

condition, and equal to the accommodation of any amount of trade which may be expected for one or two years, even after the extension of the work to Cumberland: and a larger amount of business is annually done, and at a reduced expense.

The cost of transportation per mile run by the trains is less by \$1.09 than in 1837; and an examination into the expenses of the company will shew that at this time the road is worked cheaper and at a less expense in all its departments than any other road in Europe, or in the United States. It may be further remarked, that from these causes the net profits of the Main Stem for the last six months, a season of comparatively small business, are more than at the rate of five per cent. upon the original capital of four millions of dollars.

It will not escape the attention of the board, that during the progress of this system of management, the extension of the road towards its western termination has been vigorously and successfully prosecuted. The subscription by the State has been freed from the fetters with which it was bound up; a renewal of the Virginia charter obtained upon favorable terms, and during a period of unparalleled stagnation and disorder, in which most other public works have been suspended, the Baltimore and Ohio Rail Road has been prosecuted with the most gratifying success, at a comparatively cheap cost and a very small sacrifice of funds. By the month of June the road will be opened to Hancock, and, if no unforeseen interruption occur, it may be expected by the 1st of October next, to be in operation to Cumberland.

It has been already observed, that the system of economy to which the present state of the company's affairs is attributable, has been the result of gradual, but constant reforms adapted to the condition of the road and machinery, and the state of travel and trade. As recently as the month of February last, as soon as the general reduction in prices would warrant it, farther reductions amounting annually to nearly \$11,000 were directed, and were actually reported to the board on the 1st of April.

At the time he directed these reductions, which are particularly detailed in the report of Mr. Murray, submitted to the board at their meeting on the 6th of April last, the undersigned made a particular and minute examination into the condition of the service, and was entirely satisfied that in the departments of transportation and repairs of road and machinery, further reductions could not be made without injury to the interest of the company. If he had thought otherwise, he would at that time have made them more extensive.

The working of a rail road is of considerable nicety; requiring in those engaged in it a degree of skill and attention superior to the qualifications of ordinary labor. Men entrusted with the lives of passengers and the safety of property in a service liable to so many casualties, only to be avoided by the utmost skill and caution and great presence of mind,—must be selected with particular care, and as their duties require them to be employed in the