cost was greater on that account, and was also considerably increased by the greater haste with which it had to be pressed forward, after time had been unavoidably lost in waiting upon the delinquent contractors.

The cause, then, of increased difficulty in the graduation and masonry of the road, were the low prices of the first set of contractors, and the deficiency in the supply of hands. The first cause, it may be said, might have been avoided, but in the history of all public works it will be found that the temptation to take the lowest well recommended bidder has been irresistible; and in this particular case it can be said in apology for that course, that if the work had been awarded to a class of contractors who would have carried it through without fail, it must have been given out at prices so much higher as to have made it in the end cost much more than it has.—The second cause was beyond control. At the outset of the work the indications were that it would not exist, and it was brought on subsequently by events not then in view. The circumstances affecting the other branches of the work, as railway tracks, bridge superstructures, water houses, and station buildings, had nothing in them which requird more notice than will be made when in speaking of them under the next head.

Cost of the Work.

The Balance Sheet of the Company shows upon the 1st of October, 1853, a total charge against the Road West of Cumberland of $7,982,230 52
Of which amount there belongs to Interest account, . 565,831 15

And leaving for the Road itself $7,416,399 37
Which will be distributed as follows, when the accounts still open with Contractors and Agents shall be closed and carried to their proper heads:

Surveys, ...	$73,360 24
Graduation, ...	4,056,090 23
Masonry, ...	709,627 11
Railway Tracks, ...	2,022,188 33
Bridge Superstructures, ...	235,715 93
Right of way, ...	150,208 39
Water Stations, ...	98,502 42
All other Expenditures, ...	70,706 72
Total as above, ...	$7,416,399 37

*To which must be added for balances due contractors and suspended by legal proceedings, ... 48,985 75

And the total cost of the Road to October 1st, 1853, will be, ... $7,465,385 12

The further expenditure required to complete the unfinished work now in hand, and to provide the security and accommodation indispensable to the character and purposes of the Road, is shown as follows, under the several classes above specified.

Graduation:

Widening excavations and embankments to full double track breadth at all points excepting tunnels $100,000

Masonry:

1. Widening, walling and arching all of the tunnels on the Road, . .	$300,000	
2. Other Masonry, . . .	10,000	
		310,000

Bridge Superstructure:

Completing the Iron Bridge over Wheeling Creek at Inner Station, . . .	5,000
	$415,000

Station Buildings:

1. Completing Wheeling Inner Station, ...	$12,000		
2. Engine and Car House south of Creek at do. . . .	10,000		
3. Passenger and Freight Houses and Platforms, Wood-sheds, Dumping Boxes, Cattle Shutes, Coal Bins, &c., along the line, .	28,000		
4. An additional Engine House and other buildings at Piedmont,	25,000		
4. Improvement of Wheeling Outer Station, ...	110,000		
		185,000	
			600,000 00

And increasing the Cost of the Road to . . . $8,065,385 12
at the rate of $40,126 per mile.

*These accounts were not closed on the books on October 1st, hence they are not embraced in the present balance sheet.