision has been made to pay the interest on the debt of the State except, a contract with the several companies for whose benefit the State bonds have been issued. According to that contract, these companies are bound to provide funds for the payment of the interest on the bonds issued for them respectively. The Baltimore and Ohio Rail Road Company, alone, it is believed, has an income sufficient to comply with the engagement. The Canal Company, has not, and never had, an income, exceeding fifty thousand dollars per annum, a sum merely sufficient to pay for repairs required, and officers em-