

These debts, as calculated by the secretary, up to the 30th of September last, the end of the fiscal year, are \$114,125.

The sum already alluded to, as borrowed from the banks, on a pledge of part of the city stock, (being on account of its first instalment,) as calculated up to the same day, is \$218,433.33.

The 8th enquiry—"What are the means of the company for constructing the road from Harper's Ferry to Wheeling, exclusive of the \$6,000,000 subscribed by the city and State?"

These are the subscription of the State of Virginia,	\$1,358,000
The subscription of Wheeling,	1,000,000

Making	\$2,358,000
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It is not unreasonable to expect, however, that when the work shall have reached Cumberland, at all events, the city of Pittsburg will see its interest in making a subscription, at least equal to that of Wheeling; and that the State of Pennsylvania will also make a liberal subscription to the work, passing as it does, through a large and valuable portion of her territory.

The last enquiry of your Excellency is—"What are the receipts and expenses of the main stem and Washington branch, and the profits of the company, as calculated to the time of making the annual report?"

The receipts of the main stem, for the year ending 30th Sept. last, including a dividend of 4 per cent. on its stock in the Washington branch road, amounting to \$41,304, have been \$448,651.50. The expenses for the main stem for the same period, have been \$380,051.80, leaving the profits of the year, \$68,599.70.

The receipts of the Washington branch rail road for the year ending 30th September last, have been \$194,075.17; and the expenses, including the semi-annual bonus to the State, \$131,102.46, leaving as profits \$62,972.71.

We subjoin, at the suggestion of your Excellency, a statement of the receipts of the company, for the previous three years, as follows:

For the main stem, for	1836, were	\$281,966.87
"    "	1837, "	301,301.39
"    "	1838, "	365,224.32
For the Washington branch for	1836, "	*178,333.87
"    "    "	1837, "	160,327.81
"    "    "	1838, "	188,260.87

All of which is respectfully submitted,

JAS. L. HAWKINS,	GEO. R. MOSHER,
J. S. NICHOLAS,	JAMES HOOPER,
WILLIAM COOKE,	E. HAMMOND,

*Office of the Baltimore and Ohio Rail Road Company,*  
December 21st, 1839.

\* This sum is from the opening of the road in the latter part of July, 1835, to 30th September, 1836, or about 14½ months.