

ed, the cheapest worked road in the United States. This comparison is the more flattering when the defective plate rail of the Main Stem is recollected, and the fact also, that the machinery used upon it, is generally speaking, old—one-half consisting of the coal engines, some of which have been in use since 1834.

Cost of running the Trains on the Washington Branch.

In 1837, the cost of running the trains on the Washington Branch road from the junction, was 103 cents per mile; in 1838, it was 112 cents; in 1839, 120 cents; in 1840, it was reduced to 105 cents; in 1841, to 93 cents; and for the past six months of the fiscal year of 1842, to 81½ cents per mile run. In 1838—39, the increase of cost was owing to the refitting of the Passenger Cars, the removal of slips and the ballasting with gravel of a considerable extent of the road-bed, (for it will be remembered, that in this calculation of the cost of running the trains, the repairs of the road are included,) as well as all other expenses, save as already shewn, the interest on capital.

It will be seen that the cost on the Washington Branch is greater per mile run than on the Main Stem; this is owing to the fact, that the trains run a less number of trips over the branch road, and to the fact also, that on the Main Stem the very heavy item of removing slips is not felt—it being also borne in mind, that in this reference to the number of miles run as furnishing a standard of cost, there are items, which are the same, whether one or ten trips per day are run, such as expenses of the company not connected with the running of the trains and repairs of the road not affected thereby; for instance, deduct the cost of removing the slips in the Washington road cuts for the last six months say \$6,000, from the total cost of running the trains, on the principle here adopted, say from \$30,109 18, and we have \$24,109 18, which divided by the number of miles run, 37,000, gives 65 $\frac{18}{100}$ cents, as the cost per mile run on the Washington Branch, which is less than the cost on any other road in this country, except the Main Stem of the Baltimore and Ohio Rail Road.

On the first of April instant, a reduction for some time contemplated, and constantly urged by you was made, in the number of persons employed and in their wages, in the service of the company, the result of which are thus shewn:—

On repairs of Railway, Main Stem.

2 Supervisors at \$45 per month each,	per annum,	\$1,080 00
2 Horses at \$18 do. do.	do.	432 00
Reduction in wages of men,	do.	3,006 72
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		\$4,518 72