

In 1839, there were 75 men at \$1.02, and 9 horses at \$1 per day.

In 1840, 61 men at 89 cents, and 9 horses at 90 cents per day.

In 1841, 53 men at 88 cents, and 8 horses at  $87\frac{1}{2}$  per day.

In 1842, 42 men at  $79\frac{1}{2}$  cents, and 8 horses at 75 cents per day.

### WORKING THE ROAD.

The foregoing statements relate to the repairs of the Main Stem and Washington Branch. The next inquiry is into the cost of working the road, the first and principal item of which is the repair of locomotives, in regard to which, time has only permitted me to notice those on the Main Stem, the repairs of those on the Washington Branch being however about proportional.

#### *Repairs of Locomotives.*

In 1838, these were for the first time done by the company. In 1837, they had been done by contract, at an expense for each mile of road travelled by them, with trains, of  $14\frac{7}{8}$  cents.

In 1838, these repairs were  $7\frac{2}{8}$  cents for each mile run.

In 1839,  $7\frac{6}{8}$  cents; in 1840,  $8\frac{9}{8}$  cents; in 1841,  $8\frac{6}{8}$  cents, and in 1842, thus far,  $6\frac{5}{8}$  cents.

In 1838, but little more was done to the engines but to keep them going. In 1839, '40, and 41, several old engines were entirely re-built, and the engines, save two, were put into first rate order, and now in 1842, with 28 engines in first rate working order, the expense of keeping them in this order, including the expense of re-building two within the year, is but  $6\frac{5}{8}$  cents per mile run,

It is here to be remarked, that the expense of keeping the locomotive power on the Susquehanna Rail Road in repair is 6 per cent. greater than the above, although that road has the advantage of a heavy and fine rail, in good order; while the old and defective plate rail is that which is travelled over by the engines of the Baltimore and Ohio Rail Road Company.

#### *Cost of running the Trains on the Main Stem.*

In 1837, the cost of running the trains per mile, including all expenses, save interest on capital, and the horse-power at the Inclined Planes, and in the streets of Baltimore; was 173 cents per mile.

In 1838, there was a reduction to 108 cents; in 1839, to 93 cents; in 1840, to 76 cents; in 1841, to 74 cents; and in the six months of the company's fiscal year of 1842, to 64 cents per mile run,—which last rate is less by two per cent. than the rate on the Western Rail Road of Massachusetts, a new road, constructed in the most durable manner, having all its machinery new, and worked with the best experience of very able engineers—being, except the Baltimore and Ohio Rail Road, so far as I am inform-