

ry avocations of life which is usually performed in the day-time—the company's employees having to labor whenever it is required, either day or night, and indeed frequently day and night consecutively, as well as on the Sabbath. I would further remark in reference to the laborers and operatives in the service of this company, that the nature of their employment generally is very different from that of those who labor under the ten hour system. The team drivers for instance are engaged with their stock before daylight in the morning, and frequently, during fluctuations in business, do not terminate their day's labor in the street until 9 o'clock at night; after which they have to groom and feed their horses; the only cessation from work, during working hours, being the short time taken for their meals, or while their horses are feeding. They also are required to work on the Sabbath in regulating the passenger cars of the several trains that are constantly coming in and going out, and for these reasons are supposed entitled to receive five dollars per month more than common daily laborers that work only on working days and during regular working hours. The conductors of the trains are men of character and integrity; and the enginemen are without exception sober and competent men, whose responsibilities can be readily understood when you reflect that upon their presence of mind, independent of mere skill, depends the safety of the passengers and property in the trains. The firemen and brakemen have also their full share of labor and responsibility: while the train is in motion their vigilance must be unceasing, and if an obstruction is met with by the engine, their action must be instant and judicious, otherwise irreparable injury to persons and property may be the result. The watchman at Harpers Ferry, and Mount Clare Depot, receive \$5 per month more than the watchman at Washington or Pratt street Depot, because of their exposed situation, and in consideration of their assisting, during part of the day, in the handling of fuel for the engines.

I would be permitted to observe that in fixing the wages of the employees in this department, I have not arbitrarily assumed what I imagined was a sufficient compensation, but I have carefully watched the persons employed—compared their wages with their labor,—and made such changes as observation and experience suggested. In this way a reduction of annual wages (including the force of men and horses dispensed with by the alterations at the Inclined Planes,) has been made since 1837, amounting in the aggregate to \$28,571.40, as shewn by the accompanying table marked A. At various periods since 1837, the reduction in the wages of employees still in the service of the company, has amounted to \$4,847.76, as exhibited by tabular statement B,—in addition to which the expenses of the department were still further reduced by the following removals and changes which went into effect on the 1st of the present month. Viz: By dispensing with the services of