F.

THE WASHINGTON BRANCH RAIL ROAD.

Dr.		Dr.	
1853, April 1	Dividend	$82,500 00	1853, October 1. Balance from October 1, 1852 . . . $2,456 77
Oct. 1	do.	82,500 00	Gross Receipts from the fiscal year $385,030 94
	State Tax on Passengers	70,426 38	Less Expenses of Transportation and Repairs . 113,922 17
	Washington Property, &c.	6,695 04	271,108 77
	Interest on Annuity	1,250 00	
	Balance	30,194 12	
		$273,565 54	$273,565 54

Office of the Baltimore and Ohio Rail Road Company, November, 1853.

J. I. ATKINSON, *Treasurer.*

Office of the Gen. Superintendent Balt. and Ohio R. R.

BALTIMORE, October 1st, 1853.

WILLIAM G. HARRISON, Esq., *President:*

SIR:

My Report, for the year ending on the 30th ultimo, will, like former ones, embody in their order, the operations of the *Road*, *Machinery* and *Transportation* Departments,—the first two consisting of Construction and Repair or Maintenance,—the last embracing only the Working of the road proper, its Revenues and Expenditures in Transportation, with certain Statistics of Passengers and Commodities carried, their number, quantities, origin, and destination, which will appear chiefly in the tables of the Appendix.

The first day of October, 1852, found the Road opened for use to Fairmont on the Monongahela River for Merchandise, and to Fetterman only for Passengers, with a trade and travel almost entirely of a local character,—and that, such as only a comparative wilderness could afford.

At Fetterman a line of Stage Coaches connected with our cars, once a day, and proceeded to St. Mary's, on the Ohio River, whence a line of Steamboats conveyed the mails and such few passengers as accompanied them, by way of the Muskingum River slack-water navigation to Zanesville.

At a later period the cars were run to within 14 miles of the Ohio, in the Valley of Grave Creek, when the Coaches there connected with us.

These operations were a poor substitute, in advance, for the line of travel and transportation, which we were pressing with all our energies by Rail Road all the way to the Ohio River—and the latter stage of them was attended by the novel and difficult task of crossing *over* the abrupt "Mountain," as it was called, under which "Board-Tree" Tunnel now lies. The method of crossing this obstacle which we were engaged in perforating, was as novel as it was difficult—to pass by grades reckoned in *degrees*, in a zig-zag course, over a hill so high and precipitous as to be well styled a mountain, may truly be held as an index of our zeal to see the long promised terminus of our great work, which all our subsequent efforts, premature as a cooler retrospect must characterise them, have but confirmed.