

July in 1842, and each succeeding year, with the rate of monthly or daily compensation of each. This will shew the number employed at those seasons when the company is generally doing the greatest or the least amount of business respectively, and may probably be taken as shewing the fair average for the entire year.

The number of hands employed frequently varies, more journeymen mechanics for instance, and laborers being occasionally required, than are at other times necessary. To give, therefore, the name of every person that has been at any time employed within the last three years, would require much labor, and more delay than the House of Delegates would appear to have contemplated; but such a list shall be forwarded as speedily as possible, if it shall appear that we have mis-construed the order of the House, and that the statement now forwarded is not as full and particular as is desired.

No other rates of compensation have been "agreed to be paid" than those actually paid as above. Neither have any been "demanded," further than that applications for increase of pay have been made to the Board, and not acceded to, except in the instances *shewn by* the statements.

The statement No. 2. is a list of all persons who now travel in the cars of the company free of charge. This privilege is given to clergymen, on the express understanding that they are only to avail themselves of it when travelling in the actual discharge of clerical duties. There are several others of this class, and likewise proprietors of western transportation lines, to whom free tickets will be issued under the regulations of the Board, as application may be made for them.

The statement No. 3 shews the rates of charges made by the company for tolls, travel or freight.

For a proper understanding of the first and third statements, it is to be noticed, that the road of the Baltimore and Susquehanna Rail Road company extends only from Baltimore to the Maryland line. From that point the York and Maryland Line Rail Road extends to York, and from York to Wrightsville the road belongs to a third and distinct corporation—the Wrightsville, York and Gettysburg Rail Road company. The locomotives and cars of the Baltimore and Susquehanna Rail Road company pass regularly over the whole line of Rail Road to Wrightsville, by special agreements with the two Pennsylvania companies.

As the whole of the revenue of the York and Maryland Line Rail Road company is paid over to the Baltimore and Susquehanna company, the agreement between these two companies is, that the York and Maryland Line company shall be credited with one-third of the gross revenue received by the other company for transportation between Baltimore and York, and charged with one-third of the expenses of the transportation department for the same line of road.

On the Wrightsville Rail Road, between York and Wrightsville, the Baltimore and Susquehanna company pays tolls, according to