

\$1,000 per annum, in the service of the company on the 1st July, 1837, there was appointed previous to 1st of April, 1838, one foreman of machine shops at \$1,000, and one supervisor of stock at \$540 per annum.

During the year commencing January 1839, three depot agents, one at \$800, one at \$420 and one at \$400 per annum, were dispensed with, and the salary of one at \$800 increased to \$1000 per annum. The office of superintendent at the planes was abolished on the 1st of September. The salaries of the foreman of the machine shops and the supervisors of horses were increased, that of the former from \$1,000 to \$1,200, and of the latter from \$540 to \$600 per annum in the month of March, and all agents connected with the repairs of machinery were transferred to the department of repairs on the 1st of July, upon which date the general superintendence of the repairs of machinery was confided to the officer having immediate charge of that department. On the 1st of November of this year, the offices of agent for the procurement and preparation of fuel and that of inspector of lumber were continued, by which one agent was dispensed with.

On the 1st of January, 1840, there were in this department nineteen officers (one of whom devoted but one half of his time to this department) with an aggregate rate of pay of \$12,650 per annum—which number was further reduced by the discontinuance of one depot agent at \$540 per annum on the 1st of February. On the 1st of May of this year, the salary of the superintendent of horses was increased from \$540 to \$700 per annum.

On the 1st of January, 1841, the number of officers and agents was eighteen, (one of whom only one-half chargeable to this account as in 1840,) with an aggregate rate of pay of \$12,270 per annum; this was further reduced by dispensing with one depot agent at \$800 per annum on the 1st of September.

One clerk and the assistant agent in the streets of Baltimore at \$480 each, per annum were dispensed with, and the salaries of one depot agent was reduced from \$800 to \$500, of one clerk from \$600 to \$500, and one other from \$540 to \$500 per annum on the 1st of July—and that of the superintendent of stock from \$700 to \$600 per annum on the 1st of April.

On the 1st of January 1842, the number of officers and agents in this department had been reduced to fifteen (half of one salary as in 1840 and '41) with an aggregate rate of pay of \$9,970 per annum. On the 1st of February of this year the salary of one depot agent at \$500, was increased to \$700, and of one clerk at \$480 to \$500 per annum, and one depot agent at \$240 per annum was appointed on the first of March.

Since the completion of the road to Cumberland there have been appointed one additional depot agent and two clerks.

On the 1st of February, 1843, the number of officers and agents (excepting the conductor of trains, who have been omitted for reasons hereinafter given) in the service of the company in this