On the extention of the track to Wheeling, about Christmas of 1852, the hopeful friends of the road were assembled to celebrate its "opening" through on the 10th of January, when we were welcomed to Wheeling in a manner which many will remember with pleasure.

On the last day of March, the track was laid through the Boad-Tree Tunnel, and it was then considered by many that the Road was finished.

Experience has, however, confirmed the convictions of some that were less sanguine and better informed, that this was a premature conclusion, and much was yet to be done. The expenditure of the Company since that period in construction on the line of Road, as well as in providing an outfit of Engines and Cars, have been heavy, although greatly restrained by a regard to the ready means of the Company; and much *yet* remains to be done, not only to provide second track where urgently needed, but to make secure what has already been done, and to furnish adequate shops and station buildings for the probable and certain exigencies of the Company's service.

Most of the second track which has been contemplated, has a main reference to the accommodation of the coal trade from Allegheny County; but to give tolerable dispatch and certainty to the other transportation of the Company, much of the same kind of provision will be needed between Cumberland and Wheeling. The most cursory calculation of the many stoppages and interferences of trains with each other, on so long a line of single track, will convince any one of this—the delays which are incident to such a state of things, render unavoidable a rate of speed when an opportunity to proceed *is* afforded, which is fatal to the success of Burden trains.

We have reaped but too seriously of this source of mischief already—and I feel that I should be neglectful of my duty, not to present it on all proper occasions in its strongest light.

I.—*Operations of the Road Department.*

The operations of the Road Department in construction, have been in part under the direction of the Chief Engineer, who will no doubt report what he has done—but such as has been necessary on the parts of the new road, since handed over to my superintendence, extending to Fairmont, 124 miles from Cumberland, as well as on the older portions of the route, it is my duty to give some account of.

These works have been, mainly, as follows—beginning at Baltimore:

1. The grading, paving, buildings, and tracks, at Camden street Station, in lieu of the old accommodations at Pratt street. These have been started on an extensive plan, but consist now only of such tracks and buildings as have appeared indispensable for the opening trade and travel. The buildings are, a central line of shed for passengers and freight, from Conway to Lee street; two freight sheds on the line of Eutaw street, extending also from Barre to Lee street; and an engine house on the corner of Howard and Lee streets, for five passenger engines, with its turn-table at the entrance. These "Sheds," as they are here called, are structures of permanent carpentry—well-finished and roofed with iron throughout; though they were devised as temporary structures to give place to a more extended plan. The Engine House is a substantial though plain building of brick, intended to be in keeping with future structures.

The total expenditure on this (and the grading and tracks thence to the foot of Eutaw street, where we enter upon the Locust Point Branch track, which leads us to the Main Stem at Gwynn's Run) has been $94,614 12, viz:

For grading and paving, . . .	$23,199 55
For tracks, ...	11,696 96
For buildings, &c., ...	59,717 61
	$94,614 12

The construction of a second track from the foot of Eutaw street to the Main Stem, near the bridge over Gwynn's Run, is embraced in the general account of second track.

4. *At Mount Clare Station* has been expended, for additions to Engine House, No. 2, to receive the longer class of engines now in use —; for additions to other buildings —; for the alteration of a large car shed to a work shop —; for a like change of the horse shed —; and for other *expansions* and *improvements*, made with a rererence to the opening of the Road to Wheeling, an amount estimated by the Master of Road at $6,581 60
Besides this, has been expended for new engine houses, yet unfinished, the sum of $6,398 44.

3. The widening of the new bridge over Carey street, just without the Mount Clare Station, has also been *completed* for a third track, at a cost of $491.

4. *New Water Stations:*

Three Water Stations have been added between Baltimore and Cumberland, viz:

One near 14th mile post, (Lee's) costing, with water right, ...	$2,361 49
One at Sykesville, with 3 tubs, with water right, . .	5,278 73
One at Sandy Hook, with 2 tubs, not yet complete, .	2,215 04