

at \$15 per month, was discharged, and the wages of the porter in the transportation department reduced \$10 per month, and the \$25 per month, thus saved, are applied to the payment of the present *watchman*, who occupies the back building, and has the house in charge. The result is that the company has the services of two men, who watch the premises, and keep the house in order; attend to the offices of the president, secretary, engineers and superintendent of machinery, and do all the duties required of persons in their capacity, and pays less for services of this description, by about \$120 per annum, than it did when the offices were in the building of the Mechanics' Bank.

I will not venture to assert that the duties both of watchman and porter, may not be performed in a manner by one individual, though from my observation and experience, I deem it my duty to state, that the business of the office would suffer considerable inconvenience and embarrassment from dispensing with either.

As has already been stated each and every department in the office are served by these porters. The errands and messages between the office and the banks; between the office and the outer, as well as the inner depot, are various and frequent, and of daily occurrence, and could not always be promptly performed by one man. The occasions of convening committees are also frequent and occupy parts of several days in each week in serving notices.

I would now beg leave to make some comparisons with the duties and expenses of other similar offices.

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* * * * * The Philadelphia, Wilmington, and Baltimore Rail Road Company, has a road 98 miles in length, completed and in operation. I have not been able to learn much of the present organization of this Company; but I am informed that they have a Treasurer at Wilmington, whose salary is \$1200 per annum, a Secretary and Transfer Clerk in Philadelphia at, \$1000, and an under clerk and porter, at \$300. That the Treasurer at Wilmington, only disburses for such claims as accrue at that point, and the other disbursements are made by the different Agents along the line of the road, who make a return monthly to the Treasurer, and that in Philadelphia there are very few transfers of stock. I do not think that the office duties created by the working of this road, involve more labor and responsibility, than would be brought into my department by the working of the Baltimore and Ohio Rail Road, between Baltimore and Harpers Ferry and Frederick, putting aside the Washington Branch, the extension of the Main Road from Harpers Ferry to Cumberland, and most of the transfers of stock.

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