(C)

The Washington Branch Rail Road, October 1, 1843.

Dr.		Cr.	
Cost of Road, Real Estate, Engines and Cars,	$1,650,000 00	Stock,	$1,650,000 00
Cash in the hands of officers,	77 88	Annuity of five per cent. stock,	25,000 00
Due by the Baltimore and Ohio Rail Road,	105,447 98	Revenue,	$186,061 19
		Less Bonus to the State, Expenses, Repairs and interest,	105,535 33
			80,525 86
	$1,755,525 86		$1,755,525 86

Office of the Baltimore and Ohio Rail Road Company, October 1, 1843.

J. I. Atkinson,
Secretary.

during the year ending Sept. 30, 1843—and the amount of receipts for Transportation of Passengers, Tonnage, Mails, &c. during same period.

HEADS OF EXPENDITURE.	MILES run with Passenger Trains.	MILES run with Tonnage Trains.	TOTAL MILES run by Locomotives	NUMBER of Passengers carried one mile.	COST per Passenger per mile.	TOTAL cost of conveying Passengers	NUMBER of Tons carried one mile.	COST per Ton per mile.	TOTAL cost of transporting Tonnage.	Aggregate cost of working the Road.
MOTIVE POWER, by Steam,—including repairs and renewals of Locomotives and Tenders, ($35,941 04,)—Fuel, ($33,547 02) —Oil, ($3,989 24,)—Cotton Waste, ($410 30,)—and Wages of Enginemen and Firemen, ($22,049 09,)	146,274	363,491	509,765	5,992,455 70,000	0.459 cts	$27,533 83 *7,695 64	7,034,310 75,000	0.972 cts	$68,402 86 *9,575 58	$95,936 69 17,271 22
MOTIVE POWER, by Horses, in Streets of Baltimore,										
TOTALS and AVERAGES OF MOTIVE POWER,	146,274	363,491	509,765	6,062,455	0.581	35,229 47	7,109,310	1.097	77,978 44	113,207 91
REPAIRS of RAILWAY,					.391	23,677 22		.828	58,821 83	82,499 05
" of BRIDGES,					.030	1,793 19		.063	4,454 87	6,248 06
" of DEPOTS,					.022	1,303 24		.046	3,237 69	4,540 93
" of WATER STATIONS,					.004	259 44		.009	644 54	903 98
PUMPING WATER,					.008	501 07		.018	1,244 84	1,745 91
WATCHING BRIDGES,					.011	762 18		.027	1,893 52	2,655 70
REPAIRS and RENEWALS of CARS,					.130	7,858 68		.268	19,062 98	26,921 66
TRANSPORTATION DEPARTMENT,—including salaries of Superintendent, Agents and Clerks, ($8,689 75,)—Conductors and Brakemen, of Passenger Trains, ($3,577 56,)—of Tonnage Trains, ($5,534 26,)—Labor at Depots, ($7,229 77,) —Oil for Cars, ($2,802 13,)—and Contingencies, ($4,794 10,)					.170	10,326 58		.311	22,300 99	32,627 57
GENERAL EXPENSES,—including Salaries of President, Secretary and Clerks in Secretary's Office, Taxes, Insurance, &c.					.075	4,535 44		.159	11,267 51	15,802 95
	146,274	363,491	509,765	6,062,455	1.422	$86,246 51	7,109,310	2.826	$200,907 21	$287,153 72

RECEIPTS AND EXPENSES.

Received for Transportation of Passengers,		$204,939 79
" " " " Tonnage,		281,620 15
" " " " U. S. Mails,		41,235 11
" " use of road to Relay House, by Passengers of Washington Branch,		27,093 73
" " " " " Tonnage and Mails, " "		14,910 86
" " Tolls from Harper's Ferry Bridge,		1,348 64
" " use of Cars on Winchester and Potomac Rail Road,		4,086 80
" " total receipts from all sources of Revenue,		$575,235 08
Expended for Transportation of Pass. and Mails,	$86,246 51	
" " " " Tonnage,	200,907 21	
		287,153 72
Nett revenue,		$288,081 36
From which deduct extraordinary expenses, as follows:		
For construction of Engine House at H. Ferry,	$1,508 14	
" Improvement, Mount Clare Depot,	85 49	
" Right of Way, (Reconstruction,)	471 70	
" Infringement of Patent Right (use of Spark arrester,)	829 56	
" Water Right,	100 00	
" Increase in duplicate parts and materials, (repairs Locomotives,)	2,363 35	
" " " " " (repairs Passenger Cars,)	838 95	
" " " " " (repairs Burden Cars,)	982 62	
" Increase in stock of Fuel,	1,500 00	
		8,679 81
Surplus revenue as shewn by the Secretary's statement (B,)		$279,401 55

REMARKS.

Besides the Tonnage for which the Company have received pay, there has been hauled, of Materials for Repairs of Road and Bridges, and of Fuel for Locomotives, &c. equivalent to 1,075,007 Tons one mile; which amount, if added to the 7,034,310 Tons hauled one mile by steam, as above stated, and their sum divided by the number of miles run by Freight Trains, would shew the average nett load of each Engine with Tonnage, to have been about 22½ Tons.

The average Number of Passengers to each train, has been 41.

" " charge for Passengers, 3.380 cents per mile.

" " " Tonnage, 3.962 " "

" " cost for Repairs of Locomotives and Tenders, 7.050 cents per mile, for each mile run by them with trains.

For the purpose of more easy comparison with the working of other roads not subject to the expense of horse power, it may be stated that after deducting the expense of horse power in the streets of Baltimore, the cost per mile of running the trains has been 52 8-10 cents; and that including the horse power, it has been 56½ cents.

The expenditures common to both Passenger and Burden Trains, have been divided in the proportions of the number of miles run by the Locomotives with Trains of each description.

JAMES MURRAY,
Engineer of Machinery and Repairs.

*These expenditures include the cost of conveying Passengers and Tonnage for the Washington Branch Road, through the streets of Baltimore.