

night, as well as the day, competent individuals, such as the company is under a legal obligation to employ, can only be had by the payment of liberal wages.

In such employments, true economy is believed to consist in the employment of the fewest number of competent men, and at wages calculated to ensure the services of the best.

Pursuing this rule, the undersigned believes it impracticable, at present, further to reduce the expenses, and he would be unwilling, unless on very clear reasons,—more cogent than a general instruction, or any others that have yet been adduced,—to endanger the present economy of the work, and by driving good men from the company's employment, expose the lives of passengers, and the safety of property to greater risk.

He is the more unwilling to engage in such an experiment, which he cannot but regard as hazardous, from the near completion of the road to Hancock, and its probable extension to Cumberland within the year; when, if not before, the duties of all engaged in the department of transportation, and in that of repairs of road and machinery, will be greatly augmented; and can be much better performed by those who have been long and regularly trained than by such as from necessity we should be compelled afterwards to introduce.

The undersigned has farther to state, that the second resolution offered by Mr. Carroll, and adopted by the board, was furnished to the several executive officers of the company, each of whom has made a report, relating to the expenses of his particular department, which is now submitted to the board. Viewing each of these officers as acting under the immediate instructions and supervision of the president, he deems it his duty to express his general concurrence in the views presented in the several reports of the secretary, of the superintendent of transportation, and of the superintendent of repairs of road and machinery: and so conceiving, he is compelled to report to the board rather what in the exercise of the soundest discretion he has found it impracticable to do, than what he has done under the resolution of the board.

He is unwilling to enter into any detailed observations in regard to that part of the schedule of reforms relating to the subordinate agents, presented by the directors appointed by the city, and not finally disposed of by the board; though perhaps it became his duty to regard it as an intimation of reductions, which, in their opinion, might and ought to be made. He pretends not to conjecture the grounds upon which that schedule was prepared; but if any reliance whatever is to be placed upon the judgment and experience of those officers who are charged with the operations of the service, who are familiar with its daily details, to whom are confided the lives of passengers and the safety of property, and who can have no possible motive unnecessarily to swell the company's expenses, he is at a loss to perceive what sufficient answer can be given to the facts and conclusions set forth in their reports. Here is a system of rail road operations reduced to a scale of grea-