

That the expenses of the corps have at the same time been altogether reasonable, is very clearly shewn in the report of the 4th inst. which I had the honor to address you on this subject, and to which I beg leave to refer. Therein it is shewn that, in comparison with five other important railways in the United States, these expenses are less than those of any one of the number, inasmuch as they are less per mile per annum and form a smaller per centage upon the probable cost of the work. Had the means of the company permitted them to complete the road from Harpers Ferry to Cumberland in two years, instead of three years and upwards, this proportion would have been still further diminished, and would not probably have exceeded two and a half per cent. upon the total expenditure.

If now we look from the general results into the detail of the engineer service, there will be found nothing to complain of. Of the arduousness and responsibility of the station held by myself, it is scarcely necessary for me to say more than that its duties most fully and laboriously occupy the whole of my time, both upon the line of the road and in the office; while the compensation received, in view especially of the heavy travelling expenses to which I am subjected, and in comparison with the pay of engineers of equal standing in other services, is, it might readily be shewn, exceedingly moderate.

The duties of the two division engineers, each having charge of about 50 miles of road, are very laborious, and involve also much expense in travelling. These officers are indispensable to the proper superintendence of the work upon so long a line, and their pay (\$1,600 per annum) is certainly not too high, particularly if the risks to which their disbursement of the company's funds upon the line expose them, are considered.

The resident engineers are also a very important grade of officers, as the superintendence and measurement of the work in its details devolve upon them. Their pay (from \$2 to \$3 per diem according to the length of their residencies, &c.) is lower than that allowed for similar services upon most other works, and a smaller compensation would not command the requisite skill and experience. The vanemen and axemen upon each residency are essentially to the performance of the duties of the resident engineers; and their pay (from 75 cents to \$1.50 per day) is moderate. There are at present but two local superintendents upon the line. One of these is employed in overlooking the extensive bridge work, &c. at Harpers Ferry, and in forwarding the lumber and iron. The other superintends the brick and stone work of the tunnel arching. The pay (from \$2 to \$2.50 per day) of these agents is no more than commensurate to their services.

The superintendent of the construction of water stations west of Harpers Ferry (Allen Raney) is an officer employed under authority of the board upon the recommendation of my report relating to those works, dated March 19th, 1841. His services are indispensably necessary to them, and the experience, skill and