Coal Table Continued.

	Locust Point.	Baltimore City.	Harper's Ferry.
From Piedmont:			
New Creek Co. . . .	1,869 tons.		
Parker Vein Co.:			
Caledonia Mine, . .	3,795		
Jackson Mine, . . .	2,502		
George's Creek Co. . . .	2,111	. . . .	13 tons.
Swanton Co.	. . . .	1,547 tons.	32
Phœnix Co.	. . . .	384	
Elangollen Co. . . .	. . . .	204	
	9,277 tons.	2,135 tons.	45 tons.
Total from Cumberland and Piedmont, ...	227,194 tons.	26,600 tons.	2,563 tons.

	1852.	1853.	Increase.
Locust Point, . . .	136,404 tons;	227,194 tons;	90,790 tons.
Baltimore, ...	33,856 "	36,600 "	2,744 "
Harper's Ferry, . .	2,204 "	2,563 "	259 "
Other Points, . . .	8,032 "	42,533 "	34,501 "
	180,496 "	308,890 "	128,294 "

Coal for Baltimore and Ohio Rail Road Company, from

Detmold's, ...	32,300 Tons.
Mount Savage, ...	9,449 "
Piedmont, (Swanton Co.)	3,555 "
	45,304 "

Of General Tonnage:

The details are given in Tables J and K, of the Appendix, by which it will be seen that an increase of Eastward bound Transportation has taken place, to the extent mainly as follows:

48,556 Barrels of Flour;
16,448 Hogsheads of Tobacco;
4,619 Tons of Grain;
3,220 " Provisions;
445 " Whiskey;
1,528 " Stone;

1,341 Tons of Iron;
3,466 " Iron Ore;
765 " Lard and Butter;
128,294 " Coal;
260 " Leather;
1,011 " Fire-Brick;
1,158 " Cotton;
113 " Wool;
45 " Lard Oil;
48 " Lumber;
464 " Hemp;
3,830 " Miscellaneous Articles.

Of Westward bound Transportation, there has been an increase as follows,—viz:

	Pounds.
In Coffee, ...	4,969,586
Sugar, ...	309,673
Molasses, ...	296,047
Lumber, ...	208,493
Plaster, ...	1,905,758
Oysters, ...	126,616
Dry Goods, ...	9,105,217
Tobacco, ...	386,353
Powder, ...	110,998
Granite, Marble, &c. . .	171,994
Drugs and Paints, . . .	84,764
Groceries, ...	5,683,664
Grain, ...	4,161,671
Leather, ...	76,117
Guano and Manures, . .	2,918,534

Expenses of Transportation:

The Expenses of Transportation have been greater than has been customary for a like amount of service, owing partly to the increased cost of labor, partly to circumstances which forced upon us an extra allowance of time for certain branches of the service—partly to the advanced price of wood, oil, and other materials, and partly to the forced opening of so large an extent of new road under the local difficulties which I have already noticed.

On a careful examination of the accounts, as standing in the Auditor's and Treasurer's books, as first declared to the Board, I find many items chargeable to the Washington Branch and amounting to a large sum, which being parts of expenditures common to that Branch and the Main Stem, were left to the charge of the latter, in default of the proper returns from the Transportation Office.

A correction of this error, while, in conjunction with that of the examination of other accounts, it reduces the aggregate chargeable properly to Revenue from Main Stem, to a more reasonable amount