

office of the company, hence the necessity for the employment of an additional clerk or book-keeper.

In consequence of the resignation of the treasurer, and the duties of this officer having fallen upon the secretary, an increase of the salary of the secretary equal to that paid the treasurer was made, thereby making that officer's salary \$2,000 per annum from the 1st of October, 1838, since when, up to the present time, there has been no change in this department.

SECOND. *Department of Transportation.* On the 1st of July, 1837, this department was composed (as designated in the table) of one superintendent, nine depot agents, one collecting agent, five clerks, one agent and one assistant agent in the streets in Baltimore, one agent for the procurement and preparation of fuel, one superintendent of the planes, one engineer of machinery, one supervisor of engines and horses, and one master carpenter, in all twenty-three officers and agents, receiving in the aggregate at the rate of \$16,223 per annum. At this time the repairs of the locomotive engines of the company were done by contract under the general directions of the superintendent of transportation, and immediate supervision of the engineer of machinery and supervisor of engines and horses.

The cost for repairs of locomotives under this system, as is shewn by the books of the company, being (at the rate of $14\frac{2}{8}$ cents per mile for each mile run by them,) much greater than it was supposed would be sufficient under a different arrangement, a change was therefore effected, so as to have the repairs done by the company in their own shops, under the immediate direction of an experimental foreman, and the general direction of the superintendent of transportation, thereby abolishing the offices of engineer of machinery and supervisor of engines. The change thus effected, *i. e.* to have the repairs done by the company in their own shops under the control of a proper officer, instead of having them done by contract, as had been the case, was found to be productive of the best results, as is evidenced by the fact that the cost for repairs of locomotives during the year just past (1842,) has been at the rate of but seven cents per mile for each mile run by them, being a saving of $7\frac{2}{8}$ cents per mile run, over the former mode.

On the 1st of April, 1838, the same number of officers existed in this department as upon the 1st of July, 1837, though the aggregate rate per annum of their salaries was nearly \$1,000 less.

On the 1st of July of this year, the salary of the superintendent of transportation was increased from \$1,500 to \$2,000 per annum. One extra depot agent at \$800 per annum was appointed on the 1st of November. The salary of one depot agent at \$600 was reduced to \$540 per annum on the 1st of October. The salary of collecting agent from \$720 to \$600 per annum on the 1st of November. The salary of one clerk increased from \$420 to \$480 per annum December 1st., and one other from \$240 to \$300 per annum on the 1st of May. And in lieu of the engineer of machinery at \$1,500, and of supervisor of engines and horses at