

fidelity with which he discharges his trust, renders them of the highest value to the company. He also performs incidental services to the finished section of the road while passing to and fro between Harpers Ferry and Baltimore, and while superintending here the shop work of the water tanks, pumps, &c. executed at Mount Clare, and thence forwarded to the line. His pay of \$60 per month is considered very reasonable, and his loss, were he to leave the service, would under the circumstances be almost irreparable.

Such, I beg leave to represent, are my views, in regard to the present condition and requirements of the engineer service of this company connected with the road west of Harpers Ferry.

In regard to the wished for reductions in the number and expense of the corps, I respectfully say, that while the work is, as now, progressing with more or less rapidity upon every residency on the whole line, no reduction can be made. The engineer and his assistants being as necessary to the progress of the work as the contractor and his hands.

On; or, it is hoped, perhaps somewhat before, the 1st of June coming, the completion of the road to Hancock will enable this department to dispense with the services of five resident engineers, at an aggregate pay of \$13.50 per day, with six vanemen, at together \$7.75 per day, and four axemen at \$3.25 per day, and one local superintendent at \$2.50 per day—making in all \$27 per day, or (including office expenses and contingencies) about \$900 per month.

From thence out to the completion of the remaining 55 miles of the road from Hancock to Cumberland, the monthly pay roll of the engineer corps superintending construction, will be from \$1,300 to \$1,400, instead of from \$2,200 to \$2,300 as at present.

If in addition to these contemplated certain reductions in the corps, which will be due to the early opening of the road to Hancock, it will be found practicable and expedient in consequence of the manner in which different sections of the rail laying will advance, to discharge or suspend any of the engineers west of Hancock before the road is finished to Cumberland, this shall be done. And in conclusion, I would again respectfully assure the board that no proper opportunity of a retrenchment in the expenses of my department will be suffered to pass unimproved.

I have the honour to be, sir,

Your obed't serv't,

Signed,

BENJ. H. LATROBE,

Engineer, &c. Balt. and Ohio Rail Road.