I wish I could say, in closing these remarks, that the condition of our Track is now every were such as I would desire; much of the Iron Rail is greatly worn, and a considerable amount of new iron will be needed during the current year to replace it. Some Iron for this purpose has already been borrowed from the stock provided for second track. I refer of course to that portion of the Road east of Cumberland, which is, with *this exception*, in good condition.

The portion west of Cumberland is generally in *excellent* condition.

Those portions most recently completed, must be kept up at the charge of construction in part, for some time yet, especially on new embankments; and along the bluffs of Cheat River some rather extensive ameliorations will be found desirable; but where those imperfections do not remain—embracing the greater part of the entire line—the firmness and smoothness of the track are such as to relieve, in some degree, the curvatures to which we have been obliged to submit. I is worthy of special remark, that the high trestles along Cheat River have been supplanted by strong and beautiful Iron stuctures, of a character to dispel all fear from the minds of travellers.

In taking this view, I do not overlook the yet remaining exigencies of the Road, for the arching of tunnels, and the erection of additional buildings, both for the use of the machinery department and the accommodation of the public. These are wants which it will not do to postpone.

Repairs of Bridges:

The Repairs of Bridges on the Main Stem have consisted mainly of those at Elysville, at Martinsburg, and at Harper's Ferry, including the Tresling in Front of the United States' Armory.

This Tresling will call for much repair during the current year, and it is proposed to make it with iron in part, so that future renewals will be confined to the surface of the road.

Preparation for the construction of the double track will also increase the expenditure on Bridges in various places during the year, which must be begun at an early day.

The Repairs of Bridges on the Washington Branch have been expended on several small stone bridges which the freshet of 1847 carried away.

Repairs of Depots:

The Repairs of Depots, as stated above, have been made chiefly at Mount Clare Station in the *maintenance* of the numerous buildings and fixtures at that Station.

Repairs of Water Stations:

Repairs of Water Stations have been small; new Stations have been the chief object of attention, but it is believed that old ones have not been slighted; most of those are of a permanent character.

The provision of an ample supply of Water must be a subject of early and earnest seeking; on some parts of the line the sources relied on by the Company, have entirely failed already, in dry seasons, and we shall have to resort to *Wells*, of large capacity, in several places; especially West of Fairmont.

A more detailed statement of the Expenditure of the Road Department during the year will appear (corrected as I have above explained) and embracing the Washington Branch, with like corrections, as follows:

	Main Stem.	Wash. Branch.
Repairs of Road-bed,	$12,410 85	$6,644, 67
Repairs of Railway Track,	251,892 42	16,029 05
Repairs of Bridges,	16,093 33	5,517 34
Repairs of Depots,	19,328 52	785 33
Repairs of Water Stations,	1,587 33	921 88
Watching Bridges and Pumping Water,	9,952 70	738 65
Amount chargeable to Revenue,	$311,265 15	$30,636 92
Construction,—viz:		
Camden street Station, including track to foot of Eutaw street,	$94,614 12	
Buildings, &c., at Mount Clare,	12,980 04	
Improvements of Road-bed,	61,191 04	
Ballasting and Completing Track,	23,249 15	
Water Stations and Fixtures,	31,868 89	$5,027 95
Buildings at Martinsburg,	9,913 69	
Buildings at Cumberland,	7,780 61	
Alterations at do.	5,354 55	
Buildings at Piedmont,	23,019 02	
Improving track W. of Cumberland,	11,000 00	
do. various Bridges,	6,319 92	
Washington Property,		3,029 32
Second Track,	92,674 22	
This does not include Iron rails.	$379,965 25	$8,067 27

I refer to the Appendix for some tables exhibting matters of interest to those who are fond of detail, viz:

I·—A detailed statement of the several sidings on the Main Stem and Washington Branch.