

Under these men there are 59 carpenters and labourers, receiving from  $87\frac{1}{2}$  cents to \$1.35—or an average for the whole number of men employed of 93 cents per day. Besides these they have 7 men engaged on the repairs of bridges, one of whom receives \$2 per day, four \$1.25, and two  $87\frac{1}{2}$  cents per day—or an average of \$1.25 per day for the whole number.

The Baltimore and Susquehanna Rail Road Company have on  $56\frac{1}{2}$  miles of their road, two supervisors, at \$50 per month each—making per annum for local supervision, \$1,200—or at the rate of \$21.24 per mile. They have under these supervisors 26 men, receiving from 75 cents to \$1.25—or an average for the whole number employed of  $82\frac{3}{4}$  cents per day.

The Baltimore and Ohio Rail Road Company have on  $85\frac{1}{2}$  miles of the Main Stem, (including lateral branch to Frederick,) five supervisors:

1 at \$60 per month, and 1 at \$50—making together, per annum,	-	-	-	-	-	-	-	\$1,320
3 at \$45 per month,	-	-	-	-	-	-	-	1,620
Total cost of local supervision,								<u><u>\$2,140</u></u>

Or at the rate of \$34.34 per mile. They have under these supervisors 87 men, receiving various rates of pay, from 75 cents to \$1.12 $\frac{1}{2}$ —or an average of  $80\frac{1}{2}$  cents per day for the whole number employed.

They have also engaged at Mount Clare Depot in preparing materials for the construction and repairs of railway, bridges, depots, water stations, and swithes, 18 men and 1 boy, the men receiving from 75 cents to \$1.75—or an average of \$1.25.

On the Washington Branch road, 31 miles in length, they have two supervisors at \$50 per month each—making per annum \$1,200—or at the rate of \$38.71 per mile of road; under these supervisors there are 45 men, receiving from 75 cents to 94 cents—or an average of  $79\frac{1}{2}$  cents per day.

From the above, it will be perceived that the cost of local supervision per mile, on both the Main Stem and Branch Roads, is much less than upon the Philadelphia, Wilmington and Baltimore Rail Road, the one approaching nearest in character to that of the Baltimore and Ohio Rail Road and its Branch to Washington.—The Baltimore and Susquehanna Rail Road being constructed in a very substantial manner, and through a country not liable to slips, and well adapted to drainage, does not require the close and minute supervision necessary upon either of the other roads in question; hence the reason that upon that road the local supervision may and in fact should cost less per mile.

It will be seen, however, that the average rate of wages paid by this company is about 14 per cent. below the average paid by the Philadelphia Company, and about 3 per cent. below the average paid by the Baltimore and Susquehanna Rail Road Company.