

department is nineteen, (half of one chargeable as before) at an aggregate rate of pay of \$12,330 per annum.

The conductors of trains have been omitted in the "tabular statement" for the reason that the number employed is wholly dependant upon the number of trains requisite for the accommodation of the trade and travel upon the road, and that they are not paid except for the time they are actually in service. It may be well to remark however, that a considerable saving has been effected by placing each series of burden trains under the control of one man, denominated the way conductor, at a reduced salary, and substituting breaksmen at \$30 per month, instead of \$55, the rate of pay for tonnage conductors under the old system. The way conductors are now paid at the rate of \$40 per month.

THIRD.—*Department of Repairs.* On the 1st of July, 1837, this department was composed of seventeen officers and agents, as designated in the table, at an aggregate rate of pay per annum of \$11,250. Two of whom, the general superintendent and one of the supervisors on the Washington Branch were dispensed with on the 1st of April 1838, upon which date the department of repairs was confided to the engineer department.

On the 1st of April 1838, there were sixteen officers and agents in this department, (two-thirds of the salary of one of them was chargeable to other accounts) at an aggregate rate of pay of \$9,590 per annum. On the first of December of this year, in consequence as before stated, of the engineer of location and construction, being called to give his whole attention to the surveys, west of Harpers Ferry, these duties were combined with those of the assistant engineer of re-construction.

On the 1st of January 1839, there were in this department seventeen officers, at an aggregate rate of pay per annum of \$11,810.

The repairs of machinery were confided to the officer in immediate charge of this department on the 1st of July, 1839. And in consideration of the increased duties, his salary was increased from \$1825 to \$2000 per annum. During this year on November 1st, one half of the salary of inspector of lumber was saved to this department by the combination of this office with that of agent for procuring fuel, before alluded to.

On the 1st of January 1840, there was, inclusive of those for repairs of machinery, twenty officers and agents in this department, (half of one of whom was chargeable to other accounts) at an aggregate rate of pay per annum of \$13,995.

On the 1st of April of this year there were four supervisors of repairs dispensed with. And after October 1st 1840, no part of the salary of the engineer of location and construction was chargeable to this department.

On the 1st of January 1841, the number of officers in this department was fifteen, at an aggregate salary of \$10,810 per annum. On the 1st of July of this year the travelling supervisor was discontinued—after which no change takes place till the 1st of April 1842—when two of the local supervisors were dispensed with;