

SEVENTH
ANNUAL REPORT

OF

The Directors

OF THE

Pennsylvania Railroad Co.

TO THE

STOCKHOLDERS,

February 6, 1854.

PHILADELPHIA:

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DIRECTORS, 1854-1855.

By the Stockholders.

J. EDGAR THOMSON, CHRISTIAN E. SPANGLER,
GEORGE W. CARPENTER, JOHN YARROW,
WASHINGTON BUTCHER, SAMUEL JEANES,
JOHN FARNUM.

By the City of Philadelphia.

GEORGE HOWELL, ALEXANDER J. DERBYSHIRE,
WILLIAM R. THOMPSON.

By the Commissioners of Allegheny County.

WILLIAM ROBINSON, JR.

By the Commissioners of Spring Garden.

WILLIAM NEAL.

By the Commissioners of Northern Liberties.

EDWARD T. MOTT.

President,

J. EDGAR THOMSON.

Treasurer,

GEORGE VAUX BACON.

Secretary,

THOMAS T. FIRTH.

ANNUAL MEETING.

At the Seventh Annual Meeting of the Stockholders of the Pennsylvania Railroad Company, held at Sansom Street Hall, on Monday, February 6, 1854, on motion of A. J. Derbyshire, Esq., Charles Gilpin, Mayor, was appointed Chairman, George Boldin, Secretary.

The Secretary of the Company, Mr. Thomas T. Firth, read the Report of the Board of Directors.

The Report with the Reports of the Chief Engineer and Treasurer were received and ordered to be printed. Also a letter from Mr. Edward Miller, late Engineer of the Company.

Mr. A. J. Derbyshire offered the following :

WHEREAS, The Stockholders of the Pennsylvania Railroad Company in the year 1852 agreed to subscribe \$150,000 to the Capital Stock of the Ohio and Pennsylvania Railroad Company, for the purpose of extending that road across the Allegheny River to the Pennsylvania Railroad, *at the outer depot of this Company*, and as it appears from the Report of the Chief Engineer of the Ohio and Pennsylvania Railroad Company, that a connection upon the route designated would prove very expensive, and also involve the necessity of introducing upon it objectionable gradients ; and as the said point of crossing is also considered by the citizens of Pittsburgh as injurious to their interests. Therefore, it is

Resolved, That the Directors of this Company be authorized to make said subscription ; *Provided*, The place of crossing the Alle-

gheny River shall not be further west than the lower side of the State Aqueduct, over said river.

Mr. Roberts, Engineer, explained and advocated the above resolution.

The preamble and resolution were adopted unanimously.

Elliott Cresson, Esq., offered a resolution in reference to the endorsement of the bonds of the Steubenville and Indiana Railroad Company, which, at the suggestion of Charles Gilpin, Esq., was modified to read as follows :

Resolved, That the Board of Directors of this Company are hereby authorized to guarantee, upon the conditions stated in a communication of the President of the Steubenville and Indiana Railroad Company to the Councils of this city (and such others as shall be satisfactory to the Board of Directors), the bonds of said Company to an amount not exceeding five hundred thousand dollars.

The resolution as modified was unanimously adopted.

Mr. McMichael submitted the following resolution :

WHEREAS, The increasing trade and travel over the Pennsylvania Railroad will, in the opinion of this meeting, require additional facilities for its speedy transmission to and from this city ;

AND WHEREAS, The capacity of the State Road will not be sufficient to accommodate it when a double track is laid on the Pennsylvania Railroad, it therefore becomes necessary to look to some other additional channel. AND WHEREAS, The authority given in the Charter granted to the Lancaster, Lebanon, and Pine Grove Railroad Company, for the construction of such a railroad will, if carried into effect, accomplish so desirable a result ; therefore,

Resolved, That the Board of Directors of the Pennsylvania Railroad Company be, and they are, hereby authorized to subscribe in the name of this Company for ten thousand shares of fifty dollars each of the capital stock of the Lancaster, Lebanon, and Pine Grove Railroad Company, upon such terms and conditions as they may deem proper.

The passage of the above resolution was urged by Messrs. McMichael, Cresson, Wickersham, and Thomson.

Mr. E. A. Penniman asked for the authority of the Company to subscribe to the stock of the road.

Mr. Foster replied by reading that portion of the Charter of the Lancaster, Lebanon, and Pine Grove Company, giving the authority.

Mr. Magee regretted the necessity of making the road, but considered the action of the Canal Board as having rendered such a course necessary.

Mr. Thomas Biddle would ask the Directors if this was the last of the important enterprises the Company would be called on to assist.

Mr. J. E. Thomson stated that the Directors had concluded to subscribe to no more enterprises in or out of the State.

Mr. Elkin inquired about the amount of private subscriptions.

Replied to by Messrs. Derbyshire and Spangler.

Mr. Roberts stated that the resolution did not make it imperative on the Directors to make the subscription, but authorized them to do so if they deemed it expedient.

The resolution was adopted with but one dissenting voice.

CHARLES GILPIN,
Chairman.

GEO. BOLDIN,
Secretary.

SEVENTH ANNUAL REPORT.

Office of the Pennsylvania Railroad Company,

Philadelphia, January 31, 1854.

To the Stockholders of the

Pennsylvania Railroad Company.

At your last Annual Meeting the Board had the gratification to announce that a continuous railway had been opened from Philadelphia to Pittsburgh, by the temporary use of the Portage Railroad across the Allegheny Mountain. The construction of our own road across this barrier has been pressed forward with as much vigor as circumstances would permit. Its completion before the close of the year was looked forward to with much confidence, but the extraordinary demand for laborers, and the diminished product of their daily services (a uniform consequence of any sudden increase in the rate of wages), has materially delayed the completion of the work, and also added to its cost. To prevent delay, the contractors have been regularly supplied with men from the seaboard at the expense of the Company. The detention has, therefore, not been so much the result of a diminished force as from the reduced product of each laborer—a larger number having been employed, generally, upon the heavy sections than true economy would have justified, if the first cost of the work had been the only consideration for urging its completion. Notwithstanding these difficulties, however, we have the satisfaction to state that a locomotive has passed through the Allegheny Tunnel, and that it will be placed in a condition for

general use, with the remainder of the Mountain Division, during the month of February.

An express train will then be started, to run through from Philadelphia to Pittsburgh in 15 hours, this time to be further reduced during the ensuing Summer, when a double line is extended across the mountain, and the tracks placed in a condition for high velocities.

The influence of these increased facilities upon the business and prospects of the line through Pennsylvania will doubtless prove of the most gratifying character. We shall then be in a condition to compete in speed and terms for the travel and produce of the West with either of our rivals. Notwithstanding the imperfect character of our line during the past year, and the reduced local and through charges for freight and produce, compared with previous years, the receipts of the Company from the operations of the road have been highly satisfactory. The gross amount stated, as heretofore, would be \$2,846,110.16, which includes a portion of the local receipts of the Columbia Road; excluding these the amount is \$2,774,889.37—leaving a profit, after deducting taxes and expenses of transportation, of \$1,101,208.08. The whole expense of conducting the business of the road during the year was \$1,673,681.29, only \$346,879.35 more than that of last year. This small difference is to be attributed chiefly to the completion of a continuous road to Pittsburgh, by which the wagon and boat service at the western end of the line has been dispensed with. It is also in part due to the reduced tolls on the State Railroads, though these are yet high, compared with the charges made to the through transporters for their use.

The total amount paid during the year for tolls to the State, Harrisburg and Lancaster, and Baltimore and Susquehanna Rail-

roads was \$779,611.62, all of which is included under the head of expenses of "Conducting Transportation." Of this amount \$213,775.62 was paid for the use of the Portage Railroad. If we add to this sum \$20,000 for services of extra brakemen, necessarily employed on that road, who will not be required on our own line across the mountain, we have the sum of \$233,775.62 from this year's business, that would have been credited to the Mountain Division, if it had been completed; a sum fully sufficient to meet the interest on the cost of that part of the road, together with the increased expense of working it.

A number of tables are appended to the Report of the Superintendent, containing valuable information in relation to the receipts and expenses of the Company, which are commended to the attentive examination of the stockholders. It will be seen from them that the through tonnage between Philadelphia and Pittsburgh has increased from 32,185 tons in 1852 to 73,499 during the past year, and the local tonnage from 36,793 to 86,133 for the same periods, making the total tonnage moved 159,632 tons, against 68,978 last year—an increase of over 100 per cent.; while the receipts from this source have increased from \$780,892.19 to \$1,507,520.50. The through tonnage of the Company will doubtless continue to increase, with the extension of our several connecting lines into the far west. But it is to the local business that we must look for the most reliable source of our revenue. At present the policy of the State forbids this Company from assisting to the extent of its capacity in the development of the resources of her interior, while the line that she has constructed between the Susquehanna and Pittsburgh, though maintained at an *annual loss* to the State Treasury, is, from its broken character, inadequate to secure this object. The current of trade, like that of water, is frequently changed by a very slight impediment, and forced to seek a new

channel in its course to the ocean, or waste itself in stagnant pools, spreading disease and inactivity where life and animation alone should exist. The first is the effect of this State policy on our through business, while the latter presents no over-wrought picture of its influence on the local traffic of the interior. This policy, while it prohibits the transmission of the products of our mines and forests to market, at rates that will enable the shipper to reduce the price of his commodity to a point that will compete with the operators of other regions, at the same time reduces the net receipts of the Columbia Railroad to an extent greater than the whole amount of the tax collected, thus entirely defeating its operations as a revenue measure—if such was the object of its imposition—as well as preventing the increase of taxable values consequent upon a prosperous interior trade.

It will be seen by reference to the report of the Chief Engineer that the entire cost of a double track road from Harrisburg to Pittsburgh will exceed the original estimate (\$13,600,000) but \$65,000. An additional amount for sidings at the termini and other points on the road beyond that heretofore estimated will be required to accommodate the large business that we are now preparing for, which will probably swell the whole cost of the road to \$14,000,000. The expenditures for outfit up to the close of the year have been \$2,652,676.37, which is a larger amount than originally anticipated ; but it will not exceed the demands of the transportation department. We now have 79 locomotives, 1,274 eight-wheeled and 137 four-wheeled freight cars of all descriptions ; also, 69 eight-wheeled passenger and 24 eight-wheeled baggage and mail cars. In consequence of the narrow space between the tracks on the State railroads, 38 of our passenger cars were constructed but 8½ feet wide. The width of the best of these will be increased to 9½ feet, which can be effected at an additional cost of 25 per cent. of their original

value. The remainder will be kept to meet the occasional pressing demands, for the accommodation of conventions and other sudden and accidental additions to our travel. There remained to be delivered on the 1st inst. 32 locomotives to fill our present orders, and 5 passenger cars; these are estimated to cost \$325,000. The decrease in the time that will be expended hereafter on the trip between Philadelphia and Pittsburgh by our freight trains will render unnecessary an increase for some time to our present stock of freight cars greater than can be furnished from the repair shops of the Company. These now turn out a much better article than we have been able to secure by contract, and at an equally low cost.

The business of the road during the year has been conducted with remarkable regularity and freedom from accidents, affording the strongest testimony to the good management and skill of the Superintendent and his several Assistants. They have been efficiently seconded by the Masters of the shops, the Supervisors of the road, the Conductors and Engineers of the trains, and Station Agents, all of whom have manifested a praiseworthy personal interest in the success of the enterprise with which they have become associated. Among those who have contributed to the security of the traveller, we may also refer to the very vigilant Car Inspector, Mr. Denning.

The avoidance of the inclined planes of the Portage Railroad, and the transfer of our business to a continuous line from the Columbia Railroad to Pittsburgh, under the management of this Company, will enable the Superintendent to still further systematize the operations of his department, and reduce the expenses of its management sufficiently to compensate for the increased accommodation and speed that will be afforded; relying upon the additional attractions of the route from these causes to secure an accession of travel to meet a reduction of fare between Philadelphia and Pittsburgh, after

the avoidance of the Portage Road, from \$9.50 to \$8.* The rates of freight will also be kept at a point that will insure to the route its full share of the through transportation.

The Legislature at its last session gave to this Company authority to hold, through a Trustee, during the period of five years, the remainder of the Powelton estate (63 acres) for the purpose of disposing of it. The Girard Life and Trust Company has been selected as this Trustee, and the property has been conveyed, for the benefit of this Company, to that institution. It is proposed to commence the sale of that portion west of the Columbia Railroad, during the ensuing Spring. It has been suggested that this property, in connection with a portion of the Bingham estate, would afford the most advantageous site that could be secured in the vicinity of the city, for a public park. No other point seems to possess equal attractions, and although the Board feel confident that they can realize a larger sum by retailing it as proposed, than from such a disposition of the property, they are yet disposed to throw out the suggestion for the consideration of the authorities of the consolidated city.

From the statement of the Treasurer herewith submitted, it will be seen that the receipts from Stockholders in payment of the Capital Stock of the Company, was at the close of the year,	-	-	-	-	-	-	\$11,228,020 00
The receipts from loans, &c.,	-	-	-	-	-	-	5,084,947 91
Amount,	-	-	-	-	-	-	<u>\$16,312,967 91</u>

Which has been expended as follows:

Graduation and masonry, single track,	-	\$6,271,705 90
Superstructure, including iron rails, chairs, cross ties, ballast, &c.,	-	3,053,613 65
Amount carried forward,	\$9,325,319 55	

*NOTE—This is a reduction of 62½ cents by this Company—the remainder 87½ is saved from the extra charge on the Portage Road, and a reduction of ¼ cent per mile east of Harrisburg, on Pittsburgh travel.

Amount brought forward,	\$9,325,319 55	
Engineering, - - - - -	376,826 44	
Land damages and real estate in Pittsburgh and on line of road, - - - - -	474,684 15	
Real estate in Philadelphia city and county, -	344,341 62	
Harrisburg Railroad, - - - - -	7,173 41	
Graduation and superstructure of second track,	1,152,852 59	
Machine shop, shop machinery, station, and warehouse, - - - - -	991,966 36	
Locomotives, - - - - -	658,329 14	
Freight cars, - - - - -	745,401 81	
Passenger cars, - - - - -	232,382 94	
Road and hand cars, - - - - -	24,596 12	
Balance of interest account, chargeable to construction, - - - - -	26,763 51	
		14,360,637 64
Subscription to the stock of the Ohio and Pennsylvania Railroad, - - - - -	\$150,000 00	
Subscription to the stock of the Ohio and Indiana Railroad, - - - - -	300,000 00	
Subscription to the stock of the Marietta and Cincinnati Railroad, - - - - -	650,000 00	
Subscription to the stock of the Maysville and Big Sandy Railroad, - - - - -	100,000 00	
Subscription to the stock of the Springfield and Mt. Vernon Railroad, - - - - -	100,000 00	
		1,300,000 00
Balance in the hands of Treasurer, - - - - -	-	652,330 27
Total as above, - - - - -	-	<u>\$16,312,967 91</u>
The amount <i>received</i> by the Treasurer during the year 1853, from the business of the road, &c., was, - - - - -		
		\$2,768,769 72
Of which there has been paid during the year to stock and loan holders, for interest and for expenses of working the road, &c., - - - - -		2,466,259 50
Leaving a surplus, which has been credited to interest account, of - - - - -		<u>\$302,510 22</u>

From the above statement it will be seen that the Company has been able, from the earnings of the road, to meet the interest due to the Stock and Loanholders, and reduce the interest account charged to construction, to \$26,763.51 ; and, if permitted by our charter to divide the profits of the Company, before the completion of the road, a dividend could have been declared to the Shareholders, of 8 per cent. per annum—notwithstanding that fully \$3,000,000 of unproductive capital was invested in the second track, Mountain Division and outfit.

The through business of our road has increased with astonishing rapidity, and at this time exceeds that of the New York and Erie Railroad—while it has not cost us as much to obtain it as we have received from it—as appears from the statements of that Company to have been the result of their past experience. The expediency and utility of maintaining an army of noisy drummers throughout the West, has always been doubted by this Company, and practiced only to a limited extent. It is therefore gratifying to find that the experience of our neighbors has justified our own conclusions upon this subject. Information in relation to the facilities of the route can be disseminated less expensively and more efficiently through other means. The fact that our line has commanded a remunerative business with impediments at its centre, equivalent—as regards time—to an increase of its length of nearly 200 miles, shows that it has not been unknown to the traveller.

The past year has witnessed the completion of the Ohio and Pennsylvania Railroad, and its extension through the Ohio and Indiana Railroad to Patterson on the Cincinnati and Sandusky Road, giving to us two railroad connections with Cincinnati, the great centre of commerce of the Ohio Valley. The Ohio and Indiana Railroad will be completed during the present year, which

will connect us with the Wabash Canal at Fort Wayne, from whence a direct road is in progress to Chicago.

Continuous railroads have also been opened during the year, connecting the western terminus of our line with Indianapolis, Madison, Jeffersonville, Terre Haute, Evansville, Crawfordsville, Lafayette, &c., which, with the increased facilities that we shall be able to offer, must largely increase the business of the Company. The simple fact that the population of the Ohio Valley which must find their shortest and best connection with Philadelphia and New York, over our route, bears to that of the lakes the proportion of 3 to 1, explains the value of our through business,—while the density of the population of the southern half of this State, which is traversed by our road, bears to the northern half the proportion of 2 to 1, exhibits the importance of the local travel and value of the route occupied by this Company.

The Board, in obedience to the instructions of the Stockholders, subscribed, on behalf of this Company, \$750,000 to the capital stock of the Marietta and Cincinnati Railroad Company, without requiring, as they had suggested, an increase of their stock basis. The explanations of the President of that Company at the last annual meeting of this, having satisfied the Stockholders that the precautions recommended by the Board were unnecessary. They have also subscribed \$300,000 to the stock of the Ohio and Indiana Railroad Company, and have exchanged \$100,000 of the shares of the Marietta and Cincinnati Railroad Company for a like amount of the Maysville and Big Sandy Company.

The investment of this Company in the shares of the Ohio and Pennsylvania Railroad Company has already proven profitable in direct returns, and I have full confidence that the results to be derived from the operations of the Ohio and Indiana and the

Mount Vernon Roads will be equally satisfactory when they are brought into use.

An additional subscription of \$150,000 to the stock of the Ohio and Pennsylvania Railroad Company, authorized by the Stockholders in 1852, has not been claimed by that Company, and will not be unless the condition confining the point of crossing the Allegheny River, to a connection between the two roads at our outer depot in Pittsburgh, is rescinded—which the Board recommend, provided the site of the bridge shall not be placed west of the State Aqueduct.

The importance of this connection to both companies cannot be over-estimated, and it should not be unnecessarily delayed.

The work on the Marietta and Cincinnati Road has been pressed forward with much vigor. But the character of the country traversed by that improvement, and the extent of line covered by their operations will prevent its early completion. The chief object to be secured to this Company by this enterprise was a connection with the Southern Counties of Ohio and the States of Kentucky and Tennessee. Its connection with Cincinnati is only important to us as preserving an uniform gauge to that city, and to its Stockholders as affording a large local business, without which few railroads can return reasonable profits to their shareholders. The Maysville and Big Sandy Road will connect with the Marietta Line through the Sciota Valley Road, giving to Philadelphia the much desired connection with the heart of Kentucky, at Lexington, over a road now nearly completed from Maysville to the latter place.

The Board referred in their last report to the importance and value to this Company of a more direct railroad communication with the central region of the West, by a line traversing the fertile

and populous country lying upon the parallel of latitude of Philadelphia.

The companies occupying this ground have been diligently pushing forward the enterprises they have had in charge, without heretofore claiming aid from this Company. The gauge of their roads is to be the same as that of the Pennsylvania Road,—affording the very great advantage of an interchange of cars and machinery, when the business of either line from local causes shall render such an exchange desirable. This state of things frequently arises from the uncertain navigation of the Ohio River, and has existed through nearly the whole period embraced within the last six months. If the gauge of the Ohio and Pennsylvania Railroads had been the same as that of this Company, it would have exerted the most happy influence upon the business of both companies during that time.

These advantages will be secured through the Steubenville and Indiana Railroad, if the aid desired by that Company should be extended to them. They do not ask us to assume the risks of their enterprise by becoming shareholders, but to guarantee their bonds to the extent of \$500,000—\$250,000 to be expended in completing their road from Steubenville to Newark, and \$250,000 between Newark and Columbus, both secured by a second mortgage upon that portion of the road now nearly completed east of Newark (115 miles in length), and a first mortgage upon that portion west of that place. The Board are of the opinion that this guarantee involves only a nominal risk, while the advantages to be secured from the connection will be of the most substantial character to this Company. It is, therefore, submitted to the Stockholders, with a decided expression of the opinion of the Board, that it should receive their sanction. In support of their recommendation, the Board refer the Stockholders to the accompanying letter of their late Chief Engineer, upon whose report, and after his personal examination of

the country and the condition of most of the Ohio Companies already assisted, they based their previous subscriptions to those roads.

This guarantee will fill the limit to which this Company can, under their charter, now extend aid to roads in other States, and the Board cannot advise that the privilege should be enlarged.

The graduation of the Indiana Branch, 16½ miles in length, has been placed under contract, and will be completed at an early date. Surveys have also been made of several routes for a branch line to Uniontown, as mentioned in a previous report.

That diverging from our road at Latrobe proved exceedingly difficult, and was abandoned. Another was traced from Greensburg via Connellsville, and a third passing near Perryopolis, both encountering expensive work. The cost of graduation upon either of these so far exceeded our expectations, and the local means proposed to be supplied for their construction, that the work has not been commenced. The construction of the Uniontown Branch, as a short local road only, would not be warranted by any expected increase of business to this Company. The project has heretofore been entertained as a part of a more extended line to accommodate the whole southwestern section of the State, which will, no doubt, be finally carried into effect, and prove a profitable investment. Such a line extended across Virginia, to connect with the Marietta Road, would afford the shortest practicable connection between Cincinnati and Philadelphia and New York.

The last Legislature of this State, in approving the contract between the Canal Commissioners and Messrs. Bingham and Dock, confirmed at the same time the right of this Company to run their cars over the Columbia Railroad, and all other connecting or continuous lines. Under this Act, we have purchased one-half of the stock in the passenger cars upon that road, which are now run un-

der the contract referred to. The net proceeds of the investment in this contract is passed to the credit of the original purchase of stock for that road. The contract will continue in force until the 16th of August, 1856, until which time no permanent buildings will, we think, be needed for the accommodation of the passenger trains at Philadelphia. Ground has, however, been secured for that purpose on the north side of Market Street, between Eleventh and Twelfth Streets.

The accommodations for receiving and forwarding freight at Pittsburgh, though temporary, have been found convenient and advantageous both to the citizens of that place and the Company. It is, therefore, a source of regret that any one should have been found to throw doubt upon the right of the authorities of that city to grant a lease of the property used. The result of the proceedings in relation to it have been against the city in the lower courts, but the case will be carried up to the Supreme Bench. To prevent inconvenience from an adverse decision of this tribunal, a lot has been purchased, since the close of the year, at the foot of Liberty Street, upon which to tranship freight, which is the most eligible that can be obtained for that purpose within the city limits.

In conclusion, the Board congratulate the Stockholders upon the result of the past year's operations of the Company.

The road, still unfinished, has yielded a revenue more than sufficient to meet the interest due upon all the stock and bonds issued, while the uncompleted sections of the work have been pressed forward with unabated vigor, and without a sacrifice of the credit of the Company, notwithstanding the financial crisis through which the country has passed, or is passing.

The Board claim no merit for these gratifying results—they are such as legitimately flow from the impregnable position occupied

by our line, guarded, as it is, from immediate rivals by impassable natural barriers—and secured from unreasonable competition for the through traffic by the large debts and high cost of its competitors. These advantages of our route—so well understood and appreciated by capitalists, both at home and abroad—have given to the shares and credits of this Company a value which few works in a similar state of forwardness have been able to command.

The success of the enterprise as a safe and profitable investment of capital, may now be considered as established; while the favorable effects of the road in retaining and increasing the trade of the city and State—the chief motive for its construction—even with its present limited capacity, is apparent to the most superficial observer.

Its returns to the treasury of the Commonwealth upon the small freighting business of the past year show also that its operations have not been without direct benefit to the State. Upon this business only, we have paid into her coffers, using but 107 miles of her improvements, \$162,000, more than all of the other through transporters, between Philadelphia and Pittsburgh, have paid for the whole main line (400 miles in length), while we have, at the same time, furnished to her, for the canal traffic, the use of nearly six miles of our road—avoiding Plane No. 1 of the Portage Road—without having received compensation for it.

By order of the Board.

J. EDGAR THOMSON,
President.

WM. B. FOSTER, JR.,
Vice President.

Philadelphia, Feb. 4, 1854.

TO JOHN EDGAR THOMSON, Esq.,

President of the Pennsylvania Railroad.

DEAR SIR:—Mr. Firth informs me that my reply to Mr. Foster's letter of November 24th, concerning the Steubenville and Indiana Railroad, has been mislaid, and that its absence may occasion inconvenience, as you desire to refer to it in your annual report to the Stockholders.

It was written somewhat hastily, during a pressure of business, and I did not retain a copy, but can repeat substantially the opinions expressed in it, which I have seen no reason to change. They are as follows, viz.:

The Steubenville and Indiana Railroad is, essentially, a Philadelphia project in its gauge, direction, and objects, and, therefore, deserving of aid and comfort from Philadelphia.

The large amount of money expended upon it before any application for aid was made here, shows that its projectors did not call upon Hercules before putting their own shoulders to the wheel.

The trade to and from it will pass over the entire length of the Pennsylvania Road, and is, consequently, more desirable than that which leaves at any point east of Pittsburgh.

It extends our Pennsylvania gauge to the Columbus, Piqua, and Indiana Road, and through it to the railways of Indiana and Illinois without break.

The proposed site for a bridge over the Ohio at Steubenville is favorable, and there is good reason to believe that the right to construct it and the short section of railroad in Virginia will be granted.

It is the most direct line through Central Ohio to Columbus, Indianapolis, and St. Louis, which looks to Philadelphia as its terminus.

The guarantee of its bonds to the extent asked, will be a substantial aid, which will not, in my judgment, cost the Pennsylvania Railroad Company a dollar.

The management of the road is in the hands of gentlemen of character and integrity, and the Engineer is a Philadelphian of honor and of professional ability.

The Columbus, Piqua, and Indiana Road, with which it is connected, received aid from our citizens, and has already reciprocated the favor by preventing a change of gauge in the Indianapolis and Bellefontaine Road of Indiana; and I doubt not that the good feeling which Philadelphia liberality has excited in Ohio will produce lasting beneficial results to our city.

In my report, a year since, to the Pennsylvania Railroad Company, on the subject of Western extensions, I endeavored to show that there were required to develop the resources and capabilities of our great Central Road—the Ohio and Pennsylvania Road, with its prolongations to Chicago; the Cincinnati and Marietta, to Southern Ohio and Kentucky; and a central line to Columbus, Indianapolis, and St. Louis. The two first are now secured through the assistance granted by your Company. The Central Line remains, and needs and deserves your patronage. I believe the future history of the Pennsylvania Railroad Company will be a very bright one, and that its Stockholders will never regret the assistance they rendered to their Ohio friends.

Very respectfully,

EDWARD MILLER.

THE TREASURER REPORTS

The amount received from stockholders in payment of instalments.....	\$11,228,020 00
Amount received on account five million loan.....	4,491,654 32
Amount received from passengers, freight, mails, expresses, &c.....	2,768,769 72
Temporary loans.....	593,293 59
	\$19,081,737 63

Amount Expended.**EASTERN DIVISION.**

Graduation and masonry.....	\$1,956,642 87	
Superstructure, ballast, chairs, rails, ties, spikes, sills, &c.....	1,908,235 35	
Engineer department.....	174,686 34	
Land damages, real estate, right of way, &c.....	325,175 09	
Real estate in Philadelphia County.....	344,341 62	
Repairs Harrisburg and Lancaster Railroad.....	7,173 41	
		\$4,716,254 68

WESTERN DIVISION.

Graduation and masonry.....	\$1,315,063 03	
Superstructure, ballast, chairs, rails, ties, spikes, sills, &c.....	1,145,378 30	
Engineer department.....	202,140 10	
Land damages, real estate, right of way.....	149,509 06	
		5,612,091 40

SECOND TRACK.

Graduation.....	\$429,369 05	
Superstructure, ballast, chairs, rails, ties, spikes, sills, &c.....	723,483 54	
Machine shops, repairs shops, stations, warehouses, &c.....	\$991,966 36	
Locomotives and cars.....	1,660,710 01	
Subscription to Marietta and Cincinnati Railroad... \$650,000 00 Maysville and Big Sandy Railroad... 100,000 00 Ohio and Pennsylvania Railroad... 150,000 00 Ohio and Indiana Railroad... 300,000 00 Springfield, Mount Vernon, &c..... 100,000 00	\$1,300,000 00	
Transportation expenses, State toll, Harrisburg and Lancaster Railroad toll, interest, expenses, &c..... \$2,466,209 50 To credit of cost of construction..... 302,560 22	2,768,769 72	
Cost of construction, balance on stockholders' interest list.....	26,763 51	
		6,748,209 60
Balance in hands of treasurer and agents.....		18,429,407 36
		\$652,330 27

[E. E.]

GEORGE V. BACON, *Treasurer.*

Philadelphia, January 1, 1854.

SEVENTH ANNUAL REPORT
OF
THE CHIEF ENGINEER.

Engineer Department, Penna. R. R. Co.

Philadelphia, January 25, 1854.

To J. EDGAR THOMSON, Esq.,

President Pennsylvania Railroad Company.

SIR:—On the 20th day of April last I entered upon the duties of Chief Engineer, with a conviction that the object of the most importance to the interests of the Company, and most urgently desired by the stockholders and the public, was the completion and opening of the Mountain Division at the earliest possible period.

My first care, after a reorganization of the Engineer Department, was to examine the condition of the work, and estimate the time at which a reasonable expectation of its completion could be entertained.

The contract with Messrs. Reeves, Abbott & Co., for the delivery of railroad iron, made October 20, 1852, required them to furnish 20,000 tons before the close of the year 1854, and at a uniform rate of 200 tons per week, which was more than the contract required, the iron for the Mountain Division alone, between Altoona and the Portage Viaduct, a distance of 31 miles, could not have been delivered in a shorter time than 34 weeks, or not until after the opening of navigation in the Spring of the present year.

In this estimate no allowance was made for sidings, many of which were necessary, or for portions of double track, upon which large

forces were at that time employed, both upon the Eastern and Western Divisions. As it was found impracticable at that time to make additional contracts for iron, and as it was essentially important that no delay should be experienced in the opening of the Mountain Division, orders were given to suspend operations on the double track, except upon high embankments, where it was important that the graduation should be completed as far in advance of the track laying as practicable, to allow time for settling.

By these means I expected to be able to secure sufficient iron to open the eastern slope of the Mountain Division upon a double track, but a serious break at the rolling mill suspended the delivery of rails for two months at one time, and with other causes so greatly reduced the supply that it became necessary to lay a track of light iron as a substitute for the heavy rail that had been ordered for the eastern slope.

The great demand for laborers on other roads, and the unusually high wages offered to secure them, increased to an extraordinary degree the difficulty of procuring and retaining a sufficient number for the prosecution of the work ; but by adopting a liberal course in the payment of wages, by suspending all unnecessary work, and by keeping up a thorough police organization, strikes were prevented, and the more important sections were kept in full force.

From the treacherous character of the material in the Allegheny Mountain tunnel, frequent falls occurred before the roof could be supported, and from this cause the quantity of material that required removal was twice as great as would have been necessary had the rock been of a solid and permanent character. In the middle shaft from 120 to 175 gallons of water per minute were pumped and discharged at the top of the shaft, and as the small size of the shafts first constructed did not afford facilities for the removal of material as fast as it was excavated, a new shaft was sunk, and a large and powerful engine substituted for the small one at the west shaft. These, with the stimulus of a liberal reward to the workmen for completing the tunnel within a given time, were the only means in our power for accelerating its progress.

I reported at an early period of my connection with this work

that it could not by any possibility be finished before the first of January. It was accomplished January 21, and nothing but the increase in the quantity of material from the frequent falls of rock prevented its completion at the time first stated. Much credit is due to Thomas Seabrook, Esq., Principal Assistant Engineer, and Thomas Rutter, Contractor, for their exertions and success in overcoming difficulties perhaps greater than have attended the progress of any similar work in this country.

The principal dimensions of the tunnel are as follows: length 3612 feet, width 24 feet, height 22 feet above grade, or $21\frac{1}{2}$ feet above the rails; distance below the summit of the mountain $202\frac{7}{10}$ feet, depth of eastern shaft $149\frac{8}{10}$ feet, of middle shaft $195\frac{7}{10}$ feet, of western shaft $184\frac{4}{10}$ feet; sections of first shafts 6 by 10 feet, of new shaft 8 by 13 feet; depth of new shaft $194\frac{1}{10}$ feet.

It must be a source of much gratification to the stockholders that, notwithstanding the necessity of forcing the work at a period of unusually high prices, and by using night labor on some of the heaviest sections, the original estimate of the Chief Engineer very nearly covers the expenses; a fact which is very remarkable when the character of the work and difficulties of construction are considered. On the Eastern Division, the coincidence is unusual: the first estimate was \$4,095,000, and there have been expended \$4,050,000; but several small expenditures in graduation, charged to double track, will about consume the difference.

The first estimate, including only the Eastern and Western Divisions, was as follows:

Eastern Division, from Harrisburg to Altoona, including the					
Holidaysburg Branch, and exclusive of interest,	-	-	-	-	\$4,095,882
Western Division, including Blairsville Branch,	-	-	-	-	2,942,805
Original estimate cost,					\$7,038,687
Actual cost,					7,500,000

The present estimated cost of the whole Road, with a double track, is \$13,665,000, exclusive of outfit or portions of third track required for sidings. I have made no addition for interest, as it is certain that the interest account will be paid from the surplus receipts before the whole Road shall have been completed.

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In accordance with the custom of my predecessors, I have included an estimate of \$2,990,000 for outfit required at this time, including that already furnished. The whole amount of outfit is so entirely dependent upon the prospective business, that there may be a difference of several millions in the limits between which it may vary; my views on this subject are given more particularly in another section.

BRIDGES.

The bridges on the Mountain Division have been constructed of iron, upon plans which are perfectly reliable. With a proper distribution of material, the cost of an iron bridge does not greatly exceed that of a wooden structure, and if properly proportioned, is more safe and preferable in every respect. The failures that have occurred upon other roads, were the result of defective proportions and of weakness that a calculation should have exposed. Iron, where properly used, is more safe than timber, and I am decidedly of the opinion that none of the bridges on the Pennsylvania Railroad should be rebuilt with wood—iron should be substituted in every case when renewals are required.

DOUBLE TRACK.

The graduation for double track is nearly completed throughout the whole line. Forces have been kept upon the heaviest points, and the iron can be laid as fast as delivered.

Before the Summer of next year, the double track could, if the iron can be obtained, be finished upon the whole road; and previous to this time, a line of telegraph for the use of the Company will be in operation.

BRANCHES.

The Indiana Branch is an extension of the road previously constructed to Blairsville. The whole distance from Blairsville to Indiana is $16\frac{2}{10}$ miles, and the proportion of straight line to curves is nearly 2 to 1. The maximum gradient is $84\frac{1}{2}$ feet per mile.

Cost of graduation at contract prices, - - - -	\$75,100
Superstructure—ballast \$13,780, bridges \$5,000, road superstructure \$95,000, - - - -	113,780
Water stations, engine houses, and other buildings, - -	10,000
Total cost, - - - -	198,880
Amount of work done, - - - -	11,070
Work to be done, - - - -	<u>\$187,810</u>

. The whole road is now under contract, but the scarcity of laborers has prevented it from being prosecuted with great rapidity. This impediment is now removed by the completion of the Mountain Division, and the work will hereafter proceed as fast as it is desirable.

UNIONTOWN BRANCH.

Previous to May 1st, 1853, a number of lines had been surveyed between Greensburg and Uniontown, and a location made upon a route passing through Connellsville, which was found to be the most favorable, but the result, however, was not satisfactory, the cost being much larger than was anticipated. It was found that a road with a single track, constructed after the model of the Western Division of the Pennsylvania Railroad, with the same minimum radius of curvature, the same maximum gradients, and the same weight of rail, could not be built for less than \$800,000, which was \$200,000 more than the estimated cost based upon the representations of the parties interested in its construction. As it was desirable to locate the road so as to admit of extension, if at any future time it should be considered expedient to continue it to the Ohio River, further surveys were ordered, and after a careful examination of the whole country, a second location was made on a route farther west, passing along the Sewickly Creek and Barren Run, crossing the Youghiogheny River near Perryopolis, and following the Redstone to Uniontown. This route was found about 2½ miles longer than the first location, but not more expensive, and it offered the additional advantages of a more direct line to the Southwest, a connection with the Monongahela navigation, the accommodation of

Greene as well as Fayette County, and the prospect of securing the local business from a greater extent of country, without losing that which would be secured by the first location. My present opinion is, that the construction of the road upon the second location, will be more to the advantage of the Company, and will accommodate the largest extent of territory—but an exploration of the whole country between Uniontown and the Ohio River would be desirable before the final decision of the question. Improvements upon either line could be made by an additional expenditure beyond \$800,000, but for this sum a good road with grades not exceeding $52\frac{5}{16}$ feet, can be obtained. In this estimate is included only the cost of the road; buildings and outfit would be extra, and would involve an additional expenditure of \$100,000. Plans, profiles, and detailed estimates will be presented in a short time.

EQUIPMENT.

The duty of providing the equipment has, since the commencement of business upon the road, devolved upon the Superintendent, but as the estimates of the Engineer Department have included equipment as part of the expenditure of capital, it is proper to submit a few remarks upon this subject.

The number of cars and engines required to operate a railroad will depend upon the number of passengers and tons of freight moved, and the distance carried. Previous estimates were intended to include only a sufficient number to accommodate the limited business of a single track.

If we look at the present business of New York, and its prospective increase upon the completion of the Erie Canal enlargement, and suppose that Philadelphia upon the completion of her improvements shall be able to secure even a small portion of the trade which New York anticipates, the results are so startling that their realization would seem to be impossible. I feel a confident assurance, however, that with just legislation to permit the Pennsylvania Railroad to compete with its rivals, with no other impediment to success than nature has presented, the full fruition of the most sanguine expectations of the friends and founders of this improvement may be more than realized.

The Reading Railroad accommodates nearly two millions of tons annually, but a double track railroad during a heavy passenger business would have great difficulty in passing one million of tons of promiscuous freight. The Erie Canal now passes three millions of eastward freight, and when enlarged, its capacity will be seven millions. With the two railroads in addition, New York will have the means of transporting nine millions of tons per annum. The capacity of an ordinary canal is rated at 20,000 lockages per annum, and with boats carrying the average loading of the canal transportation lines, the Pennsylvania Canal could accommodate a business of 700,000 tons—but its actual through business is but little more than 100,000 tons.

If the Pennsylvania Railroad be supposed capable of carrying one million of tons, the whole means of transportation which Philadelphia will possess will be less than two millions, or very considerably less than the present eastward trade to New York. I can see nothing unreasonable, therefore, in the supposition that the demands of trade upon the Pennsylvania Railroad may reach one million of tons—the single item of bituminous coal, transported at about one and a quarter cents per ton per mile, could afford half a million of tons per annum, and allow a profit on the increased business. This trade, uniformly distributed over 300 days, and carried in trains averaging 100 tons, with engines running 100 miles per day, would require 150 trains to be in motion daily between Philadelphia and Pittsburgh; but as trade cannot be uniform, and as an average of 3,330 tons per day would require a maximum of at least 5,000 tons, the number of engines to supply the daily demand on 350 miles of road would be 175, which, with the usual allowance for extras and shop engines, would increase the number for freight purposes to 260—but even this allowance would be too small, for it supposes an equal distribution of the trade in each direction—whereas, the tonnage to New York is four times as heavy as the tonnage westward; should a similar proportion exist in Philadelphia trade, the accommodation of a million of tons would require at least 300 freight engines costing two and a half millions of dollars.

I have extended this calculation to cars, engine houses, depots, conductors, engineers, brakemen, shipping and receiving clerks, &c.,

&c., and computed the numerical strength of the army of warehouse, road, and train laborers, that will be required in the operation of such a machine ; but it is not necessary at present to enter further into details.

It is sufficient to state that the whole original estimate for the cost of the road for single track might be swallowed up in the equipment for a double track, with a business of a million of tons per annum. But it should be observed that the profits will increase with the business, and the gradual increase of equipment may be furnished in part from the surplus of the net receipts, without requiring large additional subscriptions or adding greatly to the capital, and without affecting the ordinary dividends to Stockholders.

I have already stated that I believe it possible to increase the business of the Pennsylvania Railroad to this extent, and make it an instrument of incalculable good to the citizens of the State ; but to attain these results, the repeal of the tonnage tax is indispensable ; and LOW RATES, with MODERATE DIVIDENDS, must indicate the settled policy upon which the operations of the road are to be conducted. Increase of trade, activity of business, and the extension of our great cities, constitute objects of greater importance than large profits upon transportation. It is immeasurably better for the interests of every portion of the State, that the road should do a large business, even with small profits, rather than realize the same profits from a smaller tonnage. Whatever legislative restrictions may be imposed or continued upon the tonnage of the road, the natural advantages of the route will enable the Board of Directors to earn for the Stockholders as large dividends as upon any railroad in America, if this should be desirable. A passenger business equal to that which is now passed over each mile of the Utica and Syracuse Railroad would, at two cents per mile, yield a revenue of more than \$2,500,000. A single train of express freight, with the ordinary compensation for mails, would increase the gross revenue to nearly four millions of dollars per annum, without carrying a pound of ordinary freight ; a revenue sufficient to pay a larger dividend than has ever been expected by the most exacting, and earned on a business which a single track could accommodate. Should such a policy be adopted, the expectation of revenue from taxing the freight business of the Com-

pany would be disappointed. The State would receive almost nothing, and the community in general, not the Company, would be the sufferers. The trade, not only of the Western States, but of Western Pennsylvania, would be monopolized by New York. The Pennsylvania Canal, even without transshipment and without toll, could not afford transportation at less than one cent per ton per mile. The Erie Canal, when enlarged, will be able to carry, tolls included, at seven mills per ton per mile, and pay ten per cent. to the State on its whole cost.

The Pennsylvania Railroad is the only improvement in the State that would be capable of competition with New York, and the large and profitable passenger business which it will be able to command, would, if the taxes were removed, enable the Company to carry heavy freight at less than cost, and still realize a large return upon the aggregate business—but a tax which amounts to one dollar per ton between Pittsburgh and Lancaster is unreasonable and prohibitory. Under its withering influence trade must decline, and the natural resources of our great State, which low rates of transportation would develop, the treasures of the mines and forests which would enrich our citizens and relieve our debt—must remain sealed and inaccessible, until relieved by enlightened legislation, and permitted to go forth on their beneficent mission to give employment to thousands of our citizens, disseminate wealth with its attendant benefits, and entitle the Keystone State to the prominent position which she claims in the Federal Arch.

An estimate of the expenditure required for the equipment of the Pennsylvania Railroad, requires a knowledge of the future policy of the Legislature in reference to taxation, and any conclusions at this time would be purely conjectural—but if the present restrictions should be removed, it would seem essential to the interests of the Company and of the City of Philadelphia, that a railway communication with the Delaware front should be secured. Nearly the whole of the cereal products of the West which are transported on the Lakes, amounting to twenty-seven millions of bushels annually, find their way to New York and Boston, and two-thirds of the exports of these articles from the United States are from New York alone.

This trade cannot be drawn to Philadelphia by building more railroads to the Lakes ; a greatly increased distance and higher freights will not keep it from reaching the New York market ; and to secure it we must offer the inducements of superior shipping facilities—we must compensate by a large increase of our steam marine for the superior maritime position of New York.

Philadelphia can build steam engines to compete with any in the world ; her mechanics are without superiors ; she can furnish coal and all the materials for construction more cheaply than any other city, and to these advantages she must look for the elements of her future greatness.

By a proper use of these she can allure the trade of the West, the destination of which is influenced far more by the character of the market than by facilities for transportation. New York has now the advantage of cheaper transportation and a better market ; but Philadelphia may become her equal, and afford facilities for loading vessels and discharging cargoes, that will save time and expense, and render her port attractive.

A railroad terminus on the Delaware, either north or south of the city, with the privilege of using locomotives, steam communication with all the principal ports of the world, cheap fuel, direct importations, and ample room for storage, will effect a revolution in the trade, and give the greatest possible impetus to the prosperity of Philadelphia.

NEW FREIGHT ROAD.

In your Fourth Annual Report as Chief Engineer, it is stated that “ by continuing the maximum gradient of the Western Division through the tunnel, we obtain the incidental advantage, if it should ever become desirable at a future period to avail ourselves of it, of overcoming the mountain by a single inclined plane, worked by stationary power, to be used by the ascending freight trains only, instead of assistant locomotives on the steep gradients.”

This paragraph has been the subject of so much comment, and there has been so much difference of opinion upon the subject of the relative economy of inclined planes and steep gradients in the prac-

tical operation of railroads, that I have endeavored to satisfy myself and others by a calculation based upon data that will exhibit as nearly as possible the proper practical condition of the problem. It is necessary to observe that the motive power expenses of transporting freight between two given points will depend upon the arrangement of the gradients and plan of operation, as well as upon the kind of power and its mode of application. Results of a general character cannot be elicited from the consideration of a particular case; but enough can be ascertained to prove very satisfactorily that the suggestion referred to is based upon sound principles, and that when the business of the Pennsylvania Railroad requires increased accommodations beyond a double track on the eastern slope of the Allegheny Mountain, it will be much better to construct a new road with inclined planes, to be used for the ascending tonnage, than to widen the present road bed for a third track.

In fact, I am satisfied that as a general rule transportation can be conducted more cheaply over a road overcoming great elevations with inclined planes worked by stationary steam power, than over a road of equal length on which the same elevation is overcome by steep gradients worked by locomotives.

Having written to the Superintendent of the Portage Railroad for information in reference to the cost of working the planes upon that road, I was promptly furnished by him with the following statement of the expenses of Plane No. 8, the longest and most costly on the road.

Force—One engineer, at \$2 per day,	-	-	-	-	\$2 00
One assistant engineer, at \$1.25 per day,	-	-	-	-	1 25
Two firemen, at \$1.12½ per day,	-	-	-	-	2 25
Two hitchers, at \$1.12½ per day,	-	-	-	-	2 25
Two hitchers, at \$1 per day,	-	-	-	-	2 00
Nine horses, at 70 cents per day,	-	-	-	-	6 30
Two drivers, at 70 cents per day,	-	-	-	-	1 40
Oil and tallow, at \$3 per day,	-	-	-	-	3 00
One hundred bushels coal, at 3 cents,	-	-	-	-	3 00
Wear of rollers,	-	-	-	-	2 00
					<u>\$25 45</u>

Wire rope costs 56 cents per foot. Plane No. 8 is 3,117 feet long—whole cost of rope 3,500 dollars. The average durability of the rope is one year. If the old rope be supposed to be worth nothing, the cost per day will be \$11.66. By other officers of the road I have been informed that the machinery of one of the planes, exclusive of rope and rollers, costs \$7,500, the interest and repairs of which per day would be \$3. The total cost of the plane per day would, therefore, be \$40.11.

This plane rises 307 feet in 3,117 feet, and to attain an equal elevation by means of stationery or locomotive power, we will assume that the roads in the two cases shall be of equal length, and that a level of four miles connects with a plane of 307 feet elevation.

The gross load of an engine, having the adhesion of 20 tons upon the drivers, is 650 tons upon a level, and 105 tons upon a grade of eighty feet to the mile. The cost of such an engine per day may be estimated as follows :

Cost of an engine \$8,500—interest per day,	-	-	-	-	\$1 70
Running expenses per day, as per detailed report of the Reading Railroad Company—					
Engineer,	-	-	-	-	3 00
Fireman,	-	-	-	-	1 50
Fuel,	-	-	-	-	18 58
Oil and tallow,	-	-	-	-	1 16
Repairs of engine and tender,	-	-	-	-	4 89
					<u>\$30 83</u>

I have taken the expenses on the Reading Railroad as furnishing a fairer average than the Pennsylvania Railroad, the machinery having been longer in use, and the engines carrying full loads; but the expenses for repairs on the Pennsylvania Road are nearly the same, being \$4.92 per 100 miles. On the Pennsylvania Railroad, as per report of last year, the Westmoreland, of 25 tons, cost \$20.51 per 100 miles for fuel; this engine usually carried full trains. I think, however, that it would be proper to calculate upon a greater economy in fuel, and will deduct \$5 per day from this item, and also 85 cents from the wages of the engineer and fireman, which will reduce the daily cost of a first-class locomotive with full loads to \$25.

Eight hundred cars have been passed at one plane in five hours, but fifteen hundred cars, or seven hundred and fifty each way, is rated as a full day business for twelve hours. The gross weight of a car and loading is $7\frac{1}{2}$ tons, which would give as the capacity of the plane 5,620 tons each way in twelve hours. An engine travelling over a distance of four miles, could not accomplish more than ten round trips, or eighty miles daily, which is equal to the daily service on the Columbia Railroad, it could transport on a grade of 80 feet 1,050 tons per day; and $5\frac{1}{10}$ engines would be required to carry the amount of freight that could be passed by the plane. With the plane would be a level of about $3\frac{1}{2}$ miles, over which one engine would haul in two trips 6,500 tons, which is 880 tons more than the capacity of the plane.

The data that have been given, and which are believed to present a fair statement of the question, give the following comparative results as the expense of motive power in overcoming an elevation of 300 feet in four miles by an inclined plane or a line of uniform ascent:

For inclined plane—Expense of plane per day,	-	-	-	\$40 15
Expense of engine on the level,	-	-	-	25 00
Total,	-	-	-	\$65 15
For steep gradient— $5\frac{1}{10}$ engines, at \$25 each,	-	-	-	135 00
Difference in favor of plane,	-	-	-	<u>\$69 85</u>

In other words, the expense of motive power in overcoming the elevation by means of the plane would be less than half as great as when locomotive power is employed. It is necessary to observe, that in estimating the expenses of the inclined plane, the data have been furnished by the Portage Railroad, but with planes of modern construction, such as have more recently been brought into use, the expense of horse power and hitchers would be avoided, and only half the length of rope required; this would save on these items \$17.78. The other items remaining the same, would reduce the cost of operating the road with the plane to \$47.37, or very little more than one-third of that required by locomotive power.

If it should be proved practicable to reduce the cost of fuel in

locomotives as much as ten dollars below the estimate first given, by the substitution of coal for wood, even then the stationery power on the plane would cost less than one-half as much as the locomotives.

Although the question of the relative economy of stationery and locomotive power has not been solved in a general manner by the example that has been considered, I believe that the results will apply to the question of the substitution of a road with inclined planes upon the eastern slope of the mountain, when the present road will become insufficient to accommodate the business—a period which will not be distant if the present legislative restrictions upon the business of the road shall be removed, and if the principle of the largest possible business and the lowest rates that will yield a remunerative return to its stockholders, shall be adopted as the fixed and permanent policy of the Company.

The present location upon the eastern slope, notwithstanding the superior economy of stationary power, is so completely in conformity with the principles which governed it, and the objects to be attained, that it would be difficult to suggest an improvement.

The Pennsylvania Railroad is destined to become the great avenue for passenger travel, the shortest and best route between the Atlantic Cities and the Great West; on such a road, inclined planes were, with the popular prejudices against them, inadmissible, and a steep gradient, on a short line descending in favor of the heaviest tonnage, was less objectionable than increased distance. The principles which should govern in the location of a road exclusively for freight, are entirely different, and in this case I would not hesitate to recommend inclined planes as in every respect the cheapest and the best, whenever the increase of business shall be sufficient to require them.

MISCELLANEOUS INFORMATION.

The improvements at the Freight Station at Thirteenth and Market Streets, in Philadelphia, were so far completed on the 1st day of April, 1853, that a portion of the building was occupied at that time by the Transportation Department; additions and exten-

sions have been made, subsequently, as fast as the possession of the ground could be obtained, and the requirements of business rendered necessary. It is hoped the further prosecution of the work will keep pace with the demands of transportation. Eighty-three hundred feet of sidings have been constructed by the Company at West Philadelphia, which will hereafter afford facilities for arranging the trains of the Pennsylvania Railroad cars without interference with other parties, which will save much inconvenience and delay. The improvements at West Philadelphia will require extension as the business increases. Until permanent arrangements can be made for a Passenger Depot, the building owned by the Philadelphia, Wilmington, and Baltimore Railroad Company, at the south-east corner of Eleventh and Market streets, will be used for that purpose. Alterations are now being made to render it more convenient, and the present depot of Messrs. Bingham and Dock will probably be used for the way business.

The railroad iron now contracted for will be delivered by the close of the present year, and about 5,000 tons more will be required for the main line and sidings, and 1,250 tons for the Indiana Branch. The length of the double track now laid and in use is about 37 miles.

The buildings at Altoona have been progressing rapidly, and since the plan of the station house was decided upon by the Board, every possible exertion has been made to get it at least so far finished, by the time of opening the Mountain Division, that passengers of the express train could procure a meal. The most inclement weather this Winter did not suspend operations, and much credit is due to the workmen who labored in the most exposed situations, upon the roof and on scaffolds and timbers covered with ice, with a determination that the building should be finished.

Much of the track on the mountain was laid after snow had fallen to a considerable depth, and parties of men were employed to shovel the snow from the road bed and prepare it for the tracklayers. Temporary buildings have been erected on the Mountain Division for water stations, and the shanties left by contractors will be used for houses for road hands, until better buildings can be erected.

The whole cost of the tunnel will be about \$450,000, or \$125 per lineal foot. It has been a very expensive work, owing to the character of the material; the fire clay, of which much of it consists, when exposed to the air and moisture, swells, cracks, and falls in large masses. Nearly the whole of the tunnel will require arching. The work has been ably managed by the Assistant Engineer and the contractor. During the year ending March, 1853, the average quantity of material removed from the tunnel was 2768 cubic yards per month, and since that time, notwithstanding the fact that the completion of a portion of the work required the forces to be concentrated upon fewer points, the quantity removed per month has been 4555 cubic yards, an increase of 60 per cent.

At the former rate of progress, the tunnel excavation could not have been completed before August, 1854. The increase was due chiefly to the energy with which the contractor pushed the work, and the increased facility afforded him by substituting a more powerful engine at the west shaft.

The work on the Western Division, with the buildings and other improvements at Pittsburgh, and the Indiana Branch, have been under the charge of George W. Leuffer, Esq.

Thomas Seabrook has superintended the work on the Mountain Division and at Altoona.

Edmund Smith has had charge of the accounts of the Engineer Department, and the supervision of depots and other improvements at Philadelphia.

William W. Wright has conducted the surveys and location of the Uniontown Branch.

These gentlemen, as Principal Assistants, have rendered the Company efficient service, and their operations have been characterized by great fidelity, attention, energy, and economy; the re-organization of their several corps having saved in the aggregate \$7620 per annum, in the item of salaries, with an efficient administration of the business of the department.

The Superintendent of the Portage Railroad and his assistants have afforded us facilities that have greatly aided in the rapid prosecution of the work ; and acknowledgments are due to Messrs. Ross, Phelps, and Crawford for the assistance furnished.

Respectfully submitted,

H. HAUPT,

Chief Engineer.

ESTIMATED COST OF WHOLE ROAD, INCLUDING DOUBLE TRACK.

Divisions.	Name of account.	Least estimate.	Present estimate.	Amount paid.	Total estimated cost.
Eastern Division, including Hollidaysburg Branch.....	Graduation and superstructure.....	\$3,600,000 00	\$3,680,000 00	\$3,680,000 00	
	Engineering.....	145,000 00	145,000 00	145,000 00	
	Damages and real estate.....	245,000 00	245,000 00	245,000 00	
	Totals.....	\$4,050,000 00	\$4,050,000 00	\$4,050,000 00	\$4,050,000 00
Mountain Division, Altoona to Stone Viaduct, A. P. R. R.....	Graduation and superstructure.....	\$2,300,000 00	\$2,615,000 00	\$2,214,531 83	
	Engineering.....	45,000 00	50,000 00	43,000 00	
	Damages and real estate.....	35,000 00	35,000 00	12,300 69	
	Totals.....	\$2,380,000 00	\$2,700,000 00	\$2,269,832 52	2,700,000 00
Western Division, including Blairsville Branch.....	Graduation and superstructure.....	\$3,225,000 00	\$3,225,000 00	\$3,225,000 00	
	Engineering.....	115,000 00	115,000 00	115,000 00	
	Damages and real estate.....	110,000 00	110,000 00	110,000 00	
	Totals.....	\$3,450,000 00	\$3,450,000 00	\$3,450,000 00	3,450,000 00
Outfit	Total cost of road.....				\$10,200,000 00
	Workmen's houses.....	\$10,000 00	\$100,000 00	\$92,720 91	
	Machine and engine houses.....	200,000 00	350,000 00	310,771 16	
	Station and warehouses.....	250,000 00	475,000 00	423,423 16	
	Road cars.....	25,000 00	80,000 00	23,896 12	
	Passenger cars.....	200,000 00	225,000 00	163,643 26	
	Freight cars.....	725,000 00	800,000 00	743,401 11	
	Locomotives.....	680,000 00	800,000 00	638,329 14	
	Shop machinery.....	80,000 00	150,000 00	130,807 17	
	West Philadelphia shops and sidings.....	80,000 00	50,000 00	43,438 11	
	Shops, sheds, &c., on Harrisburg and Lancaster Railroad.....	10,000 00	10,000 00	6,263 85	
	Totals.....	\$2,145,000 00	\$2,990,000 00	\$2,583,336 69	\$2,990,000 00
	Total cost of whole road and outfit, single track.....				\$13,190,000 00
DOUBLE TRACK.					
Harrisburg to Pittsburgh.....	Graduation and superstructure, &c., &c.....	\$3,125,000 00	\$3,465,000 00	\$1,311,704 86	3,465,000 00
	Total cost of whole road, including outfit.....				\$16,655,000 00

REPORT OF THE SUPERINTENDENT OF TRANSPORTATION.

Transportation Department, Pennsylvania Railroad,

Altoona, January 1, 1854.

To the President and Directors of the
Pennsylvania Railroad Company.

GENTLEMEN:—The Annual Report of the Transportation Department for the year ending December 31, 1853, is herewith respectfully submitted.

The total receipts from all sources are as follows, viz.:

From transportation of freight, motive power tolls, and tolls on individual cars, - - - - -	\$1,507,520 50
From passengers on Pennsylvania Railroad and connecting lines, - - - - -	1,037,671 77
From emigrants, - - - - -	97,236 96
From Adams & Co.'s Express, - - - - -	38,124 65
From United States mails, - - - - -	72,765 04
From rents "foremen and workmen's houses, &c.," - - - - -	8,008 14
From individuals and corporations, - - - - -	12,419 77
From sundries, - - - - -	1,142 54
Amount to - - - - -	\$2,774,889 37

The total expenses are as follows, viz.:

Motive power, - - - - -	\$299,635 44
Conducting transportation, including tolls paid to Columbia, Portage, and Harrisburg and Lancaster Railroads, - - - - -	1,161,807 15
Maintenance of way, - - - - -	86,972 36
Maintenance of cars, - - - - -	125,466 34
	1,673,681 29
Leaving of net receipts, - - - - -	\$1,101,208 08

Cost of the whole average length of road in use for 1853 with equipment will not exceed \$11,500,000—making net profits nearly equal to 10 per cent. on this cost.

The balance sheet of the whole transactions during the year is as follows, viz.:

TRANSPORTATION DEPARTMENT, DR.

To amount of stock on hand January 1, 1853, -	\$81,690 62
To amount of bills during 1853, - - -	2,107,025 18
To amount of pay rolls, 1853, - - -	694,472 09
To amount of receipts, 1853, - - -	2,774,889 37
	<u>\$5,658,077 26</u>

TRANSPORTATION DEPARTMENT, CR.

By amount of—	
Motive power expenses for 1853, - - -	\$299,635 44
Conducting transportation, - - -	1,161,607 15
Maintenance of way, - - -	86,972 36
Maintenance of cars, - - -	125,466 34
Charged to construction and equipment, -	1,064,694 29
Receipts for 1853, - - -	2,774,889 37
Road and shop stock on hand January 1, 1854, -	144,812 31
	<u>5,658,077 26</u>

Detailed statements, exhibiting each item of expense, will be found in accompanying documents, marked as follows, viz.:

Conducting Transportation, Passenger Department, Eastern and Western Division.

Conducting Transportation, Freight Department, Eastern and Western Division.

Motive Power, Eastern and Western Division.

Maintenance of Cars, Eastern and Western Division.

Maintenance of Way, Eastern and Western Division.

Construction and Equipment (in connection with Transportation Department), Eastern and Western Division. A detailed statement, exhibiting each item of receipts, will also be found accompanying, and headed "General Statement," "Freight and Passenger Receipts," &c. The Reports made by the Assistant Superin-

tendents to the Superintendent are all of a highly satisfactory character. The Reports of the First and Second Assistants are submitted in full, as they embrace the details of the Road and Motive Power Departments, which are under their immediate charge, and these, together with tabular statements furnished by the General Ticket Agent, and the Chief Clerk of the Freight Department, I think, will be found sufficiently explicit to afford all the information necessary to render the general statements satisfactory and intelligible. These Statements will be found under the following heads, viz.:

“ Mileage and Expenses of Engines.”

“ Passengers carried to and from each Station on Pennsylvania Railroad, Harrisburg and Lancaster Railroad, and Columbia Branch Railroad.”

“ Passengers carried over Pennsylvania Railroad, from and to Foreign Stations.”

“ Passenger Mileage.”

“ Statement of Tonnage from and received at each Station, for the year; and a Statement containing General Information from Books of Freight Department, of Tonnage, Mileage, State Tax, Receipts for Freight, &c., &c.”

The completion of the Mountain Division of the Road early in February next, is now confidently anticipated, when the entire line of the Pennsylvania Railroad between Harrisburg and Pittsburgh will be brought into use by this Department.

The results of the past have been sufficient to warrant the belief that the business of the Road will fully meet the expectation of its friends, and it only needs that exemption from Legislative restrictions which will place it on an equality with its rivals, to enable you to offer the most favorable terms for the trade and travel from abroad, and which would at the same time be conducive in an increased degree in the development of the resources and promotion of the general prosperity of that section of the State through which it passes.

In conclusion, I beg leave to acknowledge the able manner in which I have been seconded by the Assistant Superintendents in their respective departments, and also the general willingness of all in authority to render their services satisfactory to their employers, and to

Your obedient servant,

HERMAN J. LOMBAERT,

Superintendent.

REPORT

OF

The First Assistant Superintendent.

Altoona, December 31, 1853.

H. J. LOMBAERT, Esq.,

Superintendent Pennsylvania Railroad.

SIR:—The following is a brief history of the operations of the Maintenance of Way Department during the year 1853, with a statement of the present situation of the road bed, tracks, bridges, buildings, &c.

The graduation and superstructure for the double track between Harrisburg and Huntingdon being placed in the hands of the Superintendent, that part from Mifflin to Lewistown was commenced immediately after the first January. The grading and ballasting was in readiness for the superstructure (except around the Bluff below Lewistown) by the 1st of June; the part from Harrisburg to the Susquehanna Bridge was graded, ballasted, and the track laid, ready for use, early in the Fall; and the portion between the Susquehanna Bridge and Mifflin has been graded at all the heavy points, except at the notch below Duncannon; the balance of the grading and ballasting to complete the road from Harrisburg to Lewistown can be finished within three months, if found necessary. No grading or ballasting has been done between Lewistown and Huntingdon, except at stations where the second track has been graded and ballasted one mile in length for siding room. An estimate of the cost of work yet to be done between Harrisburg and Huntingdon has been furnished to the President, Mr. Thomson.

The work done to the second track above Huntingdon has been in charge of H. Haupt, Esq., Chief Engineer. His Report will show the progress of that part of the line.

The road bed has become quite solid, very little expense being required to keep up the embankments to their proper level.

The expense of ditching has been much less than that of last year, and by the time the double track is completed will be but a small item in the yearly expenditures.

The interruptions to trains from slides during the year have been few, the most important one taking place at the slip rock, above Mexico. The track at this point has been temporarily altered to go around, and far enough off from the hills, so that should another slide take place, the track will be out of reach of the material which will fall. The deep cut above Newton Hamilton has been thoroughly cleaned out, and the earth stripped from the rock on each side of the cut five feet from the edges, and ditches dug back of the slope, to carry off the wash from the hill sides; other points along the road have been improved, and all those that were considered dangerous.

The road is generally well ballasted, some ballast being required to raise the ties and rail to their proper level; this expense in the course of another season will be small.

About 10,000 cross-ties have been used during the year; a majority of the ties laid in gravel ballast, between Harrisburg and Susquehanna Bridge, have been renewed; those in stone ballast appear to be but little affected.

The rail is in good order, few portions having been removed, except those broken by stones falling on them from side cuts, or having been broken by engines getting off the track. The chairs generally are perfect.

On account of heavy freight engines, we have been compelled to use a large number of spikes on the curves, and where hard curves occur, a half chair has been placed at the middle of the outside rail, to prevent the engines from shoving the rail out of place.

During the year, new sidings have been put in at the following places: Mifflin, Mount Union, Krotzers, Tipton, and at the brick yard above Bell's Mills. They are all parts of the second track, except the one at Tipton, which is a siding proper. The sidings at Baileys, Mifflin, McVeytown, Mill Creek, and Fostoria have been lengthened to one mile, and at most of the other stations, the grading and ballasting have been prepared for the purpose of lengthening them all to a mile in length.

The Warehouse at Newton Hamilton, and warehouse and passenger station at Tyrone City, in progress at the last report, have been completed. An addition to the passenger station at Millers-town has been made for a residence of the agent. Seven Foremen's houses have been finished during the year, leaving four yet to be erected to stock the road completely for single track.

The tubs at most of the water stations have proved to be too small; additions have been made to several; a reservoir has been built at Warrior Ridge, holding 22,000 gallons; one is building at Mifflin, which will contain 120,000 gallons; the stream at this place cannot furnish water sufficient for the business at that point; arrangements have been made to pump the water from the river with the stationary engine at that place. A new water station has been nearly completed at the foot of Lewistown Narrows. A water station will be required four and a-half miles above Harrisburg, one at Newport, one at Tuscarora; at these points, the ground and water rights have been secured. Stations will be required at Juniata Bridge, one near Mill Creek, one at Tipton, and one at Bell's Mills; plans and estimates of these buildings will be made out and submitted to you for your approbation.

The stock of wood on hand is larger than on the first of January; contracts with reliable men have been made at different points on the road, which will ensure a full supply during the season.

The employes in this Department have, with very few exceptions, attended to their duties faithfully; during the year, but one accident happened to the trains, chargeable to neglect of duty; none

are retained but those that are sober, industrious, and attentive to their duties.

I cannot close without recommending an increase of pay to the Supervisors. Their present compensation, I believe, is less than on other roads. They are good men; their duties are hard, and I think worth a better reward than they are now receiving.

Respectfully,

GEO. R. MOWRY,

First Assistant Sup't.

REPORT
OF
The Second Assistant Superintendent.

Altoona, December 31, 1853.

H. J. LOMBAERT, Esq.,

Superintendent Pennsylvania Railroad.

Herewith is transmitted the Report of the Chief Clerk of the Motive Power Department, showing the number of engines on the road, their mileage and expenses during the past year.

Also, the Report of the Car Inspector, showing the number of cars of all kinds on the road at this date.

Since last report, 35 new engines have been placed upon the road, viz.:

- 4 Heavy Winans' coal burners.
- 10 Twenty-five ton coal burners.
- 7 Twenty-four ton coal burners.
- 14 First-class passenger engines.

Our machine shops at Altoona have been brought into operation during the season, and have assisted materially in keeping up the machinery which the increased business of the road demanded.

There have also been built there during the Summer and Autumn six spans of double track wrought and cast iron truss bridges for the Mountain Division, and a three span boiler plate bridge for the same division is rapidly approaching completion and erection.

The shop at Pittsburgh has also been brought into operation, and all the necessary repairs to 32 engines are done at that point and at Conemaugh.

Such repairs as are needed by passenger and freight cars on the Western Division, are also done there.

At Mifflin shop, engines running with freight between Mifflin and Harrisburg and Columbia, and part of the engines running westward from Mifflin, are kept in repair.

At Harrisburg, additional shelter for locomotives being needed, a temporary building large enough to accommodate six engines has been erected.

Engines running between Harrisburg and Columbia and Diller-ville, and passenger engines east and west from Harrisburg, are repaired there. Also, necessary repairs to passenger cars running between Harrisburg and Philadelphia.

New tools have been added, and our facilities for doing repairs to engines and cars have been much increased at all our shops during the past year.

PASSENGER CARS.

The Report of the Car Inspector shows that we have now on the road—

31 wide cars, adapted to the Pennsylvania, and Harrisburg and Lancaster Railroads.

Of the above, one car is now in Altoona shop undergoing repairs; the remaining 30 are all in good running order.

Since December 31, 1852, four new cars have been put on the road by Kimball & Gorton, and four by Fales & Gray.

Eleven of the old cars have been rebuilt at the Altoona shops during the past year (1853).

Thirty-eight narrow passenger cars, adapted to the State roads.

Since last Annual Report, three narrow passenger cars (old cars bought from the lines) have been converted into emigrant cars. Two

new have been added to the stock, which reduces the whole number one car.

All of the above cars are in good condition.

EMIGRANT CARS.

Twenty-eight eight-wheeled cars, adapted to the whole road from Philadelphia to Pittsburgh.

Since last report, seven of the old line emigrant cars have been destroyed, being unfit for service, and six new cars have been built at the West Philadelphia shop.

Three old passenger cars have been converted into emigrant cars, increasing the whole number two cars.

All the above cars are in good running order, except three, which are old line cars.

BAGGAGE CARS.

Twenty-four eight-wheeled baggage cars, adapted to the whole line of the road.

All of the above cars are in good running order. Since last report, one of the old cars bought of the Eagle line has been destroyed, being unfit for service, and one new baggage car has been built at the Altoona shop.

FREIGHT CARS.

1012 eight-wheeled box cars.

109 four-wheeled box cars.

119 eight-wheeled stock cars.

100 eight-wheeled iron trucks.

43 eight-wheeled wood trucks.

28 four-wheeled coal cars.

Making in all 2,685 four-wheeled cars.

Of the above number, but three are out of service; they were broken on the morning of December 30, 1853.

During the year 1853, new cars, as follows, were built at Altoona shop, viz.:

1 four-wheeled box car.
45 eight-wheeled do
2 do iron trucks.
10 four-wheeled coal cars. Total four-wheeled cars, 105.

During the same period, cars were rebuilt, as follows, at Altoona shop:

5 four-wheeled box cars.
25 eight-wheeled do
2 do stock cars.
9 do wood trucks.
9 do iron trucks. Total four-wheeled cars, 95.

At West Philadelphia shop, new cars built during 1853:

1 four-wheeled box car.
37 eight-wheeled do
12 do iron trucks. Total four-wheeled cars, 99.

At Harrisburg shop, new cars built during 1853:

1 four-wheeled box car.
1 eight-wheeled wood truck. Total four-wheeled cars, 3.

At Mifflin shop:

4 new eight-wheeled wood trucks. Total four-wheeled cars, 8.

Making a total of 310 four-wheeled cars, new and rebuilt at the shops of the Pennsylvania Railroad Company during the year 1853.

Since last Report, new cars as follows have been built by contract, and placed upon the road, viz.:

342 eight-wheeled box cars.
20 do stock cars.
18 four-wheeled coal cars.

As a general thing, the men in this Department have performed their duties in a manner creditable to themselves, and satisfactory to their employers.

Respectfully submitted,

ENOCH LEWIS,
Second Assistant Sup't.

No. 1.
ANNUAL REPORT, 1853.
GENERAL STATEMENT.

Dr.

Cr.

TO AMOUNT OF RECEIPTS		BY AMOUNT OF EXPENDITURE IN	
From freight at stations.....	\$1,480,656 45	Motive power department.....	\$299,635 44
From tolls on individual cars.....	17,705 46	Conducting transportation, freight department*...	749,138 65
From Harrisburg and Lancaster Railroad Com- pany for motive power.....	9,158 59	Conducting transportation, passenger department†...	412,468 50
From first class passengers.....	1,037,671 77	Maintenance of way.....	86,972 36
From emigrant passengers.....	97,236 96	Maintenance of cars	125,403 34
From Adams & Co.'s Express.....	38,124 65	By amount net profits.....	\$1,073,681 29
From carrying mails.....	72,765 04		1,101,208 08
From rents.....	8,008 14		
From individuals and corporations.....	12,419 77		
From sundries.....	1,142 54		
	\$2,774,889 37		2,774,889 37

* Including \$37,064.38 Baltimore and Susquehanna Railroad tolls.

" 62,867.89 Harrisburg and Lancaster Railroad tolls.

" 299,266.18 State tolls (Columbia Railroad, \$186,112.91; Portage Railroad, \$113,153.07).

" 76,684.31 State tax.

† Including \$87,503.87 Columbia Railroad tolls on emigrants, and tickets redeemed from Bingham & Dock.

" 92,471.75 tolls on Allegheny Portage Railroad.

" 94,824.62 tolls on Harrisburg and Lancaster Railroad.

THOS. R. DAVIS, Chief Clerk Transportation Department.

No. 2.

STATEMENT OF MONTHLY RECEIPTS AND EXPENDITURES.

Months.	Gross Receipts.	Expenditure.	Net receipts.
January	\$235,383 28	\$124,729 25	\$110,654 03
February	285,068 49	128,163 20	156,905 29
March	311,691 92	168,206 07	143,385 85
April	260,334 43	140,637 62	119,696 81
May	185,767 91	121,945 27	63,822 64
June	150,328 78	114,096 41	36,232 32
July	148,560 84	*170,545 78	—21,984 94
August	225,312 57	128,764 97	96,547 60
September	248,528 10	130,489 51	118,038 59
October	234,193 99	131,862 19	102,331 80
November	237,536 76	132,247 58	105,289 18
December	252,282 35	*181,993 44	70,288 91
Total	\$2,774,889 37	\$1,673,681 29	\$1,101,208 08

* Including State tax.

No. 3.—ANNUAL REPORT, 1853.—GENERAL STATEMENT.

Months.	FREIGHT RECEIPTS.					PASSENGER RECEIPTS.									
	FREIGHT PROPER.					COLUMBIA RAILROAD LINE.					COLUMBIA BRANCH RAILROAD.				
	From freight at stations.	From tolls on ind. cars.	From Harrisburg and Lancaster.	For power.	From sundry sources.	Totals.	From first-class passengers to west of Columbia Railroad.	From emigrant passengers.	For carrying U. S. mails.	Totals.	From first-class passengers.	From emigrant passengers.	For carrying U. S. mails.	From Adams' Express.	Totals.
Jan ...	\$174,201 85	\$909 16	\$609 00	.....	.....	\$176,080 91	\$2,221 55	\$589 33	\$1,229 16	\$4,040 04	\$937 20	\$101 97	\$67 92	\$319 95	\$4,734 89
Feb ...	212,158 99	770 40	863 35	.....	.....	213,792 74	2,880 88	918 68	1,229 16	5,028 72	755 70	207 71	67 92	370 45	7,589 65
March ..	197,202 76	829 32	1,030 48	.....	.....	199,062 56	7,464 45	1,251 23	1,229 16	9,944 84	1,506 67	317 10	67 92	388 94	12,317 08
April...	133,878 28	1,120 93	996 34	.....	.....	135,995 55	8,824 18	1,680 77	1,229 16	11,714 11	2,858 30	441 86	67 92	316 72	13,524 28
May ...	76,177 64	1,335 08	627 96	.....	.....	78,140 68	7,016 85	1,767 75	1,229 16	10,374 21	1,026 35	382 94	67 92	284 32	10,821 77
June ..	47,350 88	1,286 09	516 24	.....	.....	49,162 21	7,061 32	2,803 97	1,229 16	11,589 53	832 10	571 04	67 92	161 21	9,268 69
July ...	43,357 26	876 93	516 04	\$693 08	.....	45,443 31	7,722 24	1,393 45	1,229 16	10,743 66	1,036 37	298 63	67 92	194 42	9,890 61
Aug....	97,686 89	1,369 88	665 65	1,929 09	.....	101,651 51	7,529 58	2,124 95	1,229 16	11,282 50	1,103 20	449 79	67 92	303 57	11,902 93
Sept ...	93,837 11	1,946 47	684 25	17,115 68	.....	113,583 51	7,390 92	1,955 24	1,229 16	10,974 12	937 25	447 51	67 92	384 06	11,960 32
Oct....	98,906 76	2,384 56	814 83	2,377 85	.....	104,484 00	8,254 14	1,841 04	1,229 16	11,723 14	1,168 49	431 14	67 92	255 28	12,254 85
Nov ...	123,603 59	2,009 05	768 29	8,910 86	.....	135,291 79	5,181 35	2,485 60	1,229 16	9,304 91	1,107 60	558 32	67 92	226 65	9,490 54
Dec....	147,890 86	2,807 59	765 26	3,368 02	.....	154,831 73	4,797 02	2,716 85	1,229 24	9,141 75	840 92	580 11	67 92	301 10	9,404 16
Totals ..	1,446,261 87	17,705 46	9,158 59	34,394 58	.....	1,507,520 50	79,592 67	21,518 86	14,750 00	115,861 53	14,110 15	4,788 07	915 04	2,324 30	125,157 77

No. 3.—GENERAL STATEMENT—Continued.

PASSENGER RECEIPTS.

Months.	PENNSYLVANIA RAILROAD—EASTERN DIVISION.					ALLEGHENY PORTAGE RAILROAD.					PENNSYLVANIA RAILROAD—WESTERN DIVISION.					MISCELLANEOUS.				
	From first class passengers.	From emigrant passengers.	From Adams' Express.	For carrying U. S. mails.	Totals.	From first class passengers.	From emigrant passengers.	For carrying U. S. mails.	Totals.	From first class passengers.	From emigrant passengers.	From Adams' Express.	For carrying U. S. mails.	Totals.	From rents.	From individ- uals and corporations.	From sundries.	Totals.		
Jan....	\$19,707 33	\$795 93	\$1,286 56	\$2,283 33	\$24,163 15	\$4,812 20	\$147 39	\$450 00	\$5,409 59	\$12,960 83	\$482 25	\$1,124 18	\$1,433 33	\$16,000 59	\$574 37	\$245 51	\$1,027 14	\$235,383 28		
Feb....	24,015 40	1,683 40	2,226 15	2,283 33	30,208 28	6,098 06	323 31	450 00	6,871 37	16,172 45	973 93	1,359 64	1,433 33	19,939 35	582 16	24 84	.....	285,068 49	
March	39,746 30	2,435 64	2,268 80	2,283 33	46,734 07	10,244 27	474 37	450 00	11,168 64	25,724 14	1,447 76	1,231 71	1,433 33	29,836 94	602 80	33 30	.....	311,591 92	
April..	46,207 81	3,124 37	1,576 75	2,283 33	53,192 26	10,292 47	593 73	450 00	11,336 20	25,219 37	1,845 94	1,713 32	1,433 33	30,211 96	618 41	373 58	.....	260,384 43	
May...	37,132 89	2,891 69	1,598 25	2,283 33	43,906 16	9,438 31	529 72	450 00	10,418 03	24,834 10	1,649 42	1,303 57	1,433 33	29,220 42	621 53	787 90	.....	185,767 91	
June..	32,047 93	4,646 58	940 39	2,283 33	39,918 23	8,335 46	890 87	450 00	9,676 33	22,050 42	3,508 62	510 50	1,433 33	27,502 87	625 50	1,116 31	.....	150,328 73	
July...	34,058 65	2,311 85	1,211 95	2,283 33	39,865 78	8,650 82	432 27	450 00	9,533 09	26,073 51	1,502 60	979 74	1,433 33	29,989 08	481 80	1,210 69	.....	148,560 84	
Aug...	41,223 76	3,621 71	1,713 72	2,283 33	48,842 52	10,417 24	744 79	450 00	11,612 03	30,710 40	2,756 74	1,268 93	1,433 33	36,169 40	693 91	1,421 46	115 40	225,312 57		
Sept....	43,381 76	3,571 07	2,303 72	2,283 33	51,539 88	11,949 28	708 58	450 00	13,107 86	37,543 52	2,730 51	1,905 03	1,433 33	43,612 39	961 28	1,336 06	.....	248,528 10	
Oct.....	44,224 24	3,681 96	1,638 31	2,283 33	51,827 84	11,689 49	719 41	450 00	12,858 90	31,032 12	2,752 88	1,059 21	1,433 33	36,277 54	739 17	2,361 00	.....	234,193 99	
Nov ...	33,391 43	3,748 54	1,286 47	2,283 33	40,709 77	8,805 27	733 14	450 00	9,988 41	23,431 53	3,157 04	1,054 28	1,433 33	29,126 18	752 74	1,138 58	.....	237,536 76	
Dec....	31,787 49	3,909 97	1,845 53	2,283 37	39,826 36	7,353 35	737 91	450 00	8,541 26	20,938 55	2,339 94	1,211 27	1,433 33	25,923 13	754 47	2,370 54	.....	252,282 35	
Totals.	427,014 99	36,422 71	19,896 60	27,400 00	510,734 30	108,088 22	7,035 49	5,400 00	120,521 71	296,740 94	25,147 63	14,721 38	17,200 00	353,800 85	8,008 14	12,419 77	1,142 54	2,774,889 37		

THOMAS R. DAVIS, Chief Clerk Transportation Department.

No. 4.—ANNUAL REPORT, 1853.

Statement showing monthly totals of various class-receipts of Pennsylvania Railroad and connecting roads, throughout the year 1853.

Class.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
FREIGHT RECEIPTS.													
From freight at stations.....	\$174,201 85	\$212,158 99	\$197,202 76	\$133,878 28	\$76,177 64	\$47,359 88	\$43,357 26	\$97,586 89	\$93,837 11	\$98,906 76	\$123,603 59	\$147,890 86	\$1,446,261 87
From tolls on individual cars.....	969 16	770 40	829 32	1,120 93	1,335 08	1,286 09	876 93	1,369 88	1,946 47	2,384 56	2,009 05	2,807 59	17,705 46
From Harrisburg and Lancaster Co., for motive power.....	909 90	863 35	1,030 48	996 34	627 96	516 24	516 04	665 65	684 25	813 83	768 29	765 26	9,158 59
From sundries .....	.....	.....	.....	.....	.....	.....	693 08	1,929 09	17,115 68	2,377 85	8,010 86	3,368 02	34,394 58
PASSENGER RECEIPTS.													
From first class passengers.....	46,495 81	56,442 42	95,861 67	105,797 53	89,566 35	79,097 80	86,883 80	102,158 32	112,355 25	107,956 25	80,760 83	74,338 74	1,097,671 77
From emigrant passengers.....	2,165 11	4,206 35	6,078 40	7,878 83	7,401 57	12,691 07	6,091 39	9,925 01	9,635 45	9,637 03	10,961 08	10,565 07	97,236 96
From Adams & Co.'s Express.....	2,730 69	3,956 24	3,889 45	3,606 79	3,186 14	1,612 10	2,386 11	3,286 22	4,592 81	2,952 80	2,567 40	3,387 90	38,124 65
From carrying mails.....	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 74	6,063 90	72,765 04
MISCELLANEOUS RECEIPTS.													
From rents.....	574 37	582 16	602 80	618 41	621 53	625 50	481 80	693 91	961 28	739 17	752 74	754 47	8,008 14
From individuals and corporations.....	245 51	24 84	33 30	373 58	787 90	1,116 31	1,210 69	1,421 46	1,386 06	2,361 00	1,138 58	2,370 54	12,419 77
From sundries	1,027 14	.....	.....	.....	.....	.....	.....	115 40	.....	.....	.....	.....	1,142 54
Totals	\$235,383 28	\$285,008 49	\$311,691 92	\$260,384 43	\$185,767 91	\$150,328 73	\$148,560 64	\$225,312 57	\$248,528 10	\$234,193 09	\$237,536 76	\$252,282 35	\$2,774,889 37

THOMAS R. DAVIS, Chief Clerk Transportation Department.

No. 5.—Statement exhibiting monthly passenger receipts of each station, Pennsylvania Railroad, for the year 1853.

Stations.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
A. Philadelphia.....	\$6,351 53	\$9,551 40	\$26,150 62	\$33,755 95	\$20,505 54	\$24,786 85	\$21,866 43	\$13,433 90	\$34,189 37	\$33,218 32	\$24,580 40	\$17,064 68
S. Lancaster.....	3,138 67	3,338 02	5,487 10	5,947 45	3,653 97	3,193 50	3,888 45	4,623 90	5,303 47	6,006 87	4,117 37	3,504 42
V. Columbia.....	346 25	242 00	666 28	929 30	390 12	311 70	400 92	486 22	413 60	309 40	411 80	300 23
10 Marietta.....	12 35	10 95	8 85	5 94	9 65	14 10	19 10	10 65	7 20	8 75	7 45	11 70
9 Chicks.....	120 05	96 05	338 15	1,828 00	193 75	109 90	150 85	137 90	99 90	119 40	102 25	123 50
8 Shock's Mills.....	13 80	13 25	15 85	15 05	23 60	16 30	14 55	15 00	10 15	14 50	12 65	12 80
7 Ba nridge.....	47 80	45 00	76 30	102 60	44 30	48 60	45 25	63 68	64 05	38 10	73 70	42 35
6 Collins.....	12 95	16 60	17 05	30 75	7 05	9 10	12 10	6 25	6 20	9 00	13 85	11 05
5 Falmouth.....	10 40	12 50	7 05	17 60	11 15	7 35	9 05	6 35	3 70	7 05	7 90	10 50
4 Buck Leck.....	80	1 90	.....	7 50	1 90	2 10	3 25	1 60	2 50	2 35	4 55	1 55
3 Landisville.....	3 65	6 00	5 00	7 50	5 40	7 35	4 40	10 05	4 40	19 60	5 25	4 30
6 Mount Joy.....	161 10	137 75	299 30	521 15	119 95	161 00	193 90	104 50	146 70	192 05	162 10	191 87
7 Elizabethtown.....	127 00	102 38	133 00	166 12	118 72	74 90	94 67	129 17	72 42	84 35	107 30	125 85
9 Middleton.....	271 80	245 80	380 32	980 60	339 75	225 77	299 25	363 60	199 10	109 65	306 20	271 95
10 Hightstown.....	13 85	7 90	28 00	88 80	22 10	24 50	20 05	34 48	15 85	21 35	21 90	13 95
11 Harrisburg.....	4,810 30	4,577 88	9,214 68	17,418 45	11,132 18	6,955 80	8,187 82	9,961 35	11,935 23	10,519 92	9,702 78	6,669 30
12 R. ckville.....	16 30	35 90	44 30	167 30	34 85	8 10	14 55	50 82	4 25	13 40	26 40	36 65
13 Cove.....	15 90	5 05	5 35	10 65	8 65	6 40	21 13	22 43	12 07	13 82	7 75	24 45
14 Duncannon.....	204 32	132 57	237 97	446 70	323 95	317 95	478 10	572 97	476 90	843 05	341 87	349 60
15 Aqueduct.....	157 28	109 15	413 34	1,925 73	1,797 80	1,399 83	1,294 90	1,835 08	1,581 75	2,474 28	1,600 32	342 15
16 Bailey's.....	32 55	14 45	30 60	24 65	5 60	27 60	20 70	17 45	14 95	13 75	17 95	19 50
17 New York.....	203 50	167 72	500 65	532 30	449 07	325 55	309 35	503 27	450 45	813 55	356 40	369 42
18 Millstown.....	160 37	195 20	338 07	635 77	451 43	313 87	319 25	435 10	352 72	614 84	378 00	392 00
19 Thompson.....	36 90	25 70	29 60	22 35	23 82	13 98	9 35	15 70	31 35	13 45	10 60	15 65
20 Mexico.....	11 25	12 05	15 60	21 90	21 50	7 10	3 45	18 04	9 15	9 45	5 40	1 65
21 Perryville.....	79 88	80 65	240 20	160 10	191 78	270 20	263 33	310 25	412 07	255 60	257 30	257 30
22 Minn.....	415 95	445 10	739 78	835 60	722 05	513 05	510 82	585 30	761 75	703 55	697 20	397 85
23 Lewistown.....	984 45	1,074 48	1,780 47	2,083 63	1,871 85	1,660 47	1,799 35	1,902 05	2,618 60	2,679 55	1,913 65	1,885 00
24 Anderson's.....	8 95	6 85	8 55	21 90	8 05	11 60	19 00	13 05	19 65	6 05	13 85	4 95
25 Mcvaytown.....	247 17	253 60	273 70	263 07	269 10	265 05	270 42	392 40	408 37	314 18	383 30	250 00
25½ Muncy.....	45	60	75	75	1 60	6 15	7 45	9 68	9 60	97 65	19 30	13 50
26 New York Hamilton.....	90 50	78 75	111 15	161 98	129 07	103 48	105 70	119 15	197 75	164 50	183 07	198 83
27 Newport Union.....	232 68	171 58	384 82	644 25	415 60	335 83	309 35	538 60	658 73	696 45	489 63	386 70
28 Mapleton.....	23 40	18 30	39 20	44 25	13 95	13 95	11 05	18 07	92 80	11 65	81 35	6 80
29 Mill Creek.....	60 75	73 47	85 25	24 82	221 63	104 87	175 60	187 75	350 35	303 10	198 45	175 80
30 Huntington.....	605 70	486 80	691 60	788 95	728 90	703 63	705 28	1,153 17	1,032 67	1,012 67	529 78	734 60
31 Peersburg.....	144 82	110 78	185 60	255 67	298 13	244 88	156 95	378 20	679 80	637 10	385 30	313 65
31½ Barre.....	1 50	3 80	4 95	7 75	7 15	13 55	16 95	12 20	19 90	20 65	11 25	13 65

Statement No. 5.—Continued.

Stations.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.
32 Spruce Creek.....	\$475 13	\$432 75	\$569 23	\$818 92	\$787 65	\$642 22	\$575 63	\$673 95	\$1,071 53	\$978 00	\$663 40	\$458 85
32½ Brimingham.....	79 58	75 67	114 72	78 55	134 07	108 05	107 50	208 30	1,292 10	1,369 08	1,286 12	119 70
33 Titusville.....	841 60	478 43	616 53	915 40	1,127 66	912 20	728 90	1,290 10	1,896 70	1,314 40	1,023 80	835 45
33½ Titusville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34 Titusville.....	69 42	60 60	70 35	77 15	181 90	90 25	123 65	45 15	25 63	57 95	30 25	61 65
34½ Bell's Mills.....	69 05	43 70	50 75	118 20	150 95	180 95	185 45	96 88	126 95	125 45	87 05	113 25
35 Altoona.....	494 78	517 88	765 65	1,102 85	991 48	1,425 25	1,445 20	317 45	300 70	266 42	109 43	110 33
35½ Altoona.....	2,435 72	2,158 20	2,924 40	4,101 30	3,183 22	3,559 92	4,219 68	1,460 75	1,762 90	1,763 90	1,169 97	1,388 05
36 Altoona.....	26 40	14 50	21 00	21 35	31 83	34 10	23 10	38 20	60 10	4,639 15	3,534 12	3,469 77
37 Phone No. 8.....	32 10	35 20	17 40	17 35	26 70	24 10	23 10	38 20	60 10	54 90	28 40	35 35
38 Summit.....	428 05	440 50	474 60	556 80	465 30	587 90	892 85	784 10	985 28	1,079 17	753 68	693 88
39 Phone No. 4.....	199 00	140 90	120 10	144 60	146 75	139 52	246 37	230 45	163 05	212 20	143 35	99 30
40 Phone No. 2.....	14 45	10 75	13 80	15 00	7 60	33 10	53 90	84 45	53 90	70 70	13 00	14 25
41 Jefferson.....	111 90	126 70	196 85	199 38	214 85	223 50	303 90	333 35	454 27	276 60	229 62	284 70
42 Half Way House.....	110 07	81 70	135 30	84 65	73 85	83 30	129 58	167 60	107 30	137 40	108 50	71 10
43 Vinoduct.....	17 55	14 70	12 30	3 75	3 85	12 25	30 65	16 50	7 60	14 60	9 25	6 60
44 Coanmough.....	64 05	31 90	57 48	37 50	29 15	27 25	42 45	86 85	48 15	21 10	39 25	68 45
45 Johnstown.....	776 43	717 02	1,073 32	1,347 28	1,413 18	1,264 10	1,788 33	1,811 57	2,269 05	2,065 08	1,402 42	1,493 77
46 Nineveh.....	40 15	26 90	34 80	67 05	63 70	88 55	119 25	119 25	136 85	199 20	167 30	121 75
48 Florence.....	150 10	166 85	189 88	272 87	201 70	173 77	118 62	401 95	318 17	283 60	189 87	204 75
49 Lockport.....	114 92	111 48	130 85	109 78	105 17	120 65	112 33	244 48	250 25	207 42	140 68	78 78
50 Bolivar.....	22 90	19 05	14 35	16 10	50 70	34 15	53 95	70 45	63 20	64 30	45 60	42 40
51 Blairsville.....	87 45	75 22	97 90	79 10	146 75	133 15	146 15	98 30	104 30	102 20	83 55	69 45
52 Blairsville Intersect.....	603 50	619 73	901 05	871 13	787 75	828 45	969 23	1,238 45	1,455 67	1,325 78	812 85	778 82
52½ Blairsville.....	24 50	24 55	39 05	54 20	57 80	54 70	55 85	79 47	70 20	57 60	61 00	31 35
53 Hillside.....	27 90	33 75	57 60	68 22	45 50	75 80	83 17	104 73	215 03	92 82	82 42	79 27
54 Derry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54½ St. Clair.....	440 05	453 75	614 38	624 45	573 68	575 75	825 08	134 88	118 62	49 95	30 38	34 72
55 Latrobe.....	34 50	22 20	40 90	65 70	72 55	68 25	112 25	706 05	974 10	575 90	609 40	431 28
56 Beatty's.....	794 80	796 45	940 12	1,118 87	1,141 30	1,006 25	1,435 75	113 70	92 95	92 95	60 50	46 55
57 Greensburg.....	18 15	10 45	13 05	16 20	35 95	44 35	36 60	71 60	2,364 12	1,363 80	1,155 12	990 02
57½ Manor.....	73 60	47 30	104 10	101 15	129 13	136 50	149 10	239 43	367 83	150 68	143 18	116 15
58 Irwin.....	110 32	130 55	149 58	183 60	215 77	255 10	232 67	323 57	650 15	286 82	263 90	227 48
58½ Stewart's.....	41 58	45 70	77 80	110 95	134 38	125 30	129 15	170 38	203 05	156 25	96 85	62 40
59 Brinon's.....	120 00	125 95	139 05	142 83	203 91	246 90	350 45	576 05	813 67	767 02	243 57	257 00
60 Brinon's.....	86 80	74 10	102 35	114 90	189 57	184 90	203 88	243 65	258 63	205 68	107 35	90 85
61 Wilkinsburg.....	93 85	90 65	159 35	198 87	229 03	329 50	491 75	325 28	326 10	188 65	152 05	135 50
62 Liberty.....	12,052 13	12,671 92	18,923 35	18,078 40	18,593 90	18,138 37	16,742 86	20,103 60	21,658 30	20,717 40	14,656 35	12,743 97
63 Pittsburgh.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Statement No. 5—Continued.

[illegible]

LEWIS L. HOUP, *General Ticket Agent.*

No. 6.—Statement of passengers carried from and to each station Pennsylvania Railroad during 1853.

Stations.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.	
	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To
A. Philadelphia.....	1,010	1,171	1,503	1,813	3,562	2,633	5,170	4,795	4,219	3,924	3,619	3,319	2,743	2,374	4,401	4,310	4,379	5,156	4,822	3,397	3,159	2,879	2,924	
S. Lancaster.....	1,855	1,517	1,800	1,494	2,785	2,437	1,588	1,816	1,304	1,068	902	972	1,147	1,141	1,393	1,365	1,321	1,042	1,024	1,165	938	913	1,159	
V. Columbia.....	753	1,067	542	854	1,054	1,439	1,744	1,846	924	926	712	692	928	843	1,051	994	1,113	836	783	917	801	861	815	
10 Chiquita.....	75	52	64	45	58	51	59	49	72	60	67	59	87	62	61	66	52	37	63	40	61	39	61	82
9 Marietta.....	469	453	364	328	784	601	2,755	1,045	694	698	474	698	663	603	673	694	476	524	617	626	564	680	641	
8 Shock's Mills.....	68	68	40	50	65	58	52	51	74	60	61	65	67	75	62	70	39	41	48	54	49	49	61	61
7 Bainbridge.....	150	174	148	161	205	177	238	190	139	106	138	119	137	154	162	144	126	180	116	126	195	135	138	147
6 Collins.....	41	54	41	47	50	56	85	46	27	35	27	32	32	28	16	33	18	25	25	22	33	40	32	33
5 Falmouth.....	27	32	33	42	21	37	65	57	27	32	20	22	18	31	15	24	12	29	19	22	21	18	23	25
4 Buck Lock.....	2	4	4	5	.....	8	1	10	6	6	4	7	7	4	7	6	7	5	4	3	7	7	3	10
4 Landsville.....	9	15	10	11	12	29	15	24	12	24	21	30	16	47	27	18	14	26	14	30	16	34	12	42
6 Mount Joy.....	312	382	266	306	536	500	696	485	342	443	248	306	323	393	388	432	275	375	316	379	307	391	321	377
7 Elizabethtown.....	226	251	165	224	265	300	308	278	236	271	174	230	212	289	259	292	167	276	166	238	216	282	278	347
9 Middletown.....	716	665	478	619	761	879	1,709	1,947	753	847	582	638	670	803	723	894	601	704	479	687	823	919	708	834
10 Highspire.....	61	68	39	32	85	104	310	216	81	76	77	104	84	87	110	107	70	86	69	105	99	85	66	84
11 Harrisburg.....	4,130	2,934	3,183	3,032	5,349	4,637	9,032	6,674	3,083	3,814	3,780	3,527	4,463	4,054	3,846	4,307	4,744	3,629	4,561	4,039	4,738	3,831	3,617	3,812
12 Rockville.....	41	129	53	116	93	135	371	228	67	151	7	58	12	32	16	32	13	34	38	79	91	89	88	165
13 Cove.....	23	19	13	15	17	21	22	29	27	32	31	103	53	61	74	58	62	62	54	68	24	85	45	48
14 Duncannon.....	310	235	281	232	450	387	415	471	425	387	431	408	704	760	976	961	1,016	921	876	1,060	1,197	753	377	367
15 Aqueduct.....	35	46	35	38	33	47	31	33	24	34	47	45	36	34	36	38	271	37	36	38	29	28	330	564
16 Bailey's.....	284	261	247	184	337	202	358	289	344	320	336	320	386	398	371	638	365	320	434	377	349	339	327	415
17 Newport.....	188	158	170	154	225	208	300	287	282	235	204	215	206	241	391	352	222	226	327	257	263	260	292	326
18 Millersstown.....	94	97	19	30	37	42	46	56	59	58	16	19	14	11	43	69	54	57	52	54	54	52	27	17
19 Hompsontown.....	94	97	19	30	37	42	46	56	59	58	16	19	14	11	43	69	54	57	52	54	54	52	27	17
20 Mexico.....	120	88	124	74	210	92	155	159	293	215	291	269	321	311	387	364	316	463	465	265	296	285	326	366
21 Piquette.....	44	48	44	49	412	550	536	608	617	549	594	630	674	690	591	658	464	642	686	518	511	453	662	662
22 Mifflin.....	831	902	872	1,127	1,241	1,174	1,163	1,087	1,184	1,260	1,097	1,239	1,321	1,297	1,323	1,315	1,363	1,430	1,315	1,294	1,287	1,090	1,436	1,436
24 Lewisburg.....	18	26	20	31	22	55	46	66	36	60	35	34	37	37	31	25	31	16	17	17	31	28	18	32
25 McVeytown.....	365	325	318	323	354	347	364	379	392	356	350	362	362	362	511	620	376	350	381	388	439	433	313	423
26 New Hope.....	1	6	127	123	118	121	187	166	240	212	192	108	107	17	11	24	8	17	14	12	22	24	23	24
27 Mount Union.....	349	369	252	241	385	299	463	465	396	403	353	341	400	454	651	628	574	453	569	502	466	436	406	480
28 Mapleton.....	75	60	72	64	41	26	40	30	33	51	29	28	27	83	43	55	51	33	26	40	47	35	14	24
29 Mill Creek.....	145	152	142	145	136	123	141	283	250	306	306	240	413	290	385	374	438	360	344	284	286	284	268	350
30 Huntingdon.....	981	993	680	689	678	689	1,012	974	843	818	1,015	1,062	1,182	1,205	1,226	1,714	1,498	1,036	1,069	1,036	1,069	1,231	847	1,178
31 Petersburg.....	256	247	174	271	226	229	295	312	439	455	467	506	755	707	699	697	1,163	1,137	1,036	1,069	1,231	847	1,178	1,178
31½ Barre.....	4	14	14	18	16	33	19	15	12	27	36	52	49	43	29	42	44	35	45	26	62	38	60	60

No. 6.—Statement of passengers carried, &c.—Continued.

Stations.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.	
	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To
32 Spruce Creek.....	608	479	520	626	699	774	684	664	745	705	1,041	1,077	964	978	1,029	894	954	877	883	832	744	852	832	744
32½ Birmingham.....	81	90	82	101	142	128	97	158	248	204	228	265	502	490	486	450	451	445	339	304	347	277	320	
33 Tyrone.....	392	447	446	386	539	541	666	1,782	790	833	742	781	1,135	1,162	1,255	1,188	1,059	1,010	1,112	865	896	766	882	
33½ Tipton's.....	.....	12	.....	5	.....	.....	6	.....	7	.....	.....	.....	48	54	48	77	99	174	48	77	67	112	56
34 Fostoria.....	97	70	87	80	109	98	158	187	237	238	252	224	252	224	253	218	188	242	191	217	220	189	197	
34½ Bell's Mills.....	120	121	118	100	133	136	231	226	363	290	339	479	479	479	479	504	464	406	322	326	313	389		
35 Altoona.....	684	852	750	845	991	1,063	1,193	1,459	1,465	1,588	1,634	1,754	2,338	2,499	2,538	2,470	2,049	1,790	2,096	1,659	1,662	1,519	1,601	
35½ Hollidaysburg.....	1,917	1,568	1,712	1,326	2,172	1,877	2,506	1,998	2,534	2,217	3,016	2,660	3,486	3,931	3,400	3,310	2,793	3,294	3,156	2,693	2,245	2,383	2,736	
36 Plans No. 9.....	29	78	23	29	31	49	47	55	32	56	39	92	67	99	78	110	75	175	92	45	100	62	94	
37 Plane No. 8.....	66	65	57	76	56	64	49	73	61	86	77	104	162	185	101	97	61	101	96	92	47	75	33	
38 Summit.....	385	525	354	413	396	616	401	540	418	523	656	655	906	947	839	844	752	700	690	624	341	496	476	
40 Plane No. 4.....	284	198	210	168	204	156	168	141	173	230	218	243	315	250	331	357	240	227	220	203	163	153	126	
41 Plane No. 2.....	21	65	36	40	41	55	32	24	7	26	64	88	87	115	97	108	70	83	66	55	41	52	29	
42 Jefferson.....	208	235	181	184	227	298	104	229	216	275	281	319	374	446	324	321	384	323	287	248	363	340	378	
43 Half way House.....	142	191	137	173	164	186	107	104	134	144	143	180	207	203	215	217	133	142	165	154	127	148	109	
44 Viaduct.....	22	73	23	26	15	82	12	46	6	38	26	51	14	64	29	76	12	37	28	74	27	48	13	
45 Conneaut.....	116	69	64	32	75	25	51	32	36	39	66	30	58	38	93	30	54	27	36	28	74	19	91	
46 Johnstown.....	757	613	696	557	990	842	1,055	914	1,076	950	1,116	999	1,554	1,627	1,306	1,524	1,173	1,500	1,340	1,163	1,224	1,218	1,367	
48 Nineveh.....	75	86	60	75	81	106	119	173	148	159	201	217	238	238	260	301	293	309	344	353	297	259	245	
49 Florence.....	251	227	256	211	321	285	324	298	323	323	344	343	614	410	408	344	404	387	310	313	308	359	249	
50 Lockport.....	193	147	191	155	221	167	170	157	200	193	197	173	312	302	459	231	288	218	242	173	161	146	189	
51 Bolivar.....	34	68	27	86	22	48	32	65	102	98	122	111	106	138	178	106	132	125	144	80	90	82	143	
52 Blairville Intersect.....	141	187	253	162	118	173	216	291	378	420	338	356	356	376	267	355	266	123	388	879	221	149	379	
52½ Blairville.....	626	689	703	794	898	815	841	949	938	908	908	908	1,618	1,666	1,585	1,094	1,187	868	971	1,115	833	786	1,521	
53 Hillside.....	54	72	41	46	69	75	93	108	106	132	101	144	117	133	155	193	96	138	94	134	100	119	66	
54 Derry.....	61	90	54	91	97	112	100	131	88	114	157	157	133	175	212	331	216	188	127	164	115	116	165	
54½ St. Clair.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45	.....	260	2,308	91	.....	.....	.....	.....	.....	.....
55 Latrobe.....	479	424	488	473	731	537	691	548	678	644	700	701	997	902	1,149	1,180	949	653	659	663	622	604	607	
56 Beatty's.....	50	89	42	74	74	88	90	126	106	139	117	179	148	178	188	172	162	129	164	82	89	82	139	
57 Greensburg.....	889	856	977	864	1,134	1,073	1,193	1,087	1,530	1,451	1,368	1,417	1,771	1,769	2,285	1,834	2,396	1,374	1,855	1,333	1,369	1,058	1,101	
57½ Radebaugh's.....	33	41	20	23	24	32	48	74	86	101	93	82	112	124	140	85	83	49	55	53	61	30	58	
58 Manor.....	139	100	93	119	178	171	199	209	271	274	289	259	389	409	324	434	571	300	279	258	262	262	174	
58½ Irwin's.....	250	273	281	290	317	879	410	475	496	651	611	486	477	598	703	647	951	544	585	485	539	400	437	
59 Stewart's.....	101	144	93	97	188	228	238	279	352	243	271	421	441	406	334	437	282	237	231	182	186	122	151	
60 Brinton's.....	361	438	386	455	437	466	443	604	650	691	746	898	1,003	1,278	1,528	1,877	1,873	2,031	1,720	2,069	690	706	648	
60½ Wilkinsburg.....	304	382	380	443	491	632	586	604	831	1,245	893	1,183	1,262	1,387	1,096	1,871	1,012	912	840	775	664	607	413	
61 Liberty.....	778	906	742	923	1,127	1,186	1,352	1,451	1,526	1,610	1,923	2,225	2,515	1,838	2,078	1,935	1,973	1,045	1,518	1,669	1,050	564	940	
62 Pittsburgh.....	4,387	3,841	4,466	4,159	5,884	6,272	6,269	7,724	7,366	7,773	6,959	6,852	10,907	9,872	9,982	9,282	14,123	8,854	9,577	6,150	6,797	5,133	6,761	

No. 7.

Statement of passengers carried over Pennsylvania Railroad from and to foreign stations during 1853.

Stations.	JANUARY.		FEBRUARY.		MARCH.		APRIL.		MAY.		JUNE.		JULY.		AUGUST.		SEPTEMBER.		OCTOBER.		NOVEMBER.		DECEMBER.	
	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To	From	To
New York.....	274	340	325	638	609	640	476	388	312	348	272	722	82	73	157	40	601	601	47	639	23	363	345	13
Baltimore.....	77	74	100	77	191	297	136	351	189	246	144	131	76	108	173	141	99	144	151	147	122	138	67	628
Alliance.....																								
Massillon.....																								
Wooster.....																								
Mansfield.....																								
Crestline.....																								
Sandusky.....																								
Newark.....																								
Zanesville.....																								
Cleveland.....	214	208	412	365	610	790	347	909	440	572	236	413	287	480	326	385	767	252	661	207	429	211	320	17
Columbus.....																								
Xenia.....																								
Cincinnati.....	325	220	1,214	572	1,113	1,235	555	561	673	480	831	386	816	446	827	995	624	806	642	732	414	401	591	8
Louisville.....																								
St. Louis.....																								
Marion.....																								
Bellefontaine.....																								
Dayton.....																								
Indianapolis.....																								
La Fayette.....																								
Jeffersonville.....																								
Terre Haute.....																								
Toledo.....																								
Monroe.....																								
Detroit.....																								
Chicago, M. S. R. R. }																								
Chicago, M. C. R. R. }																								
Milwaukee.....																								

No. 8.

Number of passengers carried from and to each station, Pennsylvania Railroad, during 1853.

Stations.	From	To	Total passengers both ways 1853.	Total receipts passengers 1853.
Philadelphia	43,127	39,623	82,750	\$262,485 09
Lancaster	17,517	14,814	32,331	51,205 29
Columbia	11,109	11,773	22,882	5,166 72
Chiques	770	632	1,402	126 76
Marietta	8,993	6,871	15,864	3,609 70
Shock's Mills	663	702	1,365	179 00
Bainbridge	1,951	1,833	3,784	681 73
Collins	422	451	873	152 35
Falmouth	301	371	672	110 60
Buck Lock	47	78	125	22 80
Landisville	177	330	507	82 90
Mount Joy	4,324	4,769	9,093	2,560 80
Elizabethtown	2,672	3,278	5,950	1,335 78
Middletown	8,903	10,396	19,299	4,033 99
Highepire	1,151	1,114	2,295	312 73
Harrisburg	54,524	48,670	103,194	111,414 69
Rockville	892	1,294	2,186	437 72
Cove	413	597	1,010	154 65
Duncannon	5,434	5,091	10,525	4,207 15
Aqueduct	7,845	10,517	18,362	15,291 70
Bailey's	407	463	870	239 65
Newport	4,457	4,126	8,583	4,981 23
Millertown	3,194	2,935	6,129	4,486 66
Thompstontown	472	637	1,109	248 75
Mexico	254	304	558	130 40
Perryville	3,336	3,113	6,449	2,932 39
Mifflin	6,470	6,742	13,212	7,362 00
Lewistown	14,221	14,125	28,346	21,956 45
Anderson's	328	433	761	140 65
McVeytown	4,725	4,512	9,267	3,523 34
Manayunk	131	197	328	93 88
Newton Hamilton	2,575	2,510	5,085	1,747 43
Mount Union	5,433	5,068	10,501	5,361 54
Mapletown	496	459	955	256 32
Mill Creek	3,387	3,092	6,479	2,319 20
Huntington	12,704	12,981	25,685	9,638 47
Petersburg	6,132	6,161	12,293	3,909 15
Barree	322	393	715	132 90
Spruce Creek	9,406	9,364	18,770	8,152 16
Birmingham	3,246	3,337	6,583	1,634 91
Tyrone	9,767	10,899	20,666	10,802 16
Tipton's	424	718	1,142	252 48
Fos'oria	2,372	2,177	4,549	1,172 10
Bell's Mills	4,318	4,454	8,772	1,853 43
Altoona	18,960	19,340	38,300	13,594 54
Holidaysburg	33,214	29,326	62,540	43,627 93
Plane No. 9	620	1,063	1,683	366 40
Plane No. 8	666	1,082	1,948	410 38
Summit	6,637	7,259	13,896	7,990 11
Plane No. 4	2,662	2,490	5,152	1,969 69
Plane No. 2	681	753	1,334	384 70
Jefferson	3,184	3,546	6,730	2,987 72
Half Way House	1,783	1,983	3,766	1,290 35
Viaduct	227	658	885	149 50
Conemaugh	794	424	1,218	553 58
Johnstown	14,276	12,847	27,123	17,511 55
Nineveh	2,331	2,465	4,796	1,176 05
Florence	4,187	3,781	7,968	2,752 03
Lockport	2,792	2,227	5,019	1,726 79

No. 8—Continued.

Stations.	From	To	Total passengers both ways 1853.	Total receipts passengers 1853.
Bolivar.....	936	1,284	2,220	\$497 15
Blairsville Intersect.....	3,147	3,574	6,721	1,223 52
Blairsville.....	12,387	11,242	23,629	11,192 41
Hillside.....	1,105	1,410	2,515	610 27
Derry.....	1,470	1,862	3,332	966 21
St. Clair.....	531	2,308	2,839	407 75
Latrobe.....	8,519	7,929	16,448	7,303 85
Beatty's.....	1,268	1,482	2,750	844 10
Greensburg.....	17,319	15,533	32,852	14,898 17
Radebaugh's.....	706	821	1,5 7	384 70
Manor.....	3,170	2,987	6,157	1,757 15
Irwin's.....	5,813	5,734	11,547	2,929 51
Stewart's.....	2,965	2,990	5,955	1,353 59
Brinton's.....	10,455	12,297	22,752	3,976 39
Wilkinsburg.....	8,761	9,805	18,566	1,922 06
Liberty.....	14,986	17,849	32,835	2,580 60
Pittsburgh.....	85,659	91,838	177,497	206,280 55
New York.....	225	252	477	1,761 81
Baltimore.....	5,319	6,730	12,049	31,387 62
Alliance.....	305	305	305	2,249 50
Massillon.....	1,541	1,935	3,476	12,262 57
Wooster.....	156	203	359	1,624 60
Mansfield.....	478	311	789	3,325 18
Crestline.....	643	590	1,233	4,294 85
Sandusky.....	28	60	86	232 05
Newark.....	49	53	102	304 60
Zanesville.....	81	81	81	
Cleveland.....	3,877	6,562	10,439	25,842 47
Xenia.....	101	101	101	
Cincinnati.....	8,525	7,118	15,643	56,652 62
Louisville.....	345	345	345	
St. Louis.....	200	196	396	1,315 24
Marion.....	30	30	30	217 15
Bellefontaine.....	68	68	68	485 75
Dayton.....	3	69	72	21 75
Indianapolis.....	202	151	353	1,343 00
La Fayette.....	13	28	41	94 25
Jeffersonville.....	8	8	8	58 00
Terre Haute.....	8	8	8	
Toledo.....	193	218	411	1,366 95
Detroit.....	3	3	3	
Chicago.....	1,255	1,505	2,760	8,699 46
Milwaukee.....	18	18	18	
Union.....				14 50
Columbus.....	600	879	1,479	3,996 90
Totals.....	565,839	569,069	1,134,908	\$1,069,740 35

Total mileage from Harrisburg to Pittsburgh for the year 1853:

Westwardly.....	17,740,478
Eastwardly.....	15,068,871

From which the number of equivalent through passengers is found to be

Westwardly.....	70,962
Eastwardly.....	60,275

No. 9.
ANNUAL REPORT, 1853.
EMIGRANT STATEMENT,
Showing the number of passengers from New York and Philadelphia to Lancaster, Columbia, Harrisburg, and Pittsburgh, and points west.

From	To Lancaster.	To Columbia.	To Harrisburg.	To Pittsburgh and points west.	Totals.
New York.....	544½	76	429	9,530½	10,580
Philadelphia.....	351	103	355½	6,221	7,030½
	895½	179	784½	15,751½	17,610½

No. 10.

ANNUAL REPORT, 1853.

Freight receipts of Pennsylvania Railroad for the year 1853.

	First class.	Second class.	Third class.	Fourth class.	Total.
From Pittsburgh to Philadelphia....	\$12,234 44	\$47,654 87	\$45,976 04	\$265,563 94	\$371,429 29
From way stations to Philadelphia.	8,819 48	9,402 60	21,011 01	63,271 55	102,504 64
From Pittsburgh to Baltimore.....	2,615 18	9,901 49	12,042 96	107,389 68	131,949 31
From Philadelphia to Pittsburgh...	360,825 38	127,617 39	13,216 84	24,998 61	526,658 22
From Philadelphia to way stations.	29,433 32	30,494 45	13,815 57	11,194 11	84,942 45
From Baltimore to Pittsburgh.....	25,355 69	14,492 19	2,852 24	15,873 99	58,574 11
Local, eastward.....	7,955 22	10,393 01	11,379 59	44,220 54	73,948 35
Local, westward.....	24,041 22	7,341 31	7,649 09	57,223 88	96,255 50
	\$471,284 93	\$257,297 30	\$127,943 34	\$589,736 30	\$1,446,261 87
	Receipts for tolls, &c.....				52,110 04
	Receipts from Harrisburg and Lancaster Railroad, for motive power.....				9,158 59
	Total freight receipts.....				\$1,507,520 50

Information from records of the general freight office.

Tons of through freight, east	35,657	Mileage, through freight, east.....	8,302,100
Tons of through freight, west.....	37,842	Mileage, through freight, west.....	8,268,826
Tons of local freight, east.....	49,438	Mileage, way freight, east.....	5,056 66
Tons of local freight, west.....	36,695	Mileage, way freight, west.....	4,703,010
Number of cars to Philadelphia.....	19,772	Total mileage on Pennsylvania R.R.....	26,330,542
Number of cars from Philadelphia.....	19,105	Total mileage on Har. and Lan. R.R.....	3,058,881
Average load, east.....	5,916	Total mileage on Columbia R.R.....	8,224,536
Average load, west.....	4,875	Total mileage on Portage.....	2,427,967
Tons of Baltimore freight, east.....	11,984	Tons subject to State tax.....	151,190
Tons of Baltimore freight, west.....	5,185	Mileage of taxed tonnage.....	26,251,949
Total tons moved.....	159,632	Amount of State tax.....	\$78,755 83

NOTE.—Mileage estimated in tons carried one mile.

ALFRED L. SMITH,

Chief Clerk.

No. 11.

Report of Tonnage sent from and received at each station during the year of 1853

NAME OF STATION.	FORWARDED.				RECEIVED.			
	1st Class.	2d Class.	3d Class.	4th Class.	1st Class.	2d Class.	3d Class.	4th Class.
A Philadelphia.....	46,181,904	29,675,274	6,800,428	9,430,597	3,320,210	9,490,854	14,625,481	88,502,270
B Baltimore.....	2,743,065	1,889,228	621,189	4,471,800	373,686	1,473,952	2,470,204	19,406,611
S Lancaster.....	265,534	79,773	113,253	120,132	50,678	85,920	674,516	1,163,461
V Columbia.....	110,743	96,919	10,791	3,077,341	19,003	35,436	569,279	419,764
11 Harrisburg.....	2,001,258	927,980	683,403	4,406,189	446,396	318,579	949,846	2,714,894
13 Cove.....	1,200	475	60	187,008	3,753	1,995	30,538	217,745
14 Duncannon.....	76,055	20,291	145,398	2,519,191	155,266	276,921	131,148	1,354,783
16 Baileysburg.....	1,550	250	1,074	1,084	720	3,544	9,811	
17 Newport.....	132,425	124,257	615,716	539,322	183,456	362,388	497,920	100,263
18 Millertown.....	321,611	249,384	410,567	309,553	148,379	168,081	219,908	129,551
21 Perryville.....	110,081	83,021	720,383	1,798,299	164,850	263,806	405,851	19,1424
22 Mifflin.....	186,619	153,711	649,691	1,394,120	200,889	319,606	639,407	405,435
23 Lewistown.....	569,195	1,033,119	1,944,375	5,117,570	759,369	1,168,023	1,339,420	923,874
25 McVeytown.....	46,162	27,065	28,389	46,208	85,537	91,444	46,735	311,739
26 Newton Hamilton..	13,163	4,459	21,264	10,133	25,541	24,747	16,365	480,426
27 Mount Union.....	174,457	53,729	554,964	1,126,421	230,701	376,226	398,910	457,029
28 Mapleton.....								
29 Mill Creek.....	90,079	55,477	314,641	449,245	104,735	134,628	39,642	121,267
30 Huntingdon.....	108,334	93,133	107,168	390,499	282,097	328,786	124,998	399,981
31 Petersburg.....	130,697	42,774	123,778	1,308,101	96,541	81,447	50,109	250,778
32 Spruce Creek.....	115,306	257,723	156,491	4,613,156	297,882	520,513	228,610	836,757
33 Tyrone.....	123,229	44,699	34,314	5,877,457	815,685	1,320,021	583,968	1,674,626
34 Fosteria.....	4,080	890	1,050	4,973,403	30,239	48,288	20,153	425,571
34½ Bell's Mills.....	21,179	2,946	4,250	3,047,673	24,221	80,615	46,937	442,619
35 Altoona.....	55,268	42,921	53,004	3,489,139	507,070	645,889	1,424,916	8,252,525
36 Hollidaysburg Int.	276,767	258,593	963,980	5,624,394	643,648	846,191	413,293	2,748,654
37 Summit.....	40,807	60,281	75,828	197,365	552,597	669,042	436,759	4,072,943
39 Jefferson.....					5,113	6,586	3,145	60,463
44 Derry.....	16,880	9,366	16,132	987,576	20,122	53,803	10,048	113,300
47 Johnstown.....	189,953	83,626	469,909	5,012,700	503,329	650,995	464,414	4,754,647
48 St. Clair.....	1,364	5,317	5,864	364,985	5,676	38,430		117,285
49 New Florence.....	47,776	9,845	10,880	1,514,194	70,106	103,509	37,422	569,803
50 Lockport.....	29,091	11,859	104,292	639,961	40,986	58,942	27,779	80,416
52½ Blairsville.....	203,775	235,712	581,672	3,738,731	366,981	619,623	117,003	1,014,725
53 Hillside.....								
55 Latrobe.....	194,737	123,069	489,037	5,375,907	187,749	525,296	193,017	1,955,633
57 Greensburg.....	325,281	228,535	693,345	3,613,719	361,909	1,214,315	234,605	2,663,357
58 Manor.....	30,760	5,742	83,647	1,163,748	39,775	99,183	18,324	741,280
58½ Irwin's.....	20,664	16,125	24,970	1,197,148	36,607	149,758	29,936	832,363
59 Stewart's.....	5,096	8,100	3,732	95,666	147,810	148,572	15,460	135,999
61 Wilkinsburg.....	8,768			12,259	68,969	33,485	67,653	502,808
Z Pittsburgh.....	4,160,927	12,011,735	10,535,725	89,347,205	46,801,822	19,890,024	3,676,281	35,226,932

ALFRED L. SMITH, *Chief Clerk.*

No. 11—Continued.

Pennsylvania Railroad Classification of Merchandise.

ARTICLES OF FIRST CLASS.

Acids at double rates, except by car loads.	Furniture, common, second hand.
Bags, empty.	Furs and peltries.
Beef, fresh.	Garden seeds, in boxes.
Books and stationery.	Ivory.
Boots, shoes, hats, &c	Looking-glasses and glass plate, at owner's risk.
Bottled liquors of all kinds.	Musket and firearms.
Brooms.	Oil, in bottles.
Butter, fresh.	Oysters, in cans or jars.
Buffalo, bear, and moose skins.	Paper (writing).
Camphine.	Pianos.
Carriages or vehicles of pleasure at double rates, at owner's risk.	Pork, fresh, and other fresh meats, <i>way</i> .
Carpeting.	Poultry, prepared for market and in coops, at owner's risk.
Cedar and wooden ware.	Russia bristles.
China.	Saddlery.
Cigars.	Sashes.
Clocks.	Sheet-iron stoves.
Confectionery.	Snake root.
Cotton laps and waste.	Sperm candles.
Cranberries.	Tin ware.
Cutlery.	Trunks.
Dry goods.	Umbrellas.
Eggs, at owner's risk.	Utensils of copper, brass, or steel.
Feathers.	Wagons for hauling goods, when taken to pieces and closely packed.
Foreign fruits.	Willow-ware, at double rates.
Foreign liquors.	Window glass, westward.
Fresh fish, at owner's risk.	Wines.
Fruit trees and shrubbery, at owner's risk.	Wool (manufactured).
Furniture (boxed), with an addition of 50 per cent., and at owner's risk.	Unenumerated articles.
Furniture, new, not boxed, at double rates, and at owner's risk.	

ARTICLES OF SECOND CLASS.

Agricultural productions not specified.	Marble, manufactured.
Agricultural implements, less than 160 lbs. each.	Machinery.
Alcohol, in casks.	Mechanics' tools.
Apples, dried.	Ochre.
Bagging.	Oil, in casks.
Beer, porter, and ale, in barrels.	Oilcloth.
Beeswax and honey.	Oysters, in shell, at owner's risk.
Bones, horns, glue, pieces.	Paints and dyestuffs.
Brass not manufactured.	Paper hangings.
Bristles, American.	Peaches, dried or green.
Broom corn, at owner's risk from fire.	Printing paper.
Brown sheetings and shirtings, in bales.	Rags, at owner's risk.
Casks or barrels, empty.	Red lead, ground, in oil or dry.
Cast-steel.	Rice.
Carpenter's work (except sashes).	Ropes and cordage.
Cheese, westward.	Saltpetre, com'r, refined.
Clover, Timothy, and other grass seeds.	Salt, dairy and table.
Clock weights.	Shot.
Deer skins.	Soap.
Dried peaches, or other fruit.	Spices.
Drugs and medicines.	Starch.
Flaxseed.	Steel, spring and blister.
Glassware.	Stoves and stove castings, at owner's risk, <i>way</i> .
Glue.	Sugar.
Groceries, except coffee.	Teas.
Gunny bags.	Turpentine, spirits.
Hardware, except cutlery.	Tobacco, in bales or hogsheads, westward.
Hemp and flax.	Tobacco, manufactured, except cigars.
Hollow-ware.	White lead.
Hops.	Whisky, westward.
Leather, westward.	Wool.
Mahogany, and other ornamental wood.	Zinc, manufactured.

No. 11—Continued.

ARTICLES OF THIRD CLASS.

Agricultural implements, exceeding 100 lbs. weight.	Iron, sheet, bar, rolled, slit, or hammered.
Apples, green.	Iron and other ore.
Ashes, pot or pearl.	Lard, <i>way</i> .
Bark, ground.	Leather, eastward.
Beans and peas.	Mill-stones.
Bedford, or other mineral waters, in barrels.	Oil-cake.
Bone-dust.	Potatoes, turnips, and similar roots.
Bran, shipstuff, and other feed.	Pork, fresh, at owner's risk.
Burr-blocks.	Queensware.
Butter, in firkins or kegs.	Sawed marble.
Candles.	Soapstone.
Castings, iron, heavy and not liable to be broken.	Soda, crude.
Cheese, eastward.	Stoves, <i>through</i> , at owner's risk.
Coffee.	Stone, for lime or building.
Coke.	Straw paper or binding boards.
Copper, in ingots, pigs, or sheets.	Steam engines and heavy machinery.
Cotton.	Saltpetre, crude.
Cement.	Sumac.
Earthenware and stoneware.	Tallow.
Fire-bricks, German clay, grindstones, and guano.	Tin, in boxes.
Hay, pressed, at owner's risk from fire.	Tobacco, in leaf or manufactured, eastward.
Hides, dry, green, or Spanish.	Whiting.
Hogs' or cattle hair, in bales or bundles.	Window glass, in boxes, eastward.
Ice, at owner's risk.	Wrapping paper.
	Zinc, in sheets or blocks.

ARTICLES OF FOURTH CLASS.

Ashes, wood or leached.	Lime, in barrels.
Bacon.	Live stock, by car load.
Bark, unground.	Lumber.
Barley and malt.	Manure, except guano.
Beef and pork, pickled, salted, or dried.	Marble, in blocks, rough.
Boards and other sawed lumber.	Nails and spikes.
Blooms and anchovies.	Pork, fresh, in full car loads, at owner's risk.
Bricks, not fired.	Pig and scrap iron.
Broken castings.	Plaster.
Clay, earth, sand, or gravel.	Posts and rails.
Coal, mineral.	Railroad ties and sills.
Firewood.	Salt, ground.
Fish.	Shingles and laths.
Flour.	State or tile, for roofing.
Grain, in bags.	Staves, heading, &c., for cedar-ware.
Heading and hoop poles.	Tar, pitch, and resin.
Lard and lard oil, <i>through</i> .	Timber, round or hewn.
Lead, in pig or sheets.	Whisky, eastward.

No. 12.—*Report of tonnage of articles sent from and received at Philadelphia, via Pennsylvania Railroad, during the year 1853.*

List of articles.	Sent from Philadelphia to Pittsburgh.	Received at Philadelphia from Pittsburgh.	Sent from Philadelphia to way stations.	Received at Philadelphia from way stations.
Agricultural implements.....		113,038	43,638	31,622
Boots, shoes, hats, &c.....	5,162,365		457,889	
Books and stationery.....	1,831,008	105,115	133,993	26,276
Butter, eggs, &c.....	502	856,067		1,602,100
Brown sheetings and bagging.....	2,547,250		164,277	
Bark and sumac.....				993,085
Cedarware.....	81,908	10,407	112,231	
Confectionery and foreign fruits.....	809,768		294,146	
Coffee.....	1,232,574		961,048	
Cotton.....		893,037	13,203	
Coal.....		4,500	18,087	6,385,480
Camphine and burning fluid.....			51,915	
Copper and tin.....			192,519	
Dry goods.....	33,070,486	440,680	2,640,919	61,919
Drugs, medicines, and dye-stuffs.....	2,782,757	55,492	829,681	145
Fresh meats, poultry, and fish.....		9,000		223,394
Flour.....		29,125,144		11,906,470
Feathers, furs, and skins.....		677,368		15,616
Furniture and oilcloth.....	551,442	39,246	206,531	49,117
Glass and glassware.....	442,881	271,700	203,288	610
Green and dried fruits.....		3,210,915		392,883
Grass and other seeds.....		549,829	4,207	915,178
Grain of all kinds.....		146,049		2,973,660
Groceries (except coffee).....	1,894,202	108,743	3,573,679	8,368
Ginseng.....		99,120		
Hardware.....	4,885,946	540,704	1,224,759	229,896
Hides and hair.....		209,932	1,784,718	75,890
Hemp and cordage.....		1,257,429	174,625	
Iron, rolled, hammered, &c.....	227,500	174,058	1,236,598	457,417
Iron, blooms and pig.....			11,200	1,264,351
Live stock.....	326,305	6,320,100	59,115	3,555,695
Lead and shot.....	9,862	21,544	5,727	
Leather.....	855,898	409,871	155,964	2,291,856
Lard, lard oil, and tallow.....		5,292,295		94,632
Lumber and timber.....		12,490		1,837,168
Machinery, castings, &c.....	2,491,490	325,272	1,718,337	
Marble and cement.....	778,019	25,289	983,842	
Malt and malt liquors.....	48,405	6,291	181,556	3,175
Nails and spikes.....	2,000		367,920	544,080
Oil.....	675,885		442,068	
Oysters.....	218,849		12,728	
Paper of all kinds, and rags.....	657,833	14,578		150,572
Plaster.....	8,555		89,036	
Potatoes, turnips, &c.....	50,451		64,227	45,819
Pot, pearl, and soda ash.....	679,197	45,317		
Queensware and earthenware.....	1,517,487	276,219	451,569	1,185
Salt meats and fish.....	759,955	21,034,944	1,264,023	133,716
Soap and candles.....	13,200	784,131	72,554	7,225
Tobacco.....	611,076	605,335	286,636	4,128
Tar, pitch, and resin.....	44,570	1,485	56,685	
Wines and liquors, foreign.....	702,374	16,450	637,028	
Whiskey and alcohol.....	5,185	965,231	1,345	583,856
Wool and woolen yarn.....	36,135	2,189,109	53,858	214,568
Miscellaneous.....	914,187	66,437	196,603	53,998
Total, first class.....	43,014,035	2,258,401	4,650,423	2,049,436
Total, second class.....	17,036,824	8,984,118	9,334,668	1,971,958
Total, third class.....	6,315,885	9,280,954	3,844,904	6,041,400
Total, fourth class.....	2,207,773	57,151,131	3,476,290	27,530,264
Total during year.—Pounds.....	68,604,217	77,674,604	21,305,285	37,593,158

ALFRED L. SMITH.

No. 13.—General statement of freight sent from each station to each station on Pennsylvania Railroad, in pounds.

From—To	Philadelphia	Baltimore	Lancaster	Columbia	Harrisburg	Cove	Duncannon	Baileysburg	Newport	Millersstown	Perryville	Mifflin	Lewistown	McVeytown	Mount Union	Mapleton	Mill Creek	Huntingdon	Petersburg	Spruce Creek	Tyone
Philadelphia
Baltimore	1,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lancaster	30,715	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Columbia
Harrisburg
Cove
Duncannon
Baileysburg
Newport
Millersstown
Perryville
Mifflin
Lewistown
McVeytown
Mount Union
Mapleton
Mill Creek
Huntingdon
Petersburg
Spruce Creek
Tyone
Altoona
Hollidaysburg
Summit
Johnstown
New Florence
Lockport
Blairsville
St. Clair
Greensburg
Manor
Irwin
Wilkesburg
Stewart
Brinton
Pittsburgh
Total pounds	115,736,577	24,712,005	1,866,159	1,066,564	4,557,199	257,586	1,731,004	30,592	1,244,784	616,010	987,060	1,647,309	3,291,143	435,978	1,951,101	740	445,070	1,219,801	574,092	1,764,494	4,683,709

From—To	Fortoria.	Bell's Mills.	Altoona.	Holidaysburg.	Summit.	Johnstown.	New Florence.	Lockport.	Blairsville.	Derry.	St. Clair.	Laporte.	Greensburg.	Manor.	Irwin's.	Stewart's.	Wilkesburg.	Larimer's.	Pittsburgh.	Total.
Philad Iphia..	96,029	140,340	2,423,806	1,195,992	902,603	1,465,846	68,461	63,368	72,973	23,271	4,810	343,435	603,042	60,811	113,683	119,045	28,440	...	60,319,462	87,530,647
Baltimore...	651	78,084	62,736	82,585	1,480	...	...	...	6,638	...	...	34,633	...	3,051	...	14,979	9,975	...	8,333,245	9,234,200
Lancaster...	...	16,415	8,963	61,784	3,653	...	...	...	3,653	...	...	...	1,150	...	...	...	...	...	179,677	619,238
Columbia...	...	2,838	10,753	2,464	236	...	...	...	8,828	...	...	...	...	...	...	...	...	...	3,693,274	3,436,636
Harrisburg...	3,149	1,197	1,176,271	205,674	66,130	95,221	2,881	6,905	9,706	...	...	681	6,142	...	684	...	...	...	4,310,920	8,256,011
Cove...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	186,833	286,533
Duncannon...	...	...	21,986	26,724	332	...	...	...	...	...	...	...	...	...	...	...	...	...	49,420	2,676,766
Baileysburg...	...	...	...	...	...	4,530	...	...	...	...	...	...	...	...	...	...	...	...	25,000	600
Newport...	90	506	11,374	348	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25,000	1,477,230
Perryville...	142	7,200	28,782	4,014	620	272	...	...	...	...	...	...	...	...	...	...	...	...	16,898	3,294,015
Mifflin...	60	...	9,900	3,100	8,000	...	...	2,350	...	...	...	...	...	...	...	...	...	...	9,327	21,133
Lewisburg...	1,350	56,133	267,741	40,271	78,060	230	...	...	1,966	...	...	...	...	...	...	...	...	...	23,474	10,285,477
McKeesport...	...	105	13,372	8,419	1,877	18,753	7,015	...	2,550	...	...	...	...	...	...	...	...	...	6,192	2,116,035
Mount Union...	192	5	33,764	28,038	894	5,351	...	...	3,037	...	...	...	...	...	...	...	...	...	330,779	2,116,035
Mapleton...	3,000	70	64,130	6,210	...	...	...	...	...	...	...	...	...	...	...	...	...	...	45,640	945,693
Mill Creek...	102,015	15,465	93,174	98,215	14,685	620	...	...	1,948	...	...	43,079	3,006	...	...	...	...	...	14,448	714,184
Petersburg...	18,710	93,430	231,750	38,410	24,820	276	1,000	...	1,175	...	...	...	...	...	...	...	...	...	194,813	1,694,430
Spruce Creek...	6,107	33,430	134,570	93,714	17,150	10,560	...	...	1,200	...	...	...	...	...	...	...	...	...	3,123,843	6,251,127
Tyone...	2,440	4,176	313,227	94,638	17,680	6,983	1,450	3,950	2,806	...	...	...	...	...	...	...	...	...	3,819,455	6,017,977
Keokuk...	...	...	304,000	60,300	1,400	...	...	...	61,200	...	...	...	...	...	...	...	...	...	11,760	4,482,916
Rolla's Mills...	499,467	6,390	1,275,328	184,538	18,450	510,436	...	...	...	...	...	...	...	...	...	...	...	...	2,048,932	3,897,292
Altoona...	102,742	182,033	715,108	123,960	13,362	212,530	...	...	...	...	...	...	...	...	...	...	...	...	3,751,793	6,974,779
Holidaysburg...	...	...	15,360	1,150	176,054	212,421	220	...	18,800	1,736	...	...	...	...	...	...	...	...	82,688	341,452
Johnstown...	2,400	100	34,000	78,296	455,027	187,000	355	...	4,925	650	...	...	...	...	...	...	...	...	3,640,062	5,849,893
New Florence...	...	...	3,832	1,671	150,020	365,286	103,870	7,054	52,614	964	...	...	...	...	...	...	...	...	775,778	1,684,031
Leckport...	210,361	...	9,458	3,550	242,752	11,167	1,500	150	11,195	30,000	4,310	...	...	...	...	...	...	...	98,727	735,812
Blairsville...	...	...	41,135	81,782	931,100	530,741	219,341	8,611	...	...	...	...	...	...	...	...	...	...	235,669	5,184,685
St. Clair...	64,000	...	46,700	61,675	52,907	21,334	73,695	2,000	79,658	...	...	...	...	...	...	...	...	...	705,196	1,140,494
Greensburg...	...	...	78,057	879,200	20,245	15,448	4,180	2,000	4,393	...	...	...	...	...	...	...	...	...	153,601	376,743
Lawrence...	...	...	203,863	162,116	87,200	680,783	81,408	...	28,925	3,273	...	...	...	...	...	...	...	...	1,950,662	6,046,649
Manor...	...	...	120	14,357	217,815	64,795	10,470	2,574	40,917	...	...	...	...	...	...	...	...	...	292,611	1,237,129
Irwin's...	...	...	1,784	...	54,216	6,480	990	...	16,066	...	...	...	...	...	...	...	...	...	222,611	10,400
Manor...	...	...	20,000	...	...	61,592	3,788	16,000	...	...	...	...	...	...	...	...	...	...	192,611	10,400
Manor...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10,400	12,623
Manor...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	95,172	133,144
Stewart's...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pittsburgh...	9,270	4,407	417,365	1,200,889	1,767,894	2,378,066	284,604	107,290	1,076,273	167,328	141,262	1,796,744	3,209,586	628,004	1,218,326	161,201	443,961	4,101	...	115,995,698
Total pounds	1,057,035	603,818	11,313,067	4,563,150	6,377,441	6,601,375	899,994	219,382	2,203,373	343,174	209,138	3,185,589	4,390,818	702,157	1,348,122	321,248	639,308	1,101	105,128,355	319,263,544

ALFRED L. SMITH, Chief Clerk.

No. 14.

Statement comprising general information from books of freight department, of tonnage, mileage (tons carried one mile), cash receipts, State tax, &c.

Months.	MILEAGE ON PENNSYLVANIA RAILROAD.																	
	Tons through freight.		Tons local freight.		No. of cars to and from Philadel-phia.		POUNDS.		Tons Baltimore freight.		Tons moved.	THROUGH.				LOCAL.		Total.
							Average load per car.					THROUGH.		LOCAL.				
	East.	West.	East.	West.	East.	West.	East.	West.	East.	West.	Total.	East.	West.	East.	West.	East.	West.	
January.....	3,664	2,351	5,142	2,807	1,567	1,555	7,317	3,669	2,460	1,437	14,023	819,537	525,051	736,791	466,782	2,548,161		
February....	3,538	4,559	5,947	3,263	1,533	1,587	6,969	5,658	3,194	1,196	17,306	788,901	1,016,606	937,438	481,178	3,224,183		
March.....	3,654	5,605	3,727	2,493	1,794	1,918	4,954	6,585	1,716	99	15,479	814,940	1,249,880	344,161	453,342	2,862,323		
April.....	4,811	3,560	3,104	3,639	1,910	1,836	7,342	5,207	749	177	16,115	1,295,863	793,943	363,888	374,464	2,828,158		
May.....	2,614	1,675	2,799	2,815	1,457	1,536	4,734	3,760	707	220	9,904	583,540	373,536	325,639	273,583	1,556,298		
June.....	1,051	1,258	2,621	1,836	808	740	3,328	5,406	436	103	6,766	234,332	280,440	237,146	160,825	912,743		
July.....	712	1,158	2,293	2,368	751	693	4,450	5,500	245	93	6,531	158,797	258,189	218,960	175,324	811,270		
August.....	905	4,668	3,341	2,691	1,718	1,545	2,985	6,430	592	258	11,505	201,816	1,040,898	330,018	242,196	1,815,528		
September...	1,381	3,553	3,150	3,050	1,612	1,490	3,940	6,290	380	158	11,134	307,582	792,364	299,620	269,376	1,669,242		
October.....	2,705	4,638	3,735	3,379	1,900	1,681	8,281	6,785	270	684	14,477	457,468	912,312	315,900	272,524	1,957,904		
November....	4,514	2,300	7,450	4,050	1,878	1,790	8,940	3,110	580	273	18,314	1,250,000	468,800	421,250	1,033,392	3,173,412		
December....	5,108	2,497	6,129	4,544	2,824	2,789	6,328	2,400	655	537	18,078	1,388,964	556,807	525,495	500,024	2,971,220		
Totals.....	35,657	37,842	49,438	36,695	19,772	19,105	5,916	4,875	11,984	5,185	159,632	8,302,100	8,268,826	5,056,606	4,703,010	26,330,542		

No. 14—Continued.

Month.	MILEAGE ON			TONS	MILEAGE OF	STATE TAX ON	RECEIPTS		
	Har. & Lan. R. R.	Columbia Railroad.	Al. Por-tage R. R.	Subject to State tax.	Taxed tonnage.	Regular freights.	For freight proper.	For oyster ex. tolls, and from other sources.	For motive power on Har. & Lan. R. R.
January.....	245,218	662,116	284,908	13,515	2,542,902	\$7,628 70	\$173,364 46	\$969 16	\$909 90
February.....	348,388	770,765	240,472	16,878	3,219,131	9,637 39	213,669 11	770 40	863 35
March	337,290	819,942	275,001	14,937	2,855,935	8,567 80	196,395 41	829 32	1,030 48
April.....	353,622	961,718	278,328	15,289	2,819,594	8,458 78	133,592 31	1,120 93	998 34
May	188,076	518,831	127,387	9,362	1,550,000	4,650 00	76,661 85	1,335 08	627 96
June	104,899	298,377	68,659	6,121	905,703	2,717 12	47,708 44	1,286 09	516 24
July.....	94,026	259,388	63,109	5,678	804,080	2,412 24	43,357 26	1,570 01	518 04
August.....	203,684	561,886	188,079	10,695	1,808,158	5,424 47	97,686 89	3,298 97	665 65
September.....	214,969	593,018	166,517	10,113	1,660,288	4,980 86	93,837 11	19,062 15	684 25
October.....	241,164	685,420	145,237	13,212	1,953,460	5,860 38	98,906 76	4,762 41	814 83
November	378,276	1,082,652	315,176	17,860	3,168,554	9,499 66	123,673 59	10,919 91	768 29
December.....	349,263	1,010,425	275,134	17,510	2,966,144	8,898 43	148,478 68	6,175 61	705 26
Totals.....	3,059,881	8,224,536	2,427,067	151,190	26,251,949	\$78,755 83	\$1,448,261 87	\$52,100 04	\$9,158 69
									\$1 567,520 50

ALFRED L. SMITH, Chief Clerk.

No. 15.—ANNUAL REPORT, 1853.

Statement showing the monthly expenditure in motive power, conducting transportation, maintenance of cars and maintenance of way departments, for year ending December 21, 1853.

Months.	MOTIVE POWER DEPARTMENT.			CONDUCTING TRANSPORTATION DEPARTMENT.						MAINTENANCE OF CARS DEPARTMENT.			MAINTENANCE OF WAY DEPARTMENT.			Grand Totals.
	Eastern Division.	Western Division.	Total.	EASTERN DIVISION.			WESTERN DIVISION.			Eastern Division.	Western Division.	Total.	Eastern Division.	Western Division.	Total.	
				Passenger Depart.	Freight Depart.	Total.	Passenger Depart.	Freight Depart.	Total.							
January.....	\$13,010 02.	\$5,846 09	\$18,856 11	\$13,475 48	\$47,383 67	\$60,859 15	\$9,899 82	\$20,366 10	\$29,765 48	\$7,640 00	\$1,600 15	\$9,240 15	\$3,679 12	\$2,329 24	\$6,008 36	\$124,729 25
February.....	13,579 24	5,806 58	19,385 82	11,916 50	51,503 14	63,419 64	7,124 04	22,682 31	29,806 35	8,191 46	1,119 60	9,310 46	3,954 43	2,286 50	6,240 93	128,163 20
March	16,325 51	6,373 00	22,698 51	30,582 94	65,394 76	95,977 70	12,345 90	19,553 21	31,899 11	8,736 19	1,384 54	10,120 73	4,791 52	2,558 50	7,350 02	168,206 07
April.....	17,072 02	7,769 81	24,841 83	26,796 82	39,546 42	66,343 24	9,629 08	21,255 45	31,084 53	7,241 90	2,942 11	10,184 01	5,886 91	2,297 10	8,184 01	140,637 62
May	17,434 74	7,220 57	24,655 31	20,536 12	29,035 74	49,571 86	10,017 64	19,370 05	29,387 69	8,311 13	2,624 66	10,935 78	5,159 40	2,342 23	7,494 63	121,945 27
June	20,427 42	10,298 23	30,725 65	23,040 99	18,563 63	41,604 62	10,456 76	11,531 37	21,988 13	8,063 21	2,776 68	10,839 89	6,603 77	2,334 35	8,938 12	114,001 41
July.....	14,370 28	6,253 71	20,623 99	28,054 24	72,277 71	100,331 95	11,139 97	23,121 55	34,261 52	6,503 42	1,934 95	8,438 37	4,565 85	2,324 10	6,889 95	170,545 78
August.....	17,656 97	7,141 25	24,798 22	22,235 11	31,049 21	53,284 32	13,522 97	17,906 28	31,429 25	9,334 80	3,340 64	12,675 44	4,204 86	2,372 88	6,577 74	125,564 97
September...	17,410 22	7,615 70	25,025 92	24,610 16	30,351 50	54,961 66	13,010 32	20,962 45	33,972 77	5,995 07	2,761 66	8,756 63	4,693 94	3,178 59	7,772 53	130,489 51
October	18,608 87	7,753 42	26,362 29	27,695 18	31,512 27	59,207 45	14,386 09	17,025 99	31,412 68	5,179 59	2,994 63	8,174 22	4,331 10	2,374 45	6,705 55	131,362 19
November ...	20,910 42	8,090 36	29,000 70	21,772 43	34,022 48	56,794 96	10,763 39	18,506 04	29,359 43	6,236 60	3,673 93	9,910 53	5,697 77	2,484 11	8,181 88	132,247 58
December ...	23,593 85	8,907 16	32,501 01	27,613 62	41,342 56	68,956 18	12,152 78	44,774 70	56,927 48	13,300 16	3,679 97	16,980 13	4,244 82	2,383 52	6,628 64	181,903 44
Totals.....	210,509 56	89,035 88	299,535 44	278,319 64	491,903 09	770,312 73	134,148 86	257,145 56	391,294 42	94,733 53	30,732 81	125,466 34	57,708 49	20,265 87	86,972 30	1,673,681 29

THOS. R. DAVIS, Chief Clerk Transportation Department.

No. 16.—Statement of expenditures for the year 1853.

Heads of accounts.	CONDUCTING TRANSPORTATION.		Maintenance of way.	Motive power.	Maintenance of cars.
	Passengers.	Freight.			
Advertising	\$4,801 99	\$2,542 74			
Tickets and station agents.....	10,471 08	15,176 23			
Car furniture and fixtures.....	2,107 42	84 55			
City railroad tolls.....	379 37	3,430 88			
Clerks	3,075 49	26,827 28	\$430 58		
Cleaning cars.....	2,886 16	48			
Conductors.....	14,327 42	17,125 68			
Columbia Railroad line.....	4,211 88				
Depot and shop rent.....	2,249 98	13,760 87		\$517 80	\$199 97
Fluid for lights.....	2,715 76	2,074 08	63 55	2,129 11	73 00
Foreign agencies.....	6,048 21	22,659 47			
Incidentals.....	8,740 90	17,861 90	561 32	4,560 47	635 40
Loss and damage.....	10,706 41	35,902 02			
Mail expenses.....	29,077 66	39 00			
Office rent and furniture.....	1,810 37	1,043 51			
Oil and tallow.....	1,813 71	6,619 41	712 73	14,214 53	
Repairs to buildings.....	66 60	11 64	110 84	1,057 48	125 25
Stationery and printing.....	4,910 62	6,856 60	183 42	479 78	
State tolls.....	179,774 62	299,266 18			
Superintendence.....	2,858 35	1,688 32	1,386 66	2,116 66	
Teaming.....	4,081 88	12,622 42			
Tolls on Har. and Lan. R.R.....	94,924 62	62,867 89			
Wages foremen, brakemen, and laborers.....	20,441 03	86,738 83	57,873 43	28,567 64	
State tax		76,084 31			
Tolls Balt. and Fus. Railroad.....		37,064 38			
Cross ties and sills.....			637 60		
Rails frogs, and switches.....			2,639 49		
Repairs of bridges.....			1,518 70		
Repairs of telegraph			117 74		
Repairs of turn-tables.....			2,803 84		
Removing snow and ice.....			328 97		
Repairs road crossings.....			835 64		
Renewing cross-ties.....			681 62		
Road and hand cars.....			1,088 13		
Spikes.....			614 12		
Supervisors			1,800 00		
Taxes on real estate.....			3,232 96		
Tools and repairing tools.....			1,806 75		478 45
Watchmen and switchmen.....			8,037 95	12,894 78	
Coal				13,389 14	
Cotton waste.....				3,156 50	
Engineers.....				31,890 58	
Expenses water stations.....				9,747 02	
Fuel for stationary engines.....				1,966 32	
Repairs to locomotives.....				70,151 38	
Repairs to tools and machinery.....				7,433 27	
Wood.....				58,454 38	
Labor preparing wood.....				24,488 23	
Individuals and corporations.....				12,419 77	
Repairs to passenger cars.....					34,396 80
Repairs to freight cars.....					89,557 47
Total.....	\$412,478 50	\$749,128 65	\$86,972 36	\$299,635 44	\$125,466 34

RECAPITULATION.

Conducting transportation—passengers.....	\$412,478 50
Conducting transportation—freight	749,128 65
Maintenance of way.....	86,972 36
Motive power.....	299,635 44
Maintenance of cars.....	125,466 34
Total	\$1,673,681 29

THOS. R. DAVIS, Chief Clerk Trans. Departm't.

No. 17.—ANNUAL REPORT, 1853.—Mileage and Expenses of Engines.

Engines.	Builders.	Placed on road.	Number drivers.	ft.in.	Weight.	Weight on drivers.	Miles run, passenger trains.	Miles run, freight trains.	Total number miles run.	Cost of repairs.	COST PER 100 MILES RUN.			Remarks.
											Repairs.	Fuel.	Oil, tallow, and waste.	
Antelope.....	Seth Wilmarth.....	Oct., 1852.....	4	6	.....	27,186	27,186	\$2,256 52	.....	\$8 33	88 07	\$17 57	In shop, receiving general repairs.	
Atlanta.....	"	Nov., 1852.....	4	6	.....	36,268	36,268	1,566 73	.....	4 30	8 79	1 18	14 27 In shop, receiving general repairs and new dome sheet.	
Allegheny.....	M. W. Baldwin.....	July, 1850.....	4	6	45,275	25,825	2,894	9,622	12,516	9 73	14 65	2 07	26 45 In good order.	
Armstrong.....	"	Dec., 1850.....	5	6	38,675	22,875	1,470	904	2,374	1,610 14	70 00	25 09	3 82	98 91 In good order; tires have been renewed.
Altoona.....	Smith & Perkins.....	Dec., 1852.....	3	8	54,200	41,800	.....	17,865	17,865	609 72	3 43	6 07	1 27	10 77 In good order.
Adams.....	M. W. Baldwin.....	Sept., 1853.....	4	6	.....	.....	.....	1,188	1,188	211 97	17 74	13 98	3 19	34 91 In good order; new.
Bradford.....	"	Jan., 1852.....	4	6	45,900	26,200	3,148	11,404	14,552	603 05	4 16	9 11	1 18	14 45 In the shop, receiving general repairs.
Bedford.....	"	Aug., 1852.....	6	3	64,500	46,100	.....	7,855	7,285	299 86	4 10	6 08	1 76	11 94 Sold to the Commonwealth.
Beaver.....	"	Sept., 1850.....	3	6	43,350	43,350	.....	16,644	15,644	1,108 33	7 10	11 58	1 85	20 63 In good order; has been thoroughly repaired.
Batler.....	"	Jan., 1852.....	4	6	39,675	22,875	20,488	2,706	23,194	1,482 12	6 39	8 70	1 19	16 28 In good order; tires have been renewed.
Blair.....	"	Sept., 1849.....	4	6	.....	.....	.....	264	2,472	374 18	15 59	7 67	1 97	25 23 Rebuilt at Mifflin shop; in good order.
Berks.....	"	Nov., 1852.....	6	3	64,500	46,100	17,343	1,337	17,343	1,268 66	7 33	6 68	2 55	16 56 In good order.
Bucks.....	"	Sept., 1853.....	4	6	.....	.....	.....	4,337	4,337	75 67	1 76	10 78	2 49	17 03 In good order; new.
Bald Eagle.....	Norris & Son.....	Oct., 1853.....	4	6	54,800	33,000	5,184	5,184	66 62	1 28	8 99	1 29	11 56 In good order; new.	
Cambria.....	Norris & Bro.....	Jan., 1850.....	4	6	40,825	25,320	12,886	108	22,994	784 13	3 41	8 71	1 02	13 14 In good order.
Clinton.....	M. W. Baldwin.....	July, 1850.....	4	6	43,275	25,825	19,822	1,872	21,694	1,190 26	5 47	9 05	1 58	16 10 In good order.
Crawford.....	"	Sept., 1850.....	4	6	45,900	26,200	5,904	6,900	12,804	2,295 24	7 30	9 08	1 68	29 17 In good order.
Cleaveland.....	"	June, 1851.....	4	6	45,900	26,200	18,646	6,131	24,777	668 13	2 70	9 08	1 25	13 03 In good order.
Cumberland.....	"	June, 1851.....	4	6	45,900	26,200	11,810	12,242	24,052	952 48	3 96	9 41	1 36	14 73 In good order.
Columbia.....	"	Dec., 1852.....	4	6	45,900	26,200	3,089	14,953	14,953	679 24	4 55	12 63	1 77	18 95 In running order.
Centre.....	"	Sept., 1850.....	4	6	45,900	26,200	828	11,550	14,639	1,135 51	7 55	12 63	1 77	18 95 In running order.
Chester.....	"	Dec., 1850.....	4	6	45,900	26,200	828	17,049	17,877	2,074 65	11 65	11 63	1 90	21 30 In good order.
Carbon.....	"	Oct., 1853.....	4	6	.....	.....	.....	4,012	4,012	84 27	10 32	2 12	14 54 In good order; new.	
Conemaugh.....	"	Oct., 1853.....	4	6	58,500	35,500	11,678	2,620	2,620	167 89	6 45	8 84	2 09	16 88 In good order; new.
Crabtree.....	"	Aug., 1853.....	4	6	54,800	33,000	3,680	1,064	11,842	584 27	4 95	8 94	2 09	16 88 In good order; new.
Clay.....	Norris & Bro.....	Oct., 1849.....	2	5	23,350	14,600	4,050	810	4,390	52 09	1 18	11 65	1 85	14 58 In good order; new.
Cyclops.....	Ross Winans.....	Feb., 1853.....	6	3	64,500	46,100	2,549	6,599	6,599	1,363 11	20 65	7 38	2 00	17 10 In running order; has had new chilled driving wheels.
Dauphin.....	"	Aug., 1852.....	6	3	64,500	46,100	17,962	9,981	9,981	801 65	8 30	7 00	2 00	17 10 In running order.
Delaware.....	"	Oct., 1853.....	4	6	.....	.....	.....	17,962	17,962	959 88	6 36	6 38	2 42	14 16 In shop, having fire-box patched.
							2,520	41 50	1 66	12 02	1 42	15 10	1 42	15 10 In good order; new.

No. 17.—*Mileage and Expenses of Engines—Continued.*

Engines.	Builders.	Placed on road.	Number drivers.	Size of drivers.	Weight.	Weight on drivers.	Miles run, passenger trains.	Miles run, freight trains.	Total number miles run.	Cost of repairs.	Cost per 100 miles run.			Remarks.
											Repairs.	Fuel.	Oil, and waste.	
Erie.....	M. W. Baldwin.....	Oct., 1850.....	4	4 6	44,800	25,400	228	16,700	18,928	\$1,533 21	\$7 90	\$10 88	\$1 43	\$20 23 in good order; new.
Elk.....	".....	Oct., 1850.....	4	4 6	44,800	25,400	98	8,441	8,539	960 95	11 30	21 74	3 53	36 97 in shop, receiving general repairs.
Eagle.....	Seth Wilmarth.....	April, 1853.....	4	5 6	46,400	27,640	24,032	24,032	24,032	790 20	3 17	9 04	1 04	13 23 in shop, receiving new tires.
Fayette.....	M. W. Baldwin.....	Feb., 1852.....	4	4 6	46,400	27,640	134	15,732	15,860	973 33	6 16	12 37	1 73	20 23 in tolerable order; tires need turning off.
Franklin.....	".....	Oct., 1853.....	4	4 6	46,400	27,640	6,808	8,062	14,870	1,165 60	7 88	11 49	1 90	21 27 in good order; thoroughly repaired.
Fulton.....	".....	Nov., 1853.....	4	4 6	30,650	16,750	.....	703	793	28 53	3 69	9 32	1 77	14 73 in good order; new.
Forrest.....	".....	Oct., 1853.....	4	4 6	46,400	27,640	.....	2,126	2,126	82 03	3 90	10 30	2 74	16 94 in good order; new.
Greene.....	".....	Oct., 1853.....	4	4 6	46,400	27,640	601	17,420	18,021	1,738 19	9 05	11 37	1 33	22 33 in running order.
Greensburg.....	Smith & Perkins.....	Nov., 1853.....	6	3 8	55,800	44,600	.....	1,741	1,741	81 42	4 79	6 90	2 57	14 26 in good order; new.
Huntington.....	M. W. Baldwin.....	Nov., 1849.....	4	4 6	45,275	25,825	108	14,698	14,804	1,005 43	6 79	7 51	1 27	15 57 in running order.
Harrisburg.....	".....	Oct., 1849.....	2	4 6	23,900	12,000	.....	80	80	1,241 90	.....	10 96	3 36	14 32 Rebuilt at Altoona shop; sold to Pittsburgh
Hesley.....	".....	Oct., 1851.....	4	4 4	23,900	12,000	1,629	6,939	8,568	441 21	5 19	6 96	1 22	13 37 in running order.
Indiana.....	M. W. Baldwin.....	Nov., 1850.....	2	6 6	44,800	23,300	2,566	8,033	10,599	753 40	7 10	10 25	1 61	18 96 Still running; needs general repairs.
Junietta.....	".....	Nov., 1849.....	4	4 6	45,275	25,825	138	20,048	20,186	929 85	4 60	11 94	1 86	18 40 in shop, receiving new tires and general re-
Jefferson.....	".....	Jan., 1853.....	6	3 8	55,800	44,600	.....	13,870	13,870	698 75	4 34	8 39	2 29	15 03 in good order.
Johnstown.....	Smith & Perkins.....	Dec., 1853.....	6	3 8	55,800	44,600	.....	1,215	1,215	28 78	2 39	6 48	2 36	11 63 in good order.
Kiskiminitas.....	Norris & Son.....	May, 1853.....	4	5 6	56,700	34,300	7,086	1,701	8,787	673 83	7 67	11 55	1 32	20 54 in shop; needs two new flanged tires.
Kittanning.....	".....	May, 1853.....	4	6	58,500	35,400	9,863	1,066	86	1,066 86	10 83	9 79	1 59	22 26 in running order; needs new flues.
Kishacoquillas.....	".....	Sept., 1853.....	4	5 6	54,800	33,000	5,427	6,427	6,427	96 13	1 78	9 04	1 26	12 08 in good order; new.
Lebanon.....	M. W. Baldwin.....	Oct., 1852.....	6	3 6	54,500	46,100	.....	18,876	18,876	1,068 28	5 64	6 32	2 28	14 29 in good order; has been thoroughly repaired.
Lancaster.....	".....	Jan., 1853.....	6	3 6	59,600	48,200	.....	16,362	16,362	871 41	3 50	6 81	1 80	11 11 Running; needs general repairs.
Lancaster.....	".....	Jan., 1853.....	6	3 6	59,600	48,200	546	22,645	22,191	997 37	4 30	12 61	1 72	24 33 in running order.
Lawrence.....	".....	Mar., 1852.....	6	3 6	54,500	46,100	.....	18,117	18,117	1,466 26	8 10	14 51	1 72	24 33 in good order; has been thoroughly repaired.
La Roche.....	Smith & Perkins.....	Dec., 1852.....	6	3 8	54,200	41,800	.....	10,502	10,502	695 44	6 62	5 72	1 34	13 60 in good order.
Mifflin.....	M. W. Baldwin.....	Sept., 1849.....	2	6 6	44,800	23,300	20,562	2,660	23,222	2,697 48	11 62	8 17	1 49	21 28 in running order; rebuilt by M. W. Baldwin.
Mercer.....	".....	Oct., 1852.....	6	3 6	64,500	46,100	.....	21,410	21,410	797 68	3 72	6 91	2 04	11 22 in good order.
Monongahela.....	Norris & Son.....	June, 1853.....	4	5 6	56,700	34,300	4,620	2,268	6,788	603 47	8 87	11 85	1 77	22 49 in shop, having tires turned off.
Northumberland.....	M. W. Baldwin.....	Jan., 1853.....	6	3 6	59,600	48,200	.....	15,362	15,362	1,434 30	9 37	6 90	2 06	18 33 in shop, undergoing general repairs.
Pike.....	".....	April, 1852.....	4	5 6	47,400	28,600	27,060	435	27,495	976 29	3 55	8 05	1 18	12 78 in good order; has been thoroughly repaired.
Penrose.....	".....	Oct., 1849.....	2	4 6	24,225	12,000	.....	6,014	6,014	385 08	6 42	13 74	1 98	21 14 in shop, being rebuilt.

No. 17.—Maintenance and Expenses of Engines—Continued.

Engines.	Builders.	Placed on road.	Number drivers.	Sq. ft.	Weight.	Weight on drivers.	Miles run, passenger trains.	Miles run, freight trains.	Total number miles run.	Cost of repairs.	COST PER 100 MILES RUN.				Remarks.
											Repairs.	Fuel.	Oil, lard, and waste.	Total cost per 100 miles.	
Pluto.....	Ross Winans.....	Jan., 1853	8	3 6	55,800	44,600	.....	13,211	13,211	\$1,631 98	\$12 36	\$6 21	\$1 70	\$20 27	In running order.
Philadelphia.....	Smith & Perkins.....	Sept., 1853	8	3 8	55,800	44,600	129	6,240	6,240	298 37	4 73	7 74	2 13	14 60	In good order; new.
Pittsburgh.....	".....	Oct., 1853	6	3 8	55,800	44,600	.....	3,166	3,166	124 48	4 01	10 01	2 99	17 91	In good order; new.
Queamoning.....	Norris & Son.....	Oct., 1853	4	5	38,675	32,875	2,997	1,716	2,997	60 57	2 01	19 48	2 92	24 11	In good order; new.
Suequehanna.....	St. W. Baldwin.....	Feb., 1852	4	5	38,675	32,875	22,632	1,716	24,318	930 61	3 83	8 33	1 49	13 65	In running order; will soon need new tires.
Sonnet.....	".....	Jan., 1853	4	5	47,400	28,600	22,632	2,070	24,702	2,228 44	9 02	9 27	1 34	19 63	In running order; has had new flues and flue sheet.
Schuykill.....	Norris & Son.....	Jan., 1853	6	3 6	59,600	48,200	3,646	5,737	5,737	603 64	10 69	22 35	3 56	36 50	In good order.
Sewickley.....	".....	July, 1853	4	5	54,800	33,000	.....	1,782	5,428	266 24	4 93	14 94	1 86	21 73	In good order.
Tuscarora.....	Ross Winans.....	May, 1853	8	3 6	58,500	35,500	6,888	5,366	7,424	864 79	11 65	10 65	1 85	24 05	In running order.
Thor.....	St. W. Baldwin.....	Sept., 1853	4	5 6	47,400	28,600	12,046	12,134	12,134	534 88	4 42	8 34	2 59	15 35	In good order.
True American.....	".....	Oct., 1850	4	5 6	47,400	28,600	22,311	104	12,110	205 03	5 24	8 66	1 34	15 24	In good order; new.
Union.....	Ross Winans.....	Oct., 1850	4	5 6	45,900	28,200	836	262	22,573	1,165 43	5 24	8 66	1 34	15 24	In good order; has been thoroughly repaired.
Venango.....	".....	Feb., 1853	8	3 6	45,900	28,200	.....	16,872	17,708	1,072 15	6 06	11 30	1 21	18 57	In running order.
Washington.....	Ross Winans.....	Oct., 1849	8	3 6	31,675	34,675	.....	13,975	13,975	961 96	6 92	7 89	2 45	17 26	In shop, receiving new crown sheet.
Wetmoreland.....	M. W. Baldwin.....	Sept., 1850	8	3 6	50,975	50,975	.....	9,555	9,555	991 38	10 43	12 43	1 88	24 74	In shop; need new tires.
York.....	".....	Nov., 1850	4	5 6	38,675	22,875	12,549	4,163	4,163	1,446 47	35 28	18 44	3 37	57 05	In shop, receiving a general overhauling.
York.....	".....	Jan., 1853	4	5 6	38,675	22,875	.....	1,309	13,858	1,844 67	13 80	8 29	1 26	23 45	In good order; has had new tires.
Youghiogheny.....	Norris & Son.....	June, 1853	4	5 6	56,700	34,300	4,203	4,466	4,466	1,486 35	31 78	13 70	1 79	49 27	Has been remodeled

Number of miles run with passenger trains..... 441,589
 Number of miles run with freight trains..... 553,764
 Total number of miles run..... \$70,151 38
 Total cost of repairs..... 7 05
 Average cost of repairs per 100 miles run.....

WM. M. McCLURE,
 Chief Clerk Motive Power Department.