first surveyed upon which it was desired to build it, at $6,865,012
Which amount, as stated in my last annual report, would have been increased $436,276, or to . . 7,301,288
upon the new route subsepuently adopted at the west end of the road, under the decision of the "Board of Arbitrators."

Comparing this last amount with the actual cost of the road up to the present date, October, 1853, and after the first division of the road has been in use for $2\frac{1}{4}$ years, and the last division for nine months, it is seen that the addition has amounted to but $164,097
To which must be added, however, for tunnel masonry included in the one and not in the other account. . 250,000

And the deficiency will stand $414,097
Or but 6 per cent. upon the estimate of February, 1849.

The whole sum expended by the "Road Department" upon the Road after the track came into use, and charged to construction account, is $553,517, or $139,420, more than the deficiency of $414,097—so that if we deduct from the cost of road, the amount spent upon it after it was opened, it will be seen that the Road has been made passable for the trains by the expenditure of $139,420 *less* than the original estimates—or nearly 2 per cent. upon their amount.

The liberty to fall back upon those estimates, in view of which the Company determined to prosecute the work, will be conceded to the Engineer, should his subsequent revisions of them fail to be sustained by the result; and in the use of the privilege there is shown this close correspondence between estimate and expenditure in a general comparison of them,

If now we make another and more detailed examination of the subject, we notice the facts stated as follows:

The original estimates were made, for most of the route, upon lines very hastily located or but experimentally surveyed, and from which the data derived were imperfect, When the line, in its several divisions, was afterwards prepared for contract, and detailed estimates made from accurate measurements and computations, founded in many instances upon lines entirely different from those on which the previous general estimate was based, a revised estimate was submitted to the Board, along with the proposals of the contractors, and the comparison of their bids was with this new estimate. If we take it then as the standard of comparison, the following will be the results, under the several heads:

Graduation :

Estimated cost, as presented at the several lettings of the work, for comparison with the bids, . . .		$4,105,996
Actual cost to Oct. 1, 1853, . . .	$4,056,090	
Add balances due contractors, . .	48,986	
Do. estimated cost of completion, . .	100,000	
	$4,205,076	
Deduct Engineer and Police Department,	179,399	4,025,677
And the actual cost falls within the estimates, .		$80,319

or 2 per cent. of their amount.

Masonry :

Estimated cost as presented at the several lettings of the work for comparison with bids,. . . .		$526,213
Actual cost to Oct. 1, 1853, . . .	$709,627	
Add estimated cost of completion, excluding Tunnel Masonry, ...	10,000	
	$719,627	
Deduct Engineer and Police Department,	5,748	713,879
And the actual will exceed the estimated cost, . .		$187,666

The excees is 36 per cent., resulting in part from the increased dimensions of the principal bridges, due to changes in the location and plans upon the first division of the road, required by the arrangement with the Canal Company, and upon the sixth division at the crossing of Wheeling Creek; in part, also, to an improvement in the quality as well as cost of the masonry attendant upon the erection of the 5 principal bridges by the Company's agents, after their abandonment by contractors—and, in a great degree, to the serious and unforeseen difficulties met in the Menongahela Viaduct.