

Lloyd Tilghman,	do	730	1003.75			July 23, 1836	Oct. 31, 1837
George A. Leakin,	do	730	730	806.50	912.50	Dec. 1 "	Oct. 16, 1839
T. J. Crane,	do	1500	1500	1900	2000	June 27 "	Feb. 14, 1839
James C. Turner,	do		912.50	912.50		Jan. 1, 1837	Nov. 21, 1837
Robert Hazlehurst,	do		600	600		Jan. 1 "	Dec. 11, 1838
T. P. Chiffelle,	do		730	1003.75		Apr. 25 "	July 14, 1838
F. Harrison,	do		1500	1500		May 1 "	Mar. 7, 1838
B. C. Edes,	do		730	730		Apr. 10 "	Oct. 8, 1838
T. J. Wilson,	do		730			May 29 "	Dec. 12, 1837
J. A. Souski,	do		730	730		Jan. 1 "	Mar. 31, 1838
George R. Riddle,	do			730		Jan. 1, 1838	Aug. 11, 1838
A. P. Winchester,	do			1460		May 27 "	June 13, 1838
Charles R. Hodges,	do			730		June 1 "	Nov. 20, 1838
William S. Hollins,	do			730		May 16 "	July 11, 1838
do	do				1095	June 12, 1839	Dec. 31, 1839
E. Harrison,	do			730	961.50	Aug. 1, 1838	Dec. 31, 1839

The salaries of the Engineers were generally by the day (\$2, \$2 $\frac{1}{4}$, \$2 $\frac{1}{2}$, \$2 $\frac{3}{4}$, \$3, \$3 $\frac{1}{2}$, \$4,) which will account for the odd amounts of the salaries per annum.

Office Baltimore and Susquehanna Rail Road Company, January 29, 1840.

CHARLES HOWARD, President.

ROB. S. HOLLINS, Secretary.