The half of the Road east of Fetterman was turned over to the repair account, an average of about three months, while the half west of that point has been kept under the construction account to the present date, nine months, after the trains began their trips. The cost of additional ballast, adjustment of track, removal of slides, and making up of embankments upon a new road-bed, chiefly located upon the steep hill sides of a mountainous country, has been very heavy up to this time, but must now be rapidly reduced; and I am informed by the able and experienced Master of Road, W. Bollman, Esq., that, during the current year, he estimates that the maintenance of the Road will not exceed $600 per mile east, and $900 per mile west of Fairmont—which would make the aggregate from Cumberland to Wheeling $144,000, or $720 per mile per annum, instead of $854 per mile, the proportion borne by repairs, besides the $1,082 per mile by construction.

It was proper to charge the cost of maintaining the Road to construction, during the periods mentioned, although the account might have claimed its proper share of credit for revenue simultaneously earned.

I have given these details upon the subject, as they are interesting in connection with the history of the Road in its new and imperfect state, which will now give place to a more finished and satisfactory condition.

The following notices of the dimentions and cost of some of the the principal works upon the line, will be of interest to the Board and the public.

Tunnels:

There are twelve tunnels on the Road from Cumberland to Wheeling, varying in length from 112 to 4,100 feet, and of a total length of about 10,500 feet or two miles. They are in general excavated 24 feet wide and 22 feet high, and before the lining of masonry is introduced, will be widened sufficiently to give between the side walls a clear breadth of 22 feet, affording ample room for a double track. Out of the twelve tunnels, only three were cut form 16 to 18 feet wide, to save time and facilitate timbering. The prices were from $2 to 3 per cubic yard.

The following Tunnels, with their approach cuts, will, when finished and arched, have cost as below:

The Kingwood Tunnel,	4,100	feet long, . . .	$460,000
The Board-Tree Tunnel,	2,359	do. . . .	265,000
The Welling Tunnel,	1,250	do. . . .	120,000

The first of these was worked with three shafts, and the second with two, the depth of all the shafts being about 170 feet; the last was worked without any shafts. The tunnels were driven rapidly and might have been completed sooner than they were, with better management on the part of the contractors and a fuller supply of suitable labor. As it was, the excavation of the Kingwood Tunnel and its cuts, was completed in two and a half years; the Board-Tree in two and a quarter years, and the Welling Tunnel in one and three-quarters of a year. All of these tunnels were but little troubled with water, and in slate rock of nearly horizontal strata and very favorable for drilling and blasting. The Kingwood Tunnel for one-half its length has a good limestone roof, but its sides are of slate and subject to crumble.

Viaducts:

Of the 114 bridges, large and small, the following are worth noticing:

Cumberland Viaduct, 14 brick arches of 50 feet span, and 13 rise —on stone piers and abutments, limestone and sandstone, founded on rock where exposed to water. Whole length about 850 feet, and height above Wills Creek, 28 feet. The brick arches laid in hydraulic cement, and with a peculiar description of bond which ties in both directions. Cost of this bridge, ($8 50 per perch) . . $66,167

Potomac Viaduct, 21 miles from Cumberland, consisting of 2 spans of 156 feet each. Piers and abutments of limestone, on rock foundations, and superstructure of timber and iron. The trusses are supported by a wrought iron, parabolic, suspension chain, stiffened by diagonal rods.

Cost of Masonry, ($11 per perch,)	$27,486
do. Superstructure, ($45 per foot, ...	14,039
Total cost of Viaduct, ...	$41,525

Savage Viaduct, over the Potomac at the mouth of Savage River, 30 miles from Cumberland. Three arches, 56 span each, built of white sandstone. Roadway 50 feet from water surface. Foundations partly rock and party timber. Cost of bridge, ($9 75 per perch,) $61,535

Youghiogheny Viaduct, across the river of that name, 55 miles from Cumberland; one span of 180 feet. Abutments of white sandstone on rock foundation. Superstructure, timber and iron, upon Fink's plan of suspension truss. Height of floor from low water 25 feet.

Cost of Masonry, ($8 per perch,) . . .	$6,788
do. Superstructure, ($53 50 per foot,) .	9,657
Total cost of Viaduct, ...	$16,445

Cheat River Viaduct, seventy-five and a half miles from Cumberland. Two spans, one of 180 and one of 132 feet; elevation of floor from low water, 27 feet. Pier and abutments of blue freestone