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TENTH
ANNUAL REPORT

OF

The Directors

OF THE

Pennsylvania Railroad Co.

TO THE

STOCKHOLDERS,

February 2, 1857.



PHILADELPHIA:

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DIRECTORS, 1857-1858.

By the Stockholders.

J. EDGAR THOMSON,	WM. R. THOMPSON,
C. E. SPANGLER,	JOHN FARNUM,
GEORGE W. CARPENTER,	JOSIAH BACON,
WASHINGTON BUTCHER,	THOMAS MELLON.

By the City of Philadelphia.

JOHN ROBBINS, JR.,	JOHN G. BRENNER,
SAMUEL MEGARGEE.	

By the Commissioners of Allegheny County.

THOMAS SCOTT,	WM. M. LYON.
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By the Board.

WILLIAM B. FOSTER, JR.

President,

J. EDGAR THOMSON.

Vice-President,

WM. B. FOSTER, JR.

Treasurer,

THOMAS T. FIRTH.

Secretary,

EDMUND SMITH.

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ANNUAL MEETING

Philadelphia, February 2, 1857.

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held at 10 o'clock, A. M., at the Sansom Street Hall.

On motion of Mr. George W. Carpenter, the Hon. Richard Vaux, Mayor of the City, was called to the chair, and Edmund Smith was appointed Secretary.

The Secretary read the Annual Report of the Board of Directors for the year 1856.

After the reading of the Report, Mr. Elkin asked for information concerning the purchase of \$100,000 of the bonds of the North Pennsylvania Railroad Company, referred to in the Report.

Mr. G. W. Carpenter explained that the Board considered the investment a safe and proper one, under the circumstances.

Mr. Charles Wood offered the following resolution :

Resolved, That the Report of the Board of Directors, as just read, be, and is, hereby accepted by this meeting, and that the same be referred to the incoming Board for publication.

Mr. John M. Read inquired if any resolution had been prepared relative to the recent Act of Assembly, providing for the construction of a railroad from the Philadelphia and Columbia Railroad to the Delaware River.

The Secretary stated that the Act referred to would be read.

A motion to amend the resolution by striking out the words "referred to the incoming Board for publication," and inserting in lieu thereof "published for the information of the stockholders," was made; and the resolution was then adopted, as follows :

Resolved, That the Report of the Board of Directors, as just read, be, and is, hereby accepted by this meeting, and that the same be published for the information of the stockholders.

A Further Supplement to an Act incorporating the Pennsylvania Railroad Company, approved April 13, 1846, which Supplement was approved April 18, 1856, providing for the construction of a railroad from the Philadelphia and Columbia Railroad to the Delaware River, was then read by the Secretary.

The following resolution was offered by Mr. James Magee :

Resolved, That the Act of Assembly, approved April 18, 1856, be, and is, hereby approved and accepted by the stockholders.

Mr. John M. Read stated that the Act required that it should be submitted for acceptance to the stockholders at a general meeting, to be called for that purpose, and as no notice had been given it could not be considered.

After some discussion, the resolution offered by Mr. Magee was withdrawn.

An Act of Assembly, approved April 22, 1856, relating to real estate held by or for the Pennsylvania Railroad Company, was then read by the Secretary, and, on motion of Mr. John M. Read, it was

Resolved, That the stockholders do hereby approve and accept of the Act of Assembly, approved April 22, 1856, relating to real estate held by or for the Pennsylvania Railroad Company, and that

notice of this acceptance be given to the Governor of this Commonwealth.

Mr. James Magee offered the following resolution :

Resolved, That when this meeting adjourns, it adjourns to meet on the first Monday in April next, at 10 o'clock A. M., at this place, to consider the Act of Assembly, approved April 18, 1856, supplemental to the Charter of the Company, authorizing the construction of a railroad from the Philadelphia and Columbia Railroad to the Delaware River.

Mr. H. M. Phillips offered the following amendment :

To strike out all after the word *Resolved*, and insert, "That the Board of Directors of the Pennsylvania Railroad Company be, and they are, hereby requested to call a general meeting of the stockholders on the first Monday in April next, at 10 o'clock, A. M., at this place, to consider the Act of Assembly, approved April 18, 1856, supplemental to the Charter of the Company, authorizing the construction of a railroad from the Philadelphia and Columbia Railroad to the Delaware River."

Pending the consideration of the amendment, Mr. Elkin moved "That this meeting does now adjourn."

And the question being taken on the motion for adjournment, it was lost.

The amendment offered by Mr. H. M. Phillips, after some discussion upon legal questions, was then adopted by the following vote—yeas 42, nays 14.

Mr. Elkin suggested that a list of the stockholders be prepared for reference at that meeting, so that the stockholders could see what interests were represented.

Mr. Thomas Biddle suggested that the difficulty in regard to an adjourned meeting of the stockholders, and a general meeting to be called by the Directors, would be obviated if this meeting should adjourn to meet at the same time and place.

And on motion of Mr. William Neal, the following resolution was adopted :

Resolved, That when this meeting adjourns, it adjourns to meet on the first Monday in April next, at 10 o'clock, A. M., at this place.

Then adjourned.

RICHARD VAUX,

Chairman.

EDMUND SMITH,

Secretary.

TENTH ANNUAL REPORT.

Office of the Pennsylvania Railroad Company,

Philadelphia, January 31, 1857.

To the Stockholders of the

Pennsylvania Railroad Company.

In conformity with the requirements of the Charter of the Company, the Board of Directors submit for your information their Report for the year 1856.

The work upon the second track has been continued during the year, and fourteen miles of the same laid down, making the whole amount of second track completed at the close of the year one hundred and fifty miles, besides about twenty miles of sidings or third track.

The Company has on hand iron rails sufficient for twelve miles, which will be placed on the second track during the year 1857.

It will require, to complete a double line for the whole road, and erect the additional station-houses on the line of our road, the further sum of \$1,000,000.

The facilities of the Company for the transaction of a large freight business have been increased during the past season by the addition of extensive sidings, and the erection of permanent warehouses at Lancaster, Newport, Perrysville, Altoona, Greensburg, and Indiana. Additional warehouse room is urgently required to meet the demands of the increasing business at Johnstown, and at some other points on the line of the road.

A general passenger station for the accommodation of our own road, and the Western Railroads centering at Pittsburgh, is much needed at that city. Ample grounds have been purchased by this Company for the purpose, but the erection of a commodious station-house has been postponed, awaiting the result of efforts now being made by the Companies west of Pittsburgh to extend their lines into the city.

The branch road from Blairsville to Indiana was opened for use early in the year. Its length is sixteen and one-quarter miles, making the entire length, from the point of intersection with the Main Line to the borough of Indiana, nineteen miles. This extension (from Blairsville to Indiana) cost \$310,000—exceeding materially the estimates of the Engineer; but it is believed that the additional business it will be the means of attracting to the Main Road, will compensate for the outlay.

The equipment of the road has been adequate to the transportation of all the freight and passengers offered at the most busy and pressing period of the past year. That of the freight department is deemed sufficient to meet the demands of any general business that the existing restrictions imposed by State legislation will permit the Company to transact with profit. The Board take this occasion to remark that, unless the tonnage passing over the Pennsylvania Railroad is placed upon the same footing as that of other roads in the Commonwealth, this improvement (in consequence of the increased facilities recently opened by rival lines) will fail to influence the course of trade to the extent which its friends and projectors anticipated. Nearly one-half of the stock of the Company is owned by the City of Philadelphia and the County of Allegheny, and it is to the citizens of these communities that we especially address ourselves as those most deeply interested—not so much as shareholders, as individuals connected with the general business and prosperity

of these respective municipalities. The "toll or duty on tonnage," at least so far as it is applicable to the products of other States, appears to be in *words* and in *spirit* directly in violation of the Constitution of the United States; but the question can only be brought to a test before the proper tribunal through other instrumentalities than those of this Company, whose net profits the imposition of this duty does not so materially affect, as it essentially restricts the amount of the tonnage brought to Pittsburgh and Philadelphia.

Since the repeal of the tonnage duty on coal, the transportation of the bituminous variety, which abounds along the line of our road, has become an important branch of the Company's business. In consequence of the distance of the mines from the seaboard, the charges for freight must necessarily be light, to permit its introduction to market in competition with that brought from the mines of Maryland and Virginia, from whence most of this description of coal, consumed in Philadelphia, has heretofore been obtained. The rate charged for its transportation is deemed profitable only in connection with other business, and with a view of keeping the rolling stock of the Company fully employed, during that portion of the year when there is a scarcity of freight of other descriptions. After the superior quality of the coal of the region traversed by our road shall have been fully established, it is believed it will command a price in the market such as to afford more remunerative rates of freight. To increase the business, however, it is essential that greater facilities should be furnished for its shipment and distribution at Philadelphia.

With a view to this object, as well as the more important one of reducing the cost of placing western produce on ship-board to its minimum, an Act of Assembly was procured, at the session of 1856, authorizing this Company to extend the Philadelphia and Columbia Railroad to the Delaware River. This law will be sub-

mitted to you for acceptance, and your sanction is asked to the commencement of the work which it authorizes. Surveys have been made of several lines for this road, all of which pass by the the new gas works of the city. The cost of the work, exclusive of warehouses and wharves, is estimated at \$350,000.

It is admitted that the expenditure for this work, together with that incurred by the Company in constructing extensive sidings for the accommodation of their business at West Philadelphia (not exacted from any other transporter on the Philadelphia and Columbia Railroad,) should properly have been done at the cost of the Commonwealth. The present policy of the State, however, seems adverse to a further extension of her public works, and it therefore remains for us to fill up the gap between the Columbia Railroad and the Delaware River, or forego one of the most important objects for which the Pennsylvania Railroad was constructed, the concentration of that portion of the produce trade of the West, due to her position, at Philadelphia. This object can only be accomplished by a reduction of the cost of delivering produce on shipboard to its minimum, and to effect this it is essential that all the expenses between the cars and the vessels to convey it to the ports of our own country or to those of Europe, should be removed, and all State duties required of this Company, not imposed upon rival lines of our own or other States, should be repealed.

Ships are not sent to Philadelphia for produce, in consequence of the inconsiderable amount of it at this time received from the West, and what is received is chiefly sent forward to New York, for sale or shipment. Remove these shackles from trade, and a new era will open upon the Port of Philadelphia. This desirable object can only be accomplished by the co-operation of the authorities of the State with the citizens of Philadelphia and the stockholders of this Company.

The rolling stock upon the Pennsylvania Railroad consisted, at the close of the year, of

133 freight and passenger locomotives, an increase of 15 over the number reported last year.

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

22 narrow passenger cars, adapted to the Columbia Railroad.

The change in the space between the two tracks on this road will, after this year, admit of the use of wide cars.

29 emigrant cars.

18 baggage cars, with mail apartments.

8 " without "

188 eight-wheel stock cars.

1245 " house cars, for general merchandise and produce.

109 four-wheel house cars, for general merchandise and produce.

227 eight-wheel lumber, iron, and wood trucks.

92 four-wheel coal cars.

Some additional rolling stock may be required for the accommodation of the coal trade, but in other respects our outfit is deemed sufficient to meet future demands upon it.

It will be seen from the statement of the Treasurer, annexed to this report, that

there has been received in payment from shareholders in the capital stock of the Company, up to January 1, 1857,	-	-	-	\$12,646,625	00
And from loans,	-	-	-	-	8,516,841 46
Balance of interest and dividend due to stockholders, and					
State tax on coupons unpaid,	-	-	-	-	65,297 74
Profits, after payment of dividends Nos. 1 and 2					
to stockholders, from the 1st of November,					
1855, to December 31, 1856,	-	-		\$387,387	85
Surplus profits, December 31, 1856,	-	-		361,552	76
					748,940 61
					<u>\$21,977,704 81</u>

Which has been expended as follows:

Graduation and masonry, including the superstructure of bridges, single track,	-	\$7,224,792	82
Superstructure, including iron rails, chairs, cross ties, ballast, stationery, printing, and incidentals,	-	2,771,571	36
Engineering, including rod, chain and axemen, instruments, and office furniture,	-	424,725	17
Land damages, fencing, and real estate on line of road	-	503,480	74
Total cost of single track,		10,924,570	09
Real estate, Philadelphia,	-	\$733,472	28
Less amount of mortgages and ground rents,	-	337,361	11
Leaving paid,	-	\$396,111	17
Paid on real estate, Pittsburgh,		406,000	00
		802,111	17
Graduation and superstructure of second track,	-	\$3,646,745	95
Less profits of road after payment of interest to stockholders, up to November 1, 1855, which is credited, according to the terms of the charter, to cost of construction,	-	589,112	79
		3,057,633	16
Amount carried forward,	-	\$14,784,314	42

Amount brought forward,	-	-	-	\$14,784,314 42
Machine shops, engine houses, and shop machinery,	-	\$722,134 42		
Repair shops, machinery, &c., at West Philadelphia,	-	60,032 79		
Station and warehouses,	-	868,054 13		
Foremen's houses,	-	86,738 34		
Water stations,	-	104,626 01		
Locomotives,	-	1,222,529 20		
Freight cars,	-	944,941 69		
Passenger cars, including cost of two thirds of Columbia Railroad line,	-	176,418 23		
Road and hand cars,	-	33,930 01		
			4,219,404 82	
Telegraph line,	-		45,198 03	
Subscriptions to Western Rail- roads and stock dividends from same,	-		1,619,850 00	
Bonds of municipal and other corporations,	-	17,452 50		
Bills and notes receivable,	-	666,049 89		
Balance in hands of Treasurer and agents,	-	625,435 15		
			1,308,937 54	
				<u>\$21,977,704 81</u>

The earnings of the company from all sources, during the year, as reported by the Superintendent, were	-	-	-	\$4,720,193 71
From which deduct tolls paid for use of other roads, as follows:				
Philadelphia and Columbia (State) Railroad,	-	\$444,655 80		
Harrisburg and Lancaster Railroad,	-	234,182 69		
Northern Central Railroad (freight),	-	51,889 12		
Philadelphia City Railroad,	-	8,269 29		
			738,996 90	
Leaving business of the Pennsylvania Railroad,	-	-	-	<u>\$3,981,196 81</u>

The receipts from the business of the road, as will appear from the statement of the Treasurer, were	- - - - -	\$4,724,603 78
From which deduct transportation expenses, State tolls, Harrisburg and Lancaster Railroad tolls, Northern Central Railroad tolls, insurance, office expenses, and rents,	- \$2,992,467 17	
Deduct, also, interest upon loans and dividends, Nos. 1 and 2, taxes, &c.,	- - - - - 1,344,748 76	
		<u>4,337,215 93</u>
Leaves a surplus for the year of,	- - - - -	<u>\$387,387 '85</u>

To exhibit the true condition of the year's business, however, there should be deducted from the last mentioned sum, say \$110,000, to meet depreciation of iron, cross ties, and bridges, which amount it is estimated (taking the average of a series of years) would be required to meet this depreciation.

The surplus profits on the 31st of December, 1855, according to the Treasurer's statement, amounted to \$949,853.55, from which should be deducted the sum of \$165,000, required to meet the payment of coupons and taxes due and payable the next day, leaving \$784,853.55 as the actual profits at the end of the year 1855.

The net earnings of the road during the months of November and December, 1855, are estimated at \$195,740.76; deducting this sum from the above \$784,853.55, there is left a surplus on the first of November, 1855 (from which period the Company ceased to pay interest) of \$589,112.79. This amount the Board has directed the Treasurer to place to the credit of cost of construction, in accordance with the terms of the Charter of the Company.

The whole surplus profits at the close of the year 1856, would then be \$748,940.61, from which, however, should be deducted the sum of \$165,000, required to meet the payment of coupons and taxes due on the first day of this year, leaving \$583,940.61 as the

actual surplus on the first day of January, 1857. This amount has been carried to the credit of a "contingent fund," and sixty-five thousand dollars of that fund have been invested in the purchase of \$100,000 of the first mortgage bonds of the North Pennsylvania Railroad Company,—bonds which the Board consider a safe investment.

The cost of working the road (with perhaps the exception of the items of iron rails, cross-ties, and bridges), attained its maximum, in proportion to the tonnage transported, during the year 1856, attributable mainly to the severity of the last Winter. The renewal of car wheels, the destruction of cars caused by broken rails, and the damage to locomotives from the low temperature that continued for so long a portion of this period, caused these items of expenditure to reach a point equal to or beyond that which may reasonably be expected hereafter.

The iron rails obtained from the Safe Harbor and from the Morton works, have not equalled our expectations; the quality being much inferior, both in strength and durability, to those made at Phoenixville, where the rails laid on the entire Eastern Division of the road were manufactured.

The tables appended to the report of the Superintendent exhibit the earnings and expenses of the road in detail. It will be seen by reference to these, that the whole number of passengers conveyed during the year, between Harrisburg and Pittsburgh, is equivalent to 148,653 passing over the entire length of the road, showing an increase, as compared with the year 1855, of 1,173, which increase is altogether due to the local business.

On the Harrisburg and Lancaster Railroad (operated by this Company) the equivalent through passengers between Harrisburg and Dillerville, adding in the number carried over the Columbia

branch of that road, an equivalent distance, was 145,847, or 2,806 less than the equivalent through passengers over the Pennsylvania Railroad, notwithstanding the fertile and populous region through which that road passes. The same comparative result has obtained ever since the completion of the entire line of the Pennsylvania Railroad, demonstrating the great value of our local passenger business.

The through travel has not increased during the past year, owing to the greater comparative facilities enjoyed by our rivals through their Western connections; those of this Company remaining nearly in the same condition that they were in the preceding year, while on the North and on the South of us important additions and improvements have been effected.

The necessity of employing omnibuses for the conveyance of passengers between our Western terminus at Pittsburgh and the depot of the Pittsburgh, Fort Wayne, and Chicago Railroad Company, on the western side of the Allegheny River, has been a serious drawback upon the popularity of our road as a through line. To obviate this, our Company at an early period subscribed to the stock of the Ohio and Pennsylvania Railroad Company, an amount deemed sufficient for the construction of a bridge over the Allegheny River. This work, after considerable delay, has been completed, but owing to adverse local influences, the approaches to the bridge have only recently been commenced, and in consequence, this Company and the travelling public, as well as the cities of Pittsburgh and Allegheny, are the sufferers. It is much to be regretted, that the objections of a few interested individuals should so long have prevailed to prevent the connection of these two important public improvements. Notwithstanding the delays and obstacles which have been encountered, and from which both Companies have suffered so much inconvenience, it is believed that this connection will be perfected during the ensuing Spring.

Another inconvenience to the traveller upon this route, which will also soon be overcome, arises from the frequent change of passenger cars between Philadelphia and Pittsburgh, rendered necessary by the narrow space allowed originally between the first and second tracks of the Philadelphia and Columbia (State) Railroad. This space was but four and a-half feet, which does not afford sufficient room for the wider cars used on modern railroads, to pass each other.

In relaying the State Railroad, now nearly completed, the space between the tracks has been made to correspond with that of the Pennsylvania Railroad. As soon as this is accomplished, the inconvenience of a change of cars between this City and Pittsburgh, will be obviated.

As a Cincinnati line, the present route via Crestline, has objections, both on account of its length, and its connection with roads whose owners consider our interests and accommodation as secondary to those of our northern competitors. This difficulty will be overcome when the road via Steubenville is completed, and partially so, as soon as sufficient rolling stock shall have been placed on the line by the way of the valley of the Ohio River, from Pittsburgh to that point; which latter route is 34 miles shorter than by way of Crestline.

The statement of emigrant passengers shows a small increase in number over the preceding year, but the lower rates obtained, chiefly owing to the increased charges on the Camden and Amboy Railroad, has caused a decrease in the aggregate of receipts from this source. This branch of the Company's business affords but little profit, and its continuance is only valuable in reference to its influence upon the general traffic of the Company, and the character of the route, which requires that all facilities granted by other roads between the east and the west, should be attainable upon ours.

The earnings from freight during the year 1856, were \$3,244,291.57, being an increase over the year 1855, of \$438,985.62. The through tonnage amounted to 165,163 tons, and the local tonnage (including the coal,) to 288,829 tons, being an increase of 95,790 tons on the local, and a decrease of 6,809 tons on the through tonnage. The aggregate tonnage for the year was 454,092 tons, in which is included 190,344 tons of gas and other coals. During the first six months of the year (the greater portion of which time the Ohio river was navigable) the increase of through freights over the same period in 1855, was 43,743 tons, and the decrease in the last half of the year, as compared with the same period in the previous year, was 50,552 tons.

This falling off in the through tonnage in the latter half of 1856, is chiefly owing to the low stage of water in the Ohio River, to compensate for which, the existing condition of our western railroad connections affords no adequate relief.

Another obstacle in the way of increasing the through freight, already referred to, is the policy pursued by the State, in imposing a duty of one dollar per gross ton, thus driving the produce of the west, by other routes, to the seaboard, by depriving this Company of the ability to reduce rates, so as to draw the tonnage through Pennsylvania. To this discrimination against the Pennsylvania route between the east and west, may also be added the extra expenses resulting from the use of the Philadelphia and Columbia Railroad as part of the through line.

With the aid afforded by the cheaper transportation upon the Ohio River when it is navigable, these discriminations against us can be overcome, but when that navigation fails, Philadelphia cannot expect to maintain a produce trade of any magnitude, but must submit to a diversion of her legitimate business to other seaboard cities,

where the State authorities evince a more liberal spirit towards their commercial metropolis.

The condition of most of the western railroads in which this Company became interested as a shareholder, for the purpose of attracting traffic to its line, have undergone material changes since your last annual meeting.

The Ohio and Pennsylvania, Ohio and Indiana, and Fort Wayne and Chicago Railroad Companies, by authority from the Legislatures of the several States traversed by these works, have been consolidated into one company, under the name of the Pittsburgh, Fort Wayne, and Chicago Railroad Company. The whole length of this line, when completed, will be 467 miles; it is now in operation to Plymouth, in Indiana, 383 miles west of Pittsburgh, and 84 miles east of Chicago. From Plymouth a cross road connects it with the Southern Michigan Railroad at Laporte, thus forming, in connection with the latter company—which has manifested a liberal spirit in the promotion of this object—a continuous road from Pittsburgh to Chicago.

This arrangement, however, is subject to the disadvantage of a break of gauge at Plymouth, some increase of distance, and high tolls on the road between Plymouth and Laporte.

These inconveniences are sufficient to materially cripple its efficiency as a through line, and have determined the Board to press the immediate completion of the whole road. Its graduation has therefore been placed under contract, and arrangements are in progress that will ensure the completion of the whole line during the Spring of 1858.

In connection with the Wabash Valley Railroad, which crosses this line at Fort Wayne, the Pittsburgh, Fort Wayne, and Chicago Railroad forms, at present, a favorable route to St. Louis, and with

the aid of the Ohio and Mississippi Road, soon to be opened, will prevent the recurrence of a detention of merchandise at Indianapolis, similar to that which occurred during the past Summer and Autumn.

This Company holds \$769,850 of the stock of the consolidated company, which we have no doubt will be found, both directly and indirectly, a profitable investment.

The interest held by this Company in the Springfield, Mount Vernon, and Pittsburgh Railroad Company, has been transferred to the Steubenville and Indiana Railroad Company, by an exchange of stocks, as a condition for a release of its obligations to maintain the Pennsylvania gauge.

The Steubenville and Indiana Railroad, when connected with our line by the completion of the Pittsburgh and Steubenville Railroad, will become one of the most important lines of the west. It is not only the shortest route to Cincinnati and the central region of the west, from Philadelphia and New York ; but it has secured this advantage by a line of moderate gradients, the maximum being but 39 feet per mile.

The bed of the road has been prepared with more than the usual regard to permanency observed in the construction of Western railroads.

The failure to complete the Pittsburgh and Steubenville Railroad within the period originally anticipated, has greatly embarrassed this Company, leaving it in an isolated position, dependent wholly upon its local resources for business, and without an outlet for their development. The line recently opened along the Valley of the Ohio River, from Pittsburgh to Steubenville, will overcome this difficulty in a great measure, and enable us to derive some advantages from this work, in which the merchants of Philadelphia have manifested so much interest.

The Marietta and Cincinnati Railroad Company has nearly completed its line to Marietta. The means furnished by this Company and the City of Wheeling, for the extension of this road from Marietta to Wheeling, were absorbed in the payment of the debts of that Company to preserve its vitality, instead of being applied to its legitimate object. This, it is stated, became necessary, in consequence of the under estimates of their engineer for the work under contract at the time of our subscription, which rendered it necessary to use the means supplied for another object, to continue the work west of Marietta, under the expectation that the completion of this portion of the line would give them strength to carry out their original design. How far these expectations may be met, time only can develop.

Efforts have recently been made to consolidate this road with the Hempfield and Chartiers Valley Railroads, thus forming a continuous line under one control, from Pittsburgh to Cincinnati, an object of great importance and value to this Company, which, we trust, may be effected.

In addition to the facilities for transportation at present existing between the terminus of our road at Harrisburg, and the East, an additional line will be opened during the present year, via Reading, which will give increased strength to the position occupied by the Pennsylvania Line.

The contract between the State and Messrs. Bingham and Dock, for the transportation of passengers over the Philadelphia and Columbia Railroad, having expired on the 16th of August last, it was re-let to this Company, in conjunction with the Harrisburg and Lancaster Railroad Company, for the term of five years from that date:—this Company furnishing two-thirds of the stock, the other party the remaining third, and dividing the profits, if any, in like proportion.

While this arrangement may not yield much pecuniary profit to the contractors, the facility and convenience it affords to the traveling public, particularly in conducting the through passenger business, is of considerable importance to the Company.

More ample and secure provisions for the constantly accumulating papers and records of the Company than is afforded by the office now occupied in this City, has for some years been a source of anxiety to the Board; but unwilling to divert any of the funds of the Company to this object, so long as it could be dispensed with, they have deferred the erection of a suitable building for this purpose, until it was thought that further delay would render them justly liable to censure for indiscretion. They have accordingly purchased an eligible site at the corner of Third Street and Willing's Alley, upon which a fire-proof building, with ample fire-proof safes, is in the course of erection. The second and third stories of this building will be devoted to the business of the Company, and the remainder as its interests may hereafter suggest.

The Board refer with much pleasure to the success with which their Superintendent, H. J. Lombaert, Esq., and his assistant officers, have conducted the business of the road during the past year—during which period, no accident, that their vigilance could prevent, has occurred.

By order of the Board.

J. EDGAR THOMSON,

President.

WM. B. FOSTER, JR.,

Vice President.

THE TREASURER REPORTS

Amount received from stockholders, in payment of instalments.....		\$12,646,625 00
Amount received from permanent loans.....	\$6,936,115 95	
Less amount converted into capital stock.....	132,880 00	
		6,803,235 95
Amount received from passengers, freight, mails, and expresses.....		4,724,603 78
Bills payable.....		1,713,605 51
Balance of interest and dividend due to stockholders, and State tax on coupons unpaid.....		65,297 74
Surplus profits to January 1, 1876, after deducting \$589,112 79, credited to cost of construction, by deducting this amount from the cost of the second track, as stated below.....		361,552 76
Surplus profits for year 1856, after payment of dividends Nos. 1 and 2, on stock, &c.....		387,387 85
		\$26,702,308 59
AMOUNT EXPENDED, EASTERN DIVISION.		
Graduation and masonry.....	\$1,957,534 32	
Superstructure of road and bridges, ballast, cross-ties, iron chairs, iron rails, spikes and bolts, sills, stationery, printing, and incidentals.....	1,762,490 72	
Engineer Department, including instruments, &c.....	188,917 24	
Land damages, expenses, real estate, right of way, and fencing.....	393,784 60	
Real estate, Philadelphia.....	389,940 89	
Machine shops, engine houses, repair shops, stations, warehouses, car sheds and water stations.....	935,855 28	
		\$5,627,543 05
WESTERN DIVISION.		
Graduation and masonry.....	\$4,942,953 62	
Superstructure of road and bridges, ballast, cross-ties, iron chairs, iron rails, spikes and bolts, sills, stationery, printing, and incidentals.....	1,331,385 52	
Engineer Department, including instruments, &c.....	235,787 93	
Land damages, expenses, real estate, right of way, and fencing.....	515,696 14	
Machine shops, engine houses, stations, warehouses, car sheds, and water stations.....	614,249 95	
		7,642,074 16
SECOND TRACK.		
Graduation and masonry.....	\$1,448,945 88	
Superstructure of road and bridges, ballast, cross-ties, iron chairs, iron rails, spikes, bolts, and sills.....	2,197,800 07	
		\$3,646,745 95
Less profits of road after payment of interest to stockholders up to November 1, 1855, which is credited, according to the terms of the charter, to the cost of construction.....	589,112 79	
		3,057,633 16
Foremen's, workmen's, and tool houses.....	\$86,738 34	
Telegraph line.....	45 198 63	
Shop machinery.....	204,761 12	
New office building, Philadelphia.....	7,070 28	
		343,767 77
Locomotives.....	\$1,222,529 20	
Freight cars.....	914,941 69	
Passenger cars.....	176,418 23	
Road cars.....	33,950 01	
		2,377,819 13
SUBSCRIPTION TO		
The Marietta and Cincinnati Railroad stock.....	\$650,000 00	
Maysville and Big Sandy Railroad stock.....	100,000 00	
Springfield, Mount Vernon, and Pittsburgh Railroad stock.....	100,000 00	
Ohio and Pennsylvania, and Ohio and Indiana Railroad stock, converted into the stock of the Pittsburgh, Fort Wayne, and Chicago Railroad Company.....	\$600,000 00	
For dividends, &c., paid in stock.....	169,850 00	
		769,850 00
		\$1,619,850 00
Bonds of municipal and other corporations.....		17,452 50
Bills and accounts receivable.....		666,049 89
Transportation expenses, State, and Harrisburg and Lancaster Railroad tolls, interest, insurance, office expenses, and rents.....	\$2,992,467 17	
Dividends on stock, interest on bonds, and State tax on coupons.....	1,844,748 76	
Profits of the road for the year 1856, after payment of dividends on stock, interest on bonds, State tax on coupons, and all other expenses.....	387,387 85	
		4,724,603 78
Gross receipts of road.....		
Balance in hands of agents.....	\$266,316 33	
Balance in hands of treasurer.....	359,118 82	
		625,435 15
		\$26,702,308 59

E. & O. E. Philadelphia, January 1, 1857.

THOMAS T. FIRTH, Treasurer.

REPORT

OF THE

Superintendent of Transportation.

Office of Superintendent of Pennsylvania R. R. Co.

Altoona, January 1, 1857.

To the President and Directors of the
Pennsylvania Railroad Company.

GENTLEMEN:—The Annual Report of the Transportation Department for the year ending December 31, 1856, 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, - - - - -	\$3,244,291 51
From passengers on Pennsylvania Railroad and connecting lines, - - - - -	1,112,396 94
From emigrants, - - - - -	86,529 46
From Adams & Co.'s Express, - - - - -	58,090 00
From United States mails, - - - - -	68,064 99
From rents of workmen's houses, &c., - - - - -	30,291 22
From individuals and corporations, - - - - -	55,451 27
From sundries, - - - - -	65,078 32
Total receipts, - - - - -	\$4,720,193 71

The total expenses are as follows, viz. :

Motive power department, - - - - -	\$646,839 86
Conducting transportation department, including tolls paid Columbia, Portage, Harrisburg, and Lancaster and Northern Central Railroads (amounting to \$730,727.61) and taxes paid the Commonwealth (\$197,298 95), - - - - -	1,625,941 01
Maintenance of way department, - - - - -	324,737 68
Maintenance of cars department, - - - - -	217,049 43
	<u>\$2,814,567 98</u>
Leaving net receipts, - - - - -	\$1,905,625 73

The balance sheet is as follows, viz. :

TRANSPORTATION DEPARTMENT, DR.

To amount of stock on hand January 1, 1856,	-	\$259,235	14
To amount of bills during 1856,	-	2,274,837	91
To amount of pay rolls during 1856,	-	1,415,973	08
To amount of receipts from all sources during 1856,		4,720,193	71
		<u>\$8,670</u>	<u>239 84</u>

TRANSPORTATION DEPARTMENT, CR.

By amount of motive power expenses for 1856,	\$646,839	86
By amount of conducting transportation expenses for 1856,	1,625,941	01
By amount of maintenance of way expenses for 1856,	324,737	68
By amount of maintenance of cars expenses for 1856,	217,049	43
By amount of Columbia Railroad Transportation Company's expenses for 1856,	145,078	07
By amount chargeable to construction and equipment department for 1856,	667,475	79
By amount of receipts from all sources for 1856,	4,720,193	71
By amount of road and shop stock on hand, January 1, 1857,	322,924	29
	<u>\$8,670</u>	<u>239 84</u>

Detailed statements, exhibiting each item of expenses, will be found accompanying, and marked as follows, viz. :

Conducting Transportation, Passenger Department.

Conducting Transportation, Freight Department.

Motive Power Department.

Maintenance of Cars Department.

Maintenance of Way Department.

Construction and Equipment, (in connection with Transportation Department) Eastern and Western Divisions.

A detailed statement, exhibiting each item of receipts, will also be found accompanying, and headed "General Statement," and "Freight and Passenger Receipts," &c., &c.

In addition to these, there will also be found accompanying this report, the following statements, furnished by the General Ticket Agent, viz.:

“Annual Statement of Passenger Receipts from each station on the Pennsylvania Railroad, Harrisburg and Lancaster Railroad, and Columbia Branch Railroad, and Foreign Stations, for 1856.”

“Passengers carried from and to each station on the Pennsylvania Railroad, east and west; also from Foreign Stations.”

“Passenger Mileage.”

From the Chief Clerk of the Freight Department,—

“Statement of tonnage ‘from,’ and received ‘at,’ each station, for the year, and a statement containing general information from books of freight, of tonnage, mileage, State tax, receipts for freight,” &c., &c.

From the Chief Clerk of the Motive Power Department,—

“Statement of Mileage and Expenses of Engines.”

The general plan of the statistical information presented with this Report, is the same as that of last year.

‘The Reports of the Assistant Superintendents in charge of the Motive Power and Maintenance of Way Departments, contain not only their own views of the result of our operations, but also the views of the Superintendent, and your attention is invited to them, as embracing much that is of interest, and to enable you more fully to judge of the extent and nature of their operations.

On the Eastern Division, warehouses and wood and water stations have been erected, to almost the extent now required.

On the Western Division, some of our most important stations are deficient in depot accommodations, and a scarcity of water exists that has rendered serious obstructions to the movement of the trains during portions of the past year.

The expenses for maintaining the road, rolling stock, and machinery, have increased; this, in part, is owing to the extreme severity of the past Winter, which proved very destructive to them; and also to the fact, that we are approaching what may be considered the maximum of repairs, when a certain period in the active existence of the road is obtained.

Should the coal trade from the Broad Top, Allegheny, and Pittsburgh coal regions reach the amount now confidently anticipated by the operators in those districts, we may expect an increase of about 200,000 tons from that source during the year 1857, should proper facilities for its transportation be afforded.

The disposition of this amount of coal, with our present facilities for distributing it (if it can be done), must be attended with a much greater expense than the article will bear ; and whilst the operators are seeking to reduce expenses at the mines, and asking for reduction in rates of transportation, the expense of handling must be increased, unless convenient provision is made for its distribution on reaching West Philadelphia.

The same remarks apply to all freight intended for distribution beyond the City of Philadelphia, and every encouragement should be offered it, if we entertain the view that the trade of the City of Philadelphia would be indirectly benefited by every ton of freight which is passed through it, both in return freights to Philadelphia and the return for labor incident to its transmission ; and directly benefited in its own traffic, by the reduced rates of transportation which would be warranted from increased profits, on a business which might thus be largely increased at but a comparatively small increase of capital, the profits on the present traffic being assumed a fair return for the investment.

In conclusion, I deem it a duty to acknowledge the efficiency of the Assistant Superintendents, and the marked energy and zeal in the discharge of duty of all grades of employees in the service of the Company in this department.

All of which is submitted by

Your obedient servant,

H. J. LOMBAERT,

Superintendent.

REPORT

OF THE

First Assistant Superintendent.

Altoona, January 1, 1857.

H. J. LOMBAERT, Esq.,
Superintendent of the Pennsylvania Railroad.

SIR :—Following is a statement of the expenditures of the Maintenance of Way Department of the Eastern Division of the Pennsylvania Railroad, during the year 1856.

Clerks,	-	-	-	-	-	-	\$600 00
Chairs and spikes,	-	-	-	-	-	-	2,513 17
Cross-ties and sills,	-	-	-	-	-	-	15,116 30
Frogs and switches,	-	-	-	-	-	-	5,429 86
Incidentals,	-	-	-	-	-	-	384 62
Iron rails,	-	-	-	-	-	-	532 20
Labor repairing track,	-	-	-	-	-	-	57,635 43
Oil, tallow, and fluid,	-	-	-	-	-	-	1,771 48
Repairs of telegraph,	-	-	-	-	-	-	1,727 48
Repairs of foremen's and tool-houses,	-	-	-	-	-	-	343 01
Repairs of road and hand-cars,	-	-	-	-	-	-	1,294 01
Repairs of workmen's houses,	-	-	-	-	-	-	1,809 80
Repairs of bridges,	-	-	-	-	-	-	6,980 59
Removing snow and ice,	-	-	-	-	-	-	10,453 91
Stationery and printing,	-	-	-	-	-	-	195 44
Superintendents and supervisors,	-	-	-	-	-	-	3,729 50
Taxes on real estate,	-	-	-	-	-	-	3,987 80
Tools and repairs of tools,	-	-	-	-	-	-	3,255 58
Watchmen and switchmen,	-	-	-	-	-	-	33,588 75
							<u>\$151,348 93</u>

The increase of expenditures of the year 1856 over those of 1855, is \$27,827.51 ; and deducting the extraordinary expenditures in repairs of bridges in 1855, would swell the excess of expenditures in 1856 over those of 1855 to \$53,248.79. This excess is chargeable to the following items :

Cross-ties and sills,	-	-	-	-	-	-	\$8,844 69
Labor, repairing track,	-	-	-	-	-	-	16,915 40
Removing snow and ice,	-	-	-	-	-	-	9,233 34
Repairs of bridges,	-	-	-	-	-	-	5,632 69
Chairs and spikes,	-	-	-	-	-	-	1,833 30
Frogs and switches,	-	-	-	-	-	-	1,268 44
Watchmen and switchmen,	-	-	-	-	-	-	7,287 10
Other items,	-	-	-	-	-	-	2,233 93
							<u>\$53,248 79</u>

There have been renewed during the year, 47,221 cross-ties, which is about 20 per cent. of the whole number in single track between Harrisburg and Hollidaysburg ; as large a number will have to be renewed the present year. The ties in the original track have been in use between 7 and 8 years ; they are decaying rapidly, and all of them will have to be renewed within a year or two. The account of labor repairing track, has increased on account of renewing cross-ties, of having 27 miles of double track brought into use, and in clearing away a heavy slide at the Slip rock above Mexico.

On account of the heavy snows last Winter and Spring, the cost of keeping the road open has been heavy, being over \$9,000 more than any previous year.

The heavy expenditures in repairs of bridges account, is for recovering, painting, and for materials used in repairing ; the bridges are all in good order, except the one across Sherman's creek, at Duncannon ; piers have been built at this bridge, and are ready for an iron superstructure, which is being made at Altoona shops, and which will be ready to put up in the Spring.

Chairs and spikes and frogs and switches accounts, have not increased beyond a reasonable supply for renewal.

Watchmen and switchmen account is large, but for the safety of the trains and security of the bridges it is a necessary expenditure, and cannot safely be reduced.

The road has been remarkably free from accidents; during the year there was but one of a serious nature that was chargeable to an employee in the maintenance of way department. There have been but two slides during the year, that were of any consequence, one near Birmingham, the other, a large one, at the Slip rock above Mexico, between Harrisburg and Altoona. There has not been a "run off" at a switch, during the year; the road has been in excellent condition, the employees have been attentive and careful, and deserve credit for their attention to their duties.

The rail, generally, wears well; some have broken and others have given away by mashing down or peeling off. From a careful observation, I have found the rails where they are good, to wear very evenly; the joints remain as perfect as any other part of the rail; a great deal has been said about the rails giving away at the joints, but I am satisfied that where the iron is good, and has been properly manufactured, the joints of the rail retain its perfection nearly as well as any other part of it. I have noticed rails that have been in the track since they were first laid, a period of over 7 years, on embankments and in cuts where the track is hard to keep in surface, and where the ends of the rails are some distance apart, and yet the ends of the rail were as perfect as when first laid. With a road bed well ballasted, sound oak cross-ties, a wrought-iron chair, joints of the rail broken, a good quality of well manufactured iron, and proper attention in keeping the surface of the rail perfect, will insure a regular wear of the iron throughout. In renewing chairs wrought-iron will be used instead of cast-iron; the advantage will be that they make a much better fastening, and have not the objection that there is to cast-iron, in wearing out the base-rail at the joint from abrasion.

There are now laid of second track, from

	Miles.	Feet.
Harrisburg to Susquehanna Bridge, - - - - -	5	867
West end of Susquehanna Bridge, - - - - -		3,394
Cove, - - - - -	1	85
Duncannon, - - - - -		744
Aqueduct, - - - - -	1	452
Bailey's, - - - - -	1	433
Newport, - - - - -	1	68
Millerstown to Lewistown, - - - - -	26	4,725
Anderson's, - - - - -	1	533
McVeytown, - - - - -		4,900
Manayunk, - - - - -		6,857
Newton Hamilton, - - - - -	1	
Mount Union, - - - - -		4,216
Mill Creek, - - - - -		4,960
Huntingdon, - - - - -		2,894
Petersburg, - - - - -		3,997
Barree to Spruce Creek, - - - - -	3	4,303
Birmingham, - - - - -		1,716
Fostoria to Tyrone, - - - - -	1	3,038
Tipton to Altoona, - - - - -	10	1,758
Total, - - - - -	60	2,420

The track from Tipton to Altoona will be ready for use in the course of two or three weeks.

There is now siding room, independent of the main tracks, as follows :

	Feet.
At Harrisburg, - - - - -	11,400
Rockville, - - - - -	500
Duncannon, - - - - -	740
Newport, - - - - -	1,000
Millerstown, - - - - -	1,200
Perryville, - - - - -	889
Mifflin, - - - - -	10,602
Lewistown, - - - - -	1,375
McVeytown, - - - - -	627
Newton Hamilton, - - - - -	476
Mount Union, - - - - -	756
Mapleton, - - - - -	664
Mill Creek, - - - - -	550
Huntingdon, - - - - -	625
Petersburg, - - - - -	1,325
Spruce Creek, - - - - -	1,750
Tyrone, - - - - -	500
Tyrone City, - - - - -	1,173
Tipton, - - - - -	1,325
Fostoria, - - - - -	619
Bell's Mills, - - - - -	785
Altoona warehouse, - - - - -	2,728
	<u>41,609</u>

There has been a scarcity of water at some of the stations, on account of the dryness of the Summer and Fall. A new reservoir has been put up at the mouth of the Juniata, and one at Bixler's Gap, in Lewistown Narrows. A well has been completed at Harrisburg, which affords at the present time about 50,000 gallons per twenty-four hours; the reservoir is not quite completed. A new reservoir has been built at Mifflin to supply the place of the old tub, which has been removed; reservoirs and permanent fixtures have been made at Anderson's and Manayunk, and an additional ram put up at Warrior's Ridge. A station should be erected at Tipton, including a wood-shed.

During the year, a large and substantial warehouse, 110 feet by 40 feet, has been built at Lancaster out of the frame of the car shed at Harrisburg, which was removed for the purpose of erecting the new depot at that place. A warehouse, out of the old one bought from Leech & Co., at Columbia, 150 feet by 25 feet, has been put up at Newport. A brick warehouse has been erected at Perryville, 100 feet by 30 feet, and one 80 feet by 28 feet, of the same material, is being finished at Petersburg. Warehouses are yet required at the following points—at Harrisburg, at Duncannon, at Mill Creek, and at Tipton. As it will be the policy of the Company to make some new arrangements for their machinery and shops at Harrisburg, I recommend that the present engine house at that place be fitted up as a warehouse; the building and the location of it is well suited for the purpose, and the change can be made at a small expense.

The road from Newport to Millerstown has been ballasted, and is now ready for the cross-ties and rails; the graduation for the second track is about completed from a short distance above the ninetieth mile post to Altoona, and the ballasting on the same is nearly completed.

The present state of the road is as follows:

Completed and in use,	-	-	-	-	60 miles, 2,420 feet.
Graded for second track,	-	-	-	-	110 "
Ballasted for second track,	-	-	-	-	89 "
Leaving to be graded,	-	-	-	-	21 "
To be ballasted,	-	-	-	-	42 "
And to be laid with superstructure,	-	-	-	-	71 "

There are now iron bridges at the following places—one over Little Juniata Creek at Duncannon, one over Raccoon Creek near Millerstown, one over Shaver's Creek near Petersburg, one over little Juniata River at Union Furnace, one over the same stream in place of Bridge No. 7, destroyed by fire, one over same stream at Lower Tyrone, and one over same stream at Cold Spring Forge; one is being built to take the place of the wooden superstructure over Sherman's Creek at Duncannon. A bridge of three spans will be required at Bridge No. 10, below Birmingham; the whole length will be 193 feet, the estimated cost of which will be, at 60 dollars per foot, \$11,580; and also one at Ironsville, three spans, whole length 195 feet, cost \$11,700. The necessity of renewing these bridges is their being on six degree curves, and being high above the water; in case they should burn down, the difficulty in erecting temporary bridges in their place would be great.

There are 24,846 cords of wood on hand—nearly a year's consumption. The number of cords burnt during the year is 25,383½.

I will call your attention to the scarcity of water on the Lancaster and Harrisburg Road, particularly between Middletown and Columbia; unless some arrangement is made for a better supply in case of a heavy freighting business on the road, there will be serious trouble in a dry season.

Respectfully,

GEO. R. MOWRY,
First Assistant Superintendent.

REPORT

OF THE

Second Assistant Superintendent.

Altoona, December 31, 1856.

H. J. LOMBAERT, Esq.,

Superintendent Pennsylvania Railroad.

On the 31st of December, 1855, there were 118 locomotive engines on the Pennsylvania Railroad. Since that date there have been added to the stock :

From M. W. Baldwin & Co.,				
1 27-ton " D " freight engine.				
4 25-ton " C " " " "	-	-	-	5
From Ross Winans,				
5 first-class freight engines,	-	-	-	5
From Smith & Perkins,				
3 first-class freight engines,	-	-	-	3
From Richard Norris & Son,				
2 first-class passenger engines,	-	-	-	2
In all,	-	-	-	15

Making a total of 133 locomotives now on the road.

The report of the Chief Clerk of the Motive Power Department, herewith presented, shows in detail the mileage, freight and passengers, the cost of repairs, and the expenses of engines during the past year, as well as their present condition.

It shows that there have been run by engines on the Eastern Division,

347,553 miles with passenger trains.

714,196 miles with freight trains.

Total, 1,061,749 miles.

There have been run by engines on the Western Division,

299,333 miles with passenger trains.

663,088 miles with freight trains.

Total, 962,421 miles.

Total passenger engine mileage, - - - 646,886 miles.

Total freight engine mileage, - - - 1,377,284 "

Total mileage run by engines, - - - 2,024,170 miles.

The greatest mileage with passenger trains on the Eastern Division was made by the engine *Flirt*, - - - 36,334 miles.

The average mileage of passenger engines on the Eastern Division was - - - 18,292 "

The greatest mileage with freight trains on the Eastern Division was made by the engine *Greene*, - - - 24,120 "

The average mileage of freight engines on the Eastern Division was - - - 17,855 "

The greatest mileage with passenger trains on the Western Division was made by the engine *Conemaugh*, - - - 37,630 "

The average mileage of passenger engines on the Western Division was - - - 14,966 miles.

The greatest mileage with freight trains on the Western Division was made by the engine *Aughwick*, - - - 22,088 "

The average mileage of freight engines on the Western Division was - - - 12,280 "

Total average mileage of passenger engines, - - - 16,589 "

Total average mileage of freight engines, - - - 14,652 "

Cost of repairs of engines, Eastern Division, - - - \$87,285 87

Cost of repairs of engines, Western Division, - - - 100,096 70

Total cost repairs of engines, - - - \$187,382 57

Total cost of repairs of engines, 1855, - - - 135,120 85

Increase, - - - \$52,261 72

This large increase in the cost of repairs is due to several causes.

There are more engines to keep in repair.

The cold of last Winter was felt severely by our rolling stock, and the cost of the repairs of engines swelled greatly by the expense of repairing the damages caused by the frost. A large proportion of the passenger engines on both Divisions have had driving

wheel centres renewed during the past year, and the expense of keeping up truck and tender wheels and axles has been very heavy. Where new materials have been used, great care has been taken to procure them of the best quality, and this Winter finds us well prepared for service, not only in the number and good condition of the engines, but also in the quality of their wheels and axles.

There has not been much difficulty from tires breaking, but a large number have been renewed during the year; the worn-out tires have been replaced with new and heavier bars.

The iron fire-boxes of our coal-burning engines have been a very heavy source of expense; the original fire-boxes of some of them have failed, and required renewal with from six to twelve months service, and some made by us from high-priced iron, supposed to be entirely reliable, have failed; and in one instance the entire fire-box required renewal, after less than six months service.

The great difficulty to contend with in iron is the laminating and burning through of the part exposed to the fire. Copper sheets do not laminate, they last two or three times as long as iron. After the fire-box is worn out, the old copper is worth to us, for brass foundry use, more than one-half of the original cost of the sheet, while the iron is worth only the price of scrap. The labor expended upon the removal and renewal of a fire-box is a very heavy part of the expense. Our experience with the Smith & Perkins' engines, which, with copper fire-boxes, have given no trouble in that particular during two years' service, leads me to believe that the use of copper in the part of the engine exposed to the fire, will be true economy for us. We are now putting in several copper fire boxes, and a little more experience will show us which will be the cheapest in the end.

Our engines are generally in excellent condition. The repairs of the fire-boxes of the coal-burners, on all parts of the road, have been very general and thorough. The passenger engines are in thorough repair, most of them having had new driving wheels and tires during the year; two of them have been remodelled, and rebuilt at considerable expense, but are now staunch, durable, and efficient machines.

An increase of 100,000 tons in coal transportation on the Eastern Division, will require six additional engines, and two hundred coal-trucks during the year.

MAINTENANCE OF CARS.

The report of the General Car Inspector shows the number and condition of the cars, freight and passenger, at this date.

PASSENGER CARS.

There are 45 wide passenger cars on the main line of road from Harrisburg to Pittsburgh, one new passenger car having been built.

The passenger cars have suffered greatly from accidents which occurred during the extreme cold weather; 27 of them having been entirely rebuilt and painted at Altoona shop during the year. At present, all are in good order except three, now in the shop for repairs and painting.

There are 22 narrow passenger cars, adapted to the Columbia Railroad; of this number 14 are in good condition for regular service, and 8 are old, and should be rebuilt. During the year two of the narrow cars have been converted into emigrant cars, one has been destroyed by fire on the Columbia Railroad, and one, which was reported as sold to the Broad Top Railroad Company, has been returned to this Company, making a decrease of two in the number of narrow passenger cars. Four of these cars have been rebuilt and painted, and the greater part of them thoroughly repaired and painted, at the Company's shop at West Philadelphia.

There are 18 narrow passenger cars that may be said to be kept for use on the Columbia Railroad; of this number, eight should be rebuilt soon. The number of passenger cars owned by the Columbia Railroad Line, is 19. In the joint business between Philadelphia and Harrisburg, the Pennsylvania Railroad should furnish one-third of the stock, which would make our number 9; this would give 27 first-class passenger cars as the stock in joint use, leaving the Pennsylvania Railroad Company eight cars more than their proportion. It should be decided now, whether, in rebuilding these eight cars, they shall be made into wide cars for Pennsylvania Railroad proper, or whether they shall be disposed of in part to the

Columbia Railroad Line, and the proportion of them which would then remain to the Pennsylvania Railroad proper, be rebuilt as narrow cars.

29 EMIGRANT CARS.

14 cars have been rebuilt at West Philadelphia; 6 cars have been rebuilt at Altoona, and 2 new cars built at West Philadelphia; 1 car has been sold to the Sunbury and Erie Railroad Company; making an increase of one in the number of the emigrant cars. They are all in excellent condition except two, which require to be rebuilt.

BAGGAGE CARS.

18 baggage cars, with mail apartments.

8 " " without " "

Total, 26 eight-wheeled baggage cars.

5 baggage cars have been rebuilt at West Philadelphia.

9 " " " Altoona.

2 new " " built at West Philadelphia.

The baggage cars are all in very good condition, except three.

FREIGHT CARS.

Eight-wheeled house cars,	-	-	1,245	2,490
Four-wheeled " "	-	-	109	109
Eight wheeled stock cars,	-	-	188	376
Eight-wheeled iron trucks,	-	-	178	356
Eight-wheeled wood trucks,	-	-	49	98
Four wheeled coal cars,	-	-	92	92
Total four-wheeled cars,	-	-	-	<u>3,521</u>

Of which there have been added to the stock since last report, 452 four-wheeled cars, viz.:

25 eight-wheeled stock cars, built at Altoona shop, Pennsylvania Railroad.

50 eight-wheeled stock cars, built by Harrisburg car factory.

50 eight-wheeled box cars, built at West Philadelphia shop, Pennsylvania Railroad.

25 eight-wheeled box cars, built at Altoona shop, Pennsylvania Railroad.

50 eight-wheeled iron trucks, built by Kimball & Gorton, Philadelphia.

26 eight wheeled iron trucks, built at West Philadelphia shop, Pennsylvania Railroad.

The condition of the freight cars at this time, will compare very favorably with it at any former period. A large number of new trucks have been placed under the box cars this year. About fifty of the old stock cars have been rebuilt, and changed to double-decked cars for light stock.

Freight cars, to replace others worn out or destroyed, have been built at the Company's shops, as follows :

AT WEST PHILADELPHIA SHOP.

Eight-wheeled house cars,	-	-	-	8	16
Eight-wheeled stock cars,	-	-	-	4	8
Four-wheeled house cars,	-	-	-	4	4
Total four-wheeled cars,	-	-	-		28

AT HARRISBURG SHOP.

Eight-wheeled house cars,	-	-	-	8	16
Eight-wheeled truck cars,	-	-	-	8	16
Eight-wheeled stock cars,	-	-	-	4	8
Four-wheeled house cars,	-	-	-	3	3
Total four-wheeled cars,	-	-	-		43

AT ALTOONA SHOP.

Eight wheeled house cars,	-	-	-	19	38
Eight-wheeled truck cars,	-	-	-	3	6
Four-wheeled house cars,	-	-	-	1	1
Total four-wheeled cars,	-	-	-		45

AT PITTSBURGH SHOP.

Eight-wheeled house cars,	-	-	-	4	8
Four-wheeled house cars,	-	-	-	5	5
Eight-wheeled stock cars,	-	-	-	4	8
Eight-wheeled truck cars,	-	-	-	8	16
Total four-wheeled cars,	-	-	-		37

Total four-wheeled cars built at the company's shops, to replace cars worn out or destroyed, - - - - - 153

COLUMBIA RAILROAD LINE.

The Columbia Railroad Line owns,—

Nineteen narrow passenger cars.

Six emigrant " "

Eight baggage cars.

These cars having been very much run down, have had and still require much work to put them in good order.

Ten passenger, five emigrant, and four baggage cars have been thoroughly repaired and painted, and three new baggage cars built.

There is required an addition of three new emigrant cars for this line, which are being built at the Company's shop at West Philadelphia. All the repairs of these cars are done at West Philadelphia shop.

ENGINE HOUSES AND MACHINE SHOP.

At *Columbia* no change has been made since last report.

At *Dillerville* a large new turn-table is being put in.

HARRISBURG SHOP.

An office, for the accommodation of the shop clerk, has been built here.

The buildings used at this station, as engine house and repair shops, are not commodious enough for the business, and—if they were large enough—are not in such a shape as to allow our daily operations to be carried on either with economy or convenience. It might be well to consider whether the rent paid for these shops, without reckoning the increased expense of the business in consequence of their inconvenient location, would not fully equal the interest of a sum which, if expended on the Company's own property, would give us buildings of our own, much more convenient and much less exposed to danger from loss by fire within or without.

The building now used as engine house and machine shop might readily be altered to a freight warehouse, and is better located for that purpose than any we have the control of at that point.

MIFFLIN SHOP.

A very convenient building, for an office, store-room, and oil-room, has recently been completed here. An additional building, for a smith shop, is much needed, as well as an enlargement of the engine house; the present building has but thirteen available tracks, and is inadequate to our wants.

ALTOONA SHOP.

An addition to the present machine shop, to be used for boiler repairs, is recommended.

The want of engine house room is also felt, the present round house being much crowded. Engines frequently stand out, exposed to the weather.

CONEMAUGH SHOP.

More engine house room, and a small machine shop, are urgently needed here. There should be accommodation for at least twenty engines.

PITTSBURGH SHOP.

More shop-room is needed here; engine and car repairs are now done in the same building. The foundations for the machine shop are in, and the floor joists laid.

It is recommended that the erecting shop, and the square building, be put up during the ensuing Summer—the erecting shop one story, and the square building two stories high. A smith shop is urgently needed; the smith work is crowding us now. Pittsburgh being the terminus of the road, a large amount of freight car repairs is done there, requiring a great deal of smith work.

SNOW PLOWS

Are all in good condition.

CAR SHEDS.

The want of car sheds, to protect our passenger cars, is severely felt. We have no adequate shelter for them at Altoona, Pittsburgh, or Harrisburg. The erection of the passenger station will, in a

measure, remedy the evil at Harrisburg, but we suffer at present much expense and inconvenience from this want at all our stations.

The employees of the Company in this department, are entitled to great credit for the manner in which they have performed their duties during the past year.

Respectfully submitted,

ENOCH LEWIS,

Second Ass't Sup't, Penna. Railroad.

REPORT
OF THE
Fifth Assistant Superintendent.

Altoona, January 1, 1857.

HERMAN J. LOMBAERT, ESQ.,
Superintendent Pennsylvania Railroad.

SIR:—After writing my last report, we experienced a Winter of the greatest severity that has been known in this part of the country for forty years; the constant succession of snow storms, followed by strong drifting winds, rendered it almost impossible, for a time, to keep the road open; our deep cuts on the Mountain Division were drifted to a great depth, and forces were constantly at work trucking the snow out of them, while along the Laurel Hill Gap the snow drifted from off the Conemaugh River (which was frozen over), and covered the road in some places to a depth of about fifteen feet. Snow fences at the top of the deep mountain cut would be a security against drifting, but in Laurel Hill Gap there appears to be no remedy, but incessant labor, night and day, while the drifting continues. During this extremely cold weather the water in the ditches was frozen solid to a level with the ballast, throwing any water which came down the side hills through the ballast, which also froze, rendering the track hard and unyielding; while in this condition, the destruction to the rails and machinery was very great. In order to obviate this difficulty as far as possible, I have increased the number of cross-drains, so as to carry the water, where it comes down in any quantity, immediately across and away from the road; those portions of the road that were supplied with good ballast, and could be perfectly drained, suffered comparatively little.

That part of the Allegheny Mountain tunnel, known as the *high heading*, where the roof was considered doubtful, after the severe freezing of last Winter, gave way, and portions of it fell during the month of March; it was immediately secured, and is now rendered entirely safe by arching; the remainder of the tunnel has undergone a thorough examination, and the roof, where not arched (there being but 700 feet not secured by arching), was found firm and safe.

A small piece of Carr's Tunnel, 70 feet in length (where a shaft had been sunk to determine the kind of material, opening out some fire-clay above the roof of the tunnel, which, as it decomposed, loosened the rocks above), has also been secured by arching; the remainder of this tunnel has a sandstone roof, and is safe.

It having been determined to lay no double track between Irwin's and Greensburg during the past year, the work in widening the embankments at Greensburg for double track was not prosecuted with as much vigor as it would otherwise have been; as these embankments are now secured at the base, and are filled out to their full width, there remains but little work to complete them. Should it be decided to close up the double track between Greensburg and Irwin's this season, these embankments could be prepared for the double track at as early a day as some of the cuts and embankments near Manor Station. The whole could be ready this Summer, if the work is commenced early in the Spring.

The cuts on Brush Creek, which gave us much trouble last Spring from the frequent falls, and were becoming very dangerous, have been placed in the hands of parties for sloping; the lighter of these cuts are now sloped, the heavier ones, on account of their magnitude, will require the whole of the ensuing season for their completion. It will be less expensive to secure two of the cuts by underpinning, and about 500 feet of the *big cut* on Section 18, by arching. When this work is done, this part of the road will be rendered safe, and the services of six or eight watchmen can be dispensed with, besides the removal of material, which has constantly to be taken out, which also fills up the ditches, and keeps the track in bad condition.

The quarter part of the *Slate Ballast* has been removed, and replaced by *Sandstone* or *Limestone Ballast*. Many of the embankments, which were not originally ballasted, were also ballasted last year; one road bed is, therefore, now more thoroughly ballasted than it has ever been.

The laying of double track (with the exception of a short piece, 3,300 feet in length, laid at the Laurel Hill Slackwater) has been confined to between Lockport and Blairsville Intersection, which was not quite completed for the want of iron; there still remains about two miles to lay between these points; the length of double track, will, therefore, not be very much increased over my last report.

Below is a statement of the length of double track laid at different places; also third track sidings, and sidings at outer depot, Pittsburgh, and main track, and sidings on the Blairsville and Indiana Branch:

	Miles.	Feet.
From Pittsburgh to Irwin's, - - -	22	3,840
Second track used as siding at Manor station, -		810
Second track on section 27, - - -		1,300
Second track used as siding at Radebaugh's, -		2,410
Second track used as siding at Greensburg, -		760
From Greensburg to Blairsville Intersection, -	20	5,000
From Blairsville Intersection to Lockport, -	4	792
Second track used as sidings at New Florence, -		3,750
Second track used as sidings at Nineveh, -		3,169
Second track used as sidings at Slackwater, -		3,320
Second track used as sidings at Dornock Point, -		633
Second track used as sidings at Johnstown, -		1,360
From Johnstown to Altoona, - - -	38	2,215
Total double track laid, - - -	89	2,959

	Miles.	Feet.
Siding at Duquesne depot, Pittsburgh, - -		1,858
Siding at passenger station, Pittsburgh, -		616
Metal siding, - - - - -		650
Siding at outer depot, - - - - -	4	1,536
Third track at East Liberty, - - - - -		200
Third track at Wilkinsburgh, - - - - -		1,125
Third track at Brinton's, - - - - -		525
Third track at Wall's, - - - - -		2,400

	Miles.	Feet.
Third track at Stewart's, - - - -		900
Third track at Larimer's - - - -		772
Third track at Irwin's, - - - -		720
Third track on Section 26, - - - -		1,020
Third track at Greensburg, - - - -		1,350
Third track at George's, - - - -		526
Third track at Latrobe, - - - -		760
Third track at St. Clair, - - - -		1,100
Third track and Y at Derry, - - - -	1	1,250
Third track at Hillside, - - - -		1,580
Third track at Blairsville Intersection, - - - -		1,170
Third track at Bolivar, - - - -		200
Third track at Lockport, - - - -		200
Third track at New Florence, - - - -		820
Third track at Johnstown, - - - -		947
Sidings at Conemaugh, - - - -		400
Connection with Portage at Conemaugh, - - - -		825
Third track at Mineral Point, - - - -		400
Third track at Summerhill, - - - -		1,100
Third track at Wilmore, - - - -		900
Third track at Lilly's, - - - -		1,051
Third track at Cresson, - - - -		756
Siding and Y at Gallitzin, - - - -		1,960
Third track, east end Allegheny Tunnel, - - - -		1,400
Third track at Kittanning Point, - - - -		920
Total sidings at Outer Depot, Pittsburgh, and third track,	<u>11</u>	<u>257</u>

BLAIRSVILLE AND INDIANA BRANCH.

	Miles.	Feet.
Main track from Blairsville Intersection to Indiana, - - - -	18	5,259
Y at Blairsville Intersection, - - - -		805
Siding at Blairsville, - - - -		1,700
Mayer's Siding, - - - -		500
Siding at Black Lick, - - - -		670
Siding at Homer, - - - -		640
Sidings at Indiana, - - - -		2,400
Total main track and sidings on Blairsville and Indiana Branch, - - - -	<u>20</u>	<u>1,414</u>

There is still unlaid between Irwin's and Greensburg, 8 miles, 5,250 feet, and Blairsville Intersection and Johnstown, less second track, at stations used as sidings, 18 miles 856 feet.

But one new water station has been erected during the year, that at *Mineral Point*, where a reservoir was built. The season being unusually dry, we sometimes suffered for want of water. There is quite a strong spring in Snodgrass' cut; by piping this about 2,000 feet into a reservoir, it would make (as the spring is stronger) a better station than that at Carr's Tunnel; this water is now pumped by hand into a tank during the dry weather. Water is scarce between Hillside and Lockport; a tank could be filled from some of the springs in the neighborhood of Packsaddle.

Wood-sheds have been built at Irwin's and Hillside, and the water removed from the old tank at Irwin's into the reservoir.

Two weigh scales were erected during the year—one at Altoona, 112 feet in length, and the other at Derry, 108 feet in length. These scales have been tested, and prove satisfactory.

The freight warehouse at Greensburg, one half of which was built in 1854, was completed during the season; the whole length is 150 feet; the large amount of produce that was brought to this place during the last season showed the necessity for its completion.

Freight warehouses are still very much needed at Johnstown, Wilmore, and Cresson's stations; we have built a temporary shed at Johnstown, to enable the agent, for the present, to dispose of a part of the freight, but the rapid growth of the place, and extensive *Iron Works* that are now in successful operation there, demand a good warehouse. Passenger stations are also much needed at Irwin's and Greensburg. The removal of the water station renders the room in the old water station very inconvenient to the present stopping place at Irwin's; at Greensburg the temporary building, which, when put up, was only expected to be occupied for a short time, was built so slightly that it has become very open, and uncomfortable in the winter.

Our *bridges* are in good repair. The trestle work on the Blairsville Branch has been thoroughly repaired and painted, and is now in excellent condition. The decks have been removed from our bridges, so that the watchmen, in passing over them, can see every part, and prevent fire.

A considerable amount of work remains to be done in the neighborhood of Johnstown, preparatory to the laying of a double track ; the iron bridge across Stony Creek, of five spans in length, requires an additional rib, and the long embankment near the station was only made for single track ; it would be very desirable to make this embankment some time before it is used, so as to give it time for settlement.

The Indiana Branch was opened, and has been in successful operation since June 9th. The business, so far, has exceeded the amount anticipated ; a building was erected at Indiana for the joint purpose of freight warehouse and passenger station. This was found not to be sufficiently large, and we have since built a freight warehouse, 32 by 100 feet in dimensions. There are two water stations on this Branch, at Black Lick and Homer, and during the Summer we piped a spring, which held out during the driest weather, to the water station at Blairsville. The water station at Homer fails in the dry weather ; the pipes can be removed to a point about two miles nearer Blairsville, where there is a never-failing spring. The track on this Branch is in very good condition, and is everywhere ballasted with good hard stone.

The cross-ties are pretty generally given out between Johnstown and Pittsburgh ; 10,440 have been used for renewal ; a large number will be required for repairs the present year. The chestnut ties, in all cases, give out first. The *hemlock*, where taken from thrifty timber, appear quite as durable as the white oak ; I have examined some in the track in Laurel Hill Gap, which have been in use for five years, and they are perfectly sound.

One hundred and eighteen thousand one hundred and twenty-six feet of rails have been removed, equal to 59,063 feet of track ; 5½ per cent. of whole track laid, of which 1,434 feet have been broken by broken wheels ; 98,707 feet worn out, and 17,985 feet broken during the cold weather, and from other causes. The cold weather last Winter was more destructive to our iron than all the previous wear had been ; rails were constantly giving out and breaking, and it required the incessant watching of the foremen to keep the track in a safe condition.

The Safe Harbor iron, which, in wearing, had shown a superiority over the Montour, possessed none over it in strength; both were equally brittle, and that now rolled at the Safe Harbor Works is much inferior to any that we have before received. On one foreman's division about one-third of the iron put down in renewal from the Safe Harbor Works, was so badly worn, that it had to be taken out of the track in six months.

The iron manufactured at the Cambria Iron Works, at Johnstown, has given the most satisfactory proof of its strength, and if the manufacturers finish it with a good wearing head of refined iron, it will make, I think, the best American rail that I have seen.

Eight hundred and fifty-seven and one-third tons of old iron have been taken to the Cambria Iron Works for re-rolling.

No foremen's houses have been built during the last year; on some parts of the Mountain Division, through Laurel Hill and Chestnut Ridge, and on Brush Creek (where houses are scarce) I would recommend their erection. Both foremen and men, in some of these places, find great difficulty in getting accommodations.

Twenty thousand and fifty-eight cords of *wood* have been consumed; there is at present on hand 37,251 $\frac{1}{4}$ cords, the greater part of which is east of St. Clair Station; the Pittsburgh end of the road has received more than half its supply from the Mountain Division, for a year past. The opening of the Indiana Branch, where wood is abundant and of good quality, will supply a part of this, instead of the Mountain Division.

In conclusion, it gives me pleasure, once more to bear witness to the faithful manner in which the *Foremen* have performed their duties; the last Winter gave evidence of their faithfulness and devotion to the interests of the work. The Supervisors have performed their duties with great fidelity, and have fully sustained the character which their previous conduct had awarded them

Below is a tabular statement, showing the expenditure chargeable to the different accounts that have been made, in connection with the Maintenance of Way Department on the Western Division:

MAINTENANCE OF WAY.

	Main Line.	Indiana Branch.
Clerks, - - - - -	\$240 00	
Chairs and spikes, - - - - -	2,300 66	\$209 04
Frogs and switches, - - - - -	3,716 92	19 77
Iron rails, - - - - -	15,360 46	
Incidentals, - - - - -	537 66	3 04
Labor, repairing tracks, - - - - -	77,569 05	4,288 13
Oil, fluid, and tallow, - - - - -	1,068 99	35 40
Renewing cross-ties and sills, - - - - -	2,652 68	164 38
Removing snow and ice, - - - - -	18,057 72	
Repairs, foreman and tool houses, - - - - -	159 00	
Repairs, bridges, - - - - -	571 05	207 03
Repairs, telegraph, - - - - -	419 14	
Repairs, road and hand cars, - - - - -	67 78	6 00
Stationery and printing, - - - - -	87 06	
Superintendence and supervisors, - - - - -	4,150 00	455 00
Tools, and repairs of tools, - - - - -	2,105 14	259 23
Taxes on real estate, - - - - -	272 46	22 40
Watchmen and switchmen, - - - - -	35,999 66	451 10
Total, - - - - -	<u>\$165,335 43</u>	<u>\$6,120 52</u>

CONSTRUCTION AND EQUIPMENT.

	Main Line.	Indiana Branch.
Ballast, - - - - -	\$32,738 90	\$1,892 30
Bridge superstructure, - - - - -	358 60	1,656 30
Cross-ties, - - - - -	871 30	81 05
Engine house and machine shops, - - - - -	986 87	46 25
Foremen and tool houses, - - - - -	209 32	102 53
Graduation and masonry, - - - - -	86,984 14	1,223 41
Instruments, office rent, and furniture, - - - - -	27 85	
Incidentals, - - - - -	38 20	11 21
Iron rail, - - - - -	72 37	
Real estate, - - - - -	227 29	200 00
Road superstructure, - - - - -	2,029 78	996 93
Station and warehouse, - - - - -	12,890 55	4,343 21
Stationery and printing, - - - - -	40 57	
Telegraph line, - - - - -	232 26	
Workmen's houses, - - - - -	30 18	
Wells, pumps, and tanks, - - - - -	484 28	111 03
Totals, - - - - -	<u>\$138,222 46</u>	<u>\$10,664 22</u>

MOTIVE POWER.

	Main Line.	Indiana Branch.
Coal, - - - - -	\$19,648 93	
Expenses, water stations, - - -	2,504 19	\$161 16
Engineers and firemen, "passenger," -	80 00	110 00
Engineers and firemen, "freight," - -	25 00	
Individuals and corporations, - - -	55 40	99 60
Incidentals, - - - - -	333 20	7 00
Laborers, - - - - -	114 65	265 00
Labor, preparing wood, - - - -	7,347 88	443 04
Materials for Pittsburgh shop, - - -	53 27	
Oil, - - - - -	413 48	24 78
Repairs, water stations and fixtures, -	610 20	56 06
Repairs, engine houses, machine shops, and turn-tables, - - - - -	461 57	29 94
Watchmen and switchmen, - - - -	550 00	
Wood and hauling wood, - - - -	52,641 09	390 50
Totals, - - - - -	<u>\$114,838 86</u>	<u>\$1,587 08</u>

CONDUCTING TRANSPORTATION.

Passenger Department.

	Main Line.	Indiana Branch.
Fuel and light, - - - - -	\$359 09	\$24 80
Incidentals, - - - - -	294 92	
Labor and expenses, - - - - -	830 73	15 68
Loss and damage, - - - - -	36 52	
Repairs, passenger stations, rents, and furniture,	235 79	4 25
Totals, - - - - -	<u>\$1,757 05</u>	<u>\$44 73</u>

CONDUCTING TRANSPORTATION.

Freight Department.

	Main Line.	Indiana Branch
Brakemen, - - - - -	\$38 74	
Conductors, - - - - -	40 00	
Fuel and light, - - - - -	9 50	
Incidentals, - - - - -	57 24	
Labor and expenses, - - - - -	931 82	30 00
Loss and damage, - - - - -	16 00	
Repairs, freight stations, rents, and furniture, -	5,975 99	93 10
Telegraph expenses, - - - - -	17 90	
Totals, - - - - -	<u>\$7,087 19</u>	<u>\$123 10</u>

MAINTENANCE OF CARS.

	Indiana Branch.
Repairs, passenger and baggage cars, - - - -	\$1.50

RECAPITULATION.

	Main Line.	Indiana Branch.
Maintenance of way department, - -	\$165,335 43	\$6,120 52
Construction and equipment department, -	138,222 46	10,664 22
Motive power department, - -	114,838 86	1,587 08
Conducting transportation, passenger department, - - - -	1,757 05	44 73
Conducting transportation, freight department, -	7,087 19	123 10
Maintenance of cars department, - -		1 50
Totals, - - - -	<u>\$427,240 99</u>	<u>\$18,541 15</u>

Respectfully submitted,

THOMAS SEABROOK,

Fifth Assistant Superintendent.

ANNUAL REPORT, 1856.—STATEMENT No. 1.

Dr. *General exhibit of earnings and expenses on Pennsylvania Railroad for the year ending December 31.* Cr.

Receipts.	Amount.	Total.	Expenses.	Amount.	Total.
Freight at stations.....	\$1,175,701 56		Conducting transportation, Passenger Depart- ment.....	\$356,301 75	
Tolls on individual cars.....	56,404 41		Conducting transportation, Freight Depart- ment.....	1,299,639 26	
Harrisburg and Lancaster Railroad Co., for freight on passenger cars.....	12,183 51		Motors, Power, Deposition.....	646,839 86	
First-class passenger.....	1,112,394 94		Maintenance of Cars Department.....	217,049 43	
Emigrant passenger.....	86,529 46		Maintenance of Way Department.....	324,737 68	
Adams & Co.'s Express.....	58,094 00				
Carrying U. S. Mails.....	68,064 91				
Rents.....	30,291 22				
Individuals and corporations.....	53,451 27				
Shanty sources.....	65,174 32				
		\$4,720,193 71			
			Net profits.....	\$2,814,567 98	
				1,905,625 73	
				\$4,720,193 71	

STATEMENT No. 1A.

Condensed exhibit of earnings and expenses, together with net receipts for each month during the year.

Months.	Gross receipts.	Expenses.	Net receipts.
January.....	\$285,947 94	\$186,984 32	\$108,963 62
February.....	302,651 77	196,534 97	106,116 80
March.....	513,217 43	240,094 67	273,122 76
April.....	601,119 33	266,188 75	334,930 58
May.....	451,372 58	248,530 68	202,841 90
June.....	345,613 04	224,502 47	121,110 57
July.....	318,968 43	337,441 18	1,527 25
August.....	354,747 29	218,122 20	136,625 09
September.....	391,448 01	200,644 49	190,803 52
October.....	393,845 16	201,929 58	191,915 58
November.....	385,156 63	256,197 27	128,959 36
December.....	366,116 62	253,987 40	112,128 62
Totals.....	\$4,720,193 71	\$2,814,567 98	\$1,905,625 73

SUPERINTENDENT'S OFFICE, ALTOONA, Jan. 16, 1857.

THOS. R. DAVIS, Chief Clerk Trans. Department

ANNUAL REPORT, 1856.—STATEMENT No. 2.
Exhibiting in detail amounts of earnings from all sources, for the year ending December 31.

Months.	PASSENGER RECEIPTS.									
	COLUMBIA RAILROAD LINE.					COLUMBIA BRANCH RAILROAD.				
	First-class passengers.	Emigrant passengers.	Carrying U. S. Mails.	Adams' Express and sundries.	Totals.	First-class passengers.	Emigrant passengers.	Carrying U. S. Mails.	Totals.	Totals.
January.....	\$4,678 93	\$435 17	\$1,229 16	.....	\$6,343 26	\$1,007 30	\$101 92	\$67 92	\$1,177 14	\$600 00
February	5,269 52	543 59	1,229 16	.....	7,044 27	911 40	128 26	67 92	1,107 58	600 00
March.....	8,894 19	1,808 95	1,229 16	.....	12,922 30	1,472 83	442 07	67 92	1,982 82	600 00
April	9,410 45	3,136 20	1,229 16	.....	13,775 81	3,371 17	717 46	67 92	4,156 55	600 00
May	8,856 11	2,275 53	1,229 16	.....	12,360 80	3,133 10	519 62	67 92	3,720 64	600 00
June.....	7,853 35	1,808 38	1,229 16	.....	10,890 89	933 95	389 46	67 92	1,391 33	600 00
July	7,051 65	1,971 38	1,229 16	.....	10,252 19	1,004 05	466 12	67 92	1,538 09	600 00
August	3,886 75	Aug. 1 to 16. 853 03	614 58	.....	5,354 36	.....	.....	.....	.....	600 00
*August 16th to 31st.....	13,911 25	853 04	614 58	.....	15,408 87	1,011 55	280 91	67 92	1,360 38	600 00
September	31,753 01	1,852 45	1,229 16	110 40	34,945 02	969 75	590 11	67 92	1,627 78	600 00
October.....	36,656 05	1,917 39	1,222 92	241 56	40,037 91	1,193 87	552 10	67 92	1,813 89	627 08
November.....	23,413 42	1,658 44	1,222 92	159 31	26,451 09	1,072 83	417 63	67 92	1,568 38	627 08
December	23,448 90	824 33	1,222 92	1,420 10	26,925 25	1,151 42	241 10	67 92	1,460 44	627 03
Totals	\$65,900 95	\$12,924 23	\$9,218 70	.....	\$78,043 88	\$17,233 22	\$4,846 76	\$815 04	\$22,505 02	\$7,281 24
Totals from Aug. 16,	129,212 62	7,105 05	5,512 50	1,940 36	143,771 14	.....	.....	.....	.....	.....
Totals for year.....	185,112 98	20,229 88	14,731 20	.....	221,815 02	.....	.....	.....	.....	.....

*From August 16th to December 31st, 1856, the transportation of passengers on the Philadelphia and Columbia Railroad was done by the Pennsylvania Railroad Company, and during that period the total passenger receipts are included in the above table.

STATEMENT No. 2—Continued.

PASSENGER RECEIPTS.—PENNSYLVANIA RAILROAD.						FREIGHT RECEIPTS.			MISCELLANEOUS RECEIPTS.				
Months.	First class passengers.	Emigrant passengers.	Adams & Co.'s Express.	Carrying U. S. Mails.	Totals.	Freight at stations.	H. & L. Co. for motive power.	Tolls on individual cars.	Totals.	Rents.	Individ's and corporat'ns.	Sundry sources.	Totals.
January	\$43,171 88	\$1,434 79	\$1,361 83	\$4,166 67	\$53,135 17	\$218,940 42	\$713 16	\$3,692 19	\$227,255 77	\$2,199 04	\$2,101 15	\$508 80	\$235,947 95
February	43,645 21	1,703 11	4,038 73	4,166 67	53,558 72	217,594 17	948 91	4,293 65	222,836 73	2,117 47	8,923 57	842 21	302,651 77
March	80,618 51	5,948 99	4,200 28	4,166 67	94,974 45	379,579 00	1,289 31	4,857 50	385,725 81	2,403 47	3,291 63	417 22	513,217 43
April	97,201 37	9,892 37	4,200 28	4,166 67	115,460 69	439,814 60	1,281 19	5,853 52	447,049 31	3,558 85	2,522 22	.....	601,119 83
May	99,968 18	7,440 32	4,361 83	4,166 67	106,937 00	295,978 48	1,163 57	4,736 28	301,878 33	2,307 91	8,336 69	1,869 69	451,372 58
June	74,243 91	5,861 97	4,038 73	4,166 67	88,311 28	216,530 36	949 83	3,813 85	221,294 04	2,000 13	4,213 74	6,366 46	345,613 04
July	72,878 93	6,122 50	4,361 83	4,166 67	87,529 93	195,885 95	930 95	3,557 91	200,374 81	4,641 06	6,558 26	16,815 95	338,963 43
August	83,084 84	7,314 20	4,200 28	4,166 67	98,765 99	223,139 16	859 51	3,766 79	227,765 46	1,611 50	6,544 40	1,221 77	354,737 29
September	97,630 08	6,188 10	4,200 28	4,166 67	112,185 13	246,900 46	1,148 39	4,721 57	252,770 42	2,141 96	5,061 39	2,630 74	391,448 05
October	104,153 00	6,695 34	4,361 83	4,416 66	119,626 83	245,120 03	961 14	5,826 69	251,907 26	2,929 83	2,353 69	368 37	393,945 16
November	68,637 01	4,822 21	4,038 73	4,416 66	81,914 61	226,778 13	868 97	5,515 33	233,162 43	3,516 96	3,237 60	31,574 02	365,156 63
December	61,202 14	2,802 28	4,361 83	4,416 66	72,782 91	269,440 80	1,068 68	5,761 76	276,271 14	860 04	2,507 53	2,459 69	376,116 02
Totals	\$917,435 06	\$62,271 18	\$50,726 46	\$50,750 01	\$1,085,182 71	\$3,175,701 56	\$12,163 51	\$56,466 44	\$3,244,291 51	\$30,291 22	\$35,451 27	\$95,678 32	\$4,730,193 71

SUPERINTENDENT'S OFFICE, ALTOONA,

January 16, 1857.

THOMAS R. DAVIS,

Chief Clerk Transportation Department.

ANNUAL REPORT, 1856.—STATEMENT No. 3.

Exhibiting the monthly totals of various class earnings of Pennsylvania R. R. and Connections, for year ending December 31.

Class.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
<i>Freight earnings.</i>													
From freight at stations.....	\$218,940 42	\$217,504 17	\$379,579 03	\$439,814 60	\$295,973 48	\$216,536 36	\$195,885 95	\$223,139 16	\$246,909 46	\$243,120 03	\$226,778 13	\$269,440 80	\$3,175,701 56
From tolls on individual cars.....	3,602 19	4,283 65	4,887 50	5,033 62	4,736 28	3,813 85	3,557 91	3,706 79	4,721 57	5,826 09	5,515 33	5,761 76	56,406 44
From Harrisburg and Lancaster R. R. for motive power.....	713 16	948 91	1,289 31	1,281 19	1,163 57	949 83	930 95	859 51	1,148 39	901 14	868 97	1,068 58	12,183 51
<i>Passenger earnings.</i>													
From first class passengers.....	54,801 21	55,603 76	101,812 59	122,092 57	115,413 72	92,783 19	90,612 61	98,748 73	111,518 55	118,753 72	78,482 38	70,746 91	1,112,396 94
From emigrant passengers.....	2,025 26	2,449 28	8,562 96	14,122 63	10,503 09	8,264 73	8,069 99	8,586 56	7,071 40	7,521 23	5,446 58	3,161 05	86,529 46
From Adams & Co.'s Express.....	4,995 00	4,625 00	4,810 00	4,810 00	4,995 00	4,625 00	4,995 00	4,810 00	4,810 00	4,995 00	4,625 00	4,995 00	58,090 00
From carrying United States Mails.....	6,063 75	6,063 75	6,063 75	6,063 75	6,063 75	6,063 75	6,063 75	5,419 17	4,831 53	5,111 66	5,111 66	5,111 66	68,064 99
<i>Miscellaneous receipts.</i>													
From rents.....	2,109 04	2,117 47	2,503 47	2,558 85	2,307 91	2,000 13	4,611 06	1,611 50	2,141 96	2,829 83	3,516 96	860 04	30,291 22
From individuals and corporations.....	2,111 15	8,023 57	3,291 63	2,322 22	8,336 09	4,213 74	6,658 26	6,544 40	5,061 39	2,353 09	3,237 60	2,607 53	55,451 27
From sundries.....	506 80	842 21	417 22	.....	1,569 09	6,366 46	16,815 95	1,221 77	2,636 74	368 37	31,574 02	2,459 69	65,078 32
Totals.....	\$295,947 93	\$302,631 77	\$513,217 43	\$601,119 33	\$451,372 58	\$345,613 04	\$338,963 43	\$354,737 29	\$391,448 05	\$393,845 16	\$365,156 63	\$366,116 62	\$4,720,193 71

SUPERINTENDENT'S OFFICE, ALTOONA.

January 16, 1857.

THOMAS R. DAVIS,

Chief Clerk Transportation Department.

ANNUAL REPORT, 1856.—STATEMENT No. 4.
Condensed exhibit of monthly expenses in motive power, conducting transportation, maintenance of cars, and in tolerance of way departments.

Month.	CONDUCTING TRANSPORTATION DEPARTMENT.				Maintenance of cars department.	Maintenance of way department.	Totals.
	Motive power department.	Passenger.	Freight.	Total.			
January.....	\$51,769 46	\$24,776 73	\$74,341 30	\$99,118 03	\$16,152 90	\$22,043 93	\$189,984 32
February.....	54,522 56	24,313 79	71,486 60	95,800 39	22,369 14	24,142 88	196,334 97
March.....	50,987 79	38,644 48	105,376 83	144,021 31	23,283 08	22,402 49	240,694 67
April.....	51,123 53	37,522 80	137,715 51	168,238 31	18,563 88	28,258 03	266,188 76
May.....	60,336 88	47,058 57	100,376 48	140,435 05	19,442 64	28,316 11	248,550 68
June.....	54,107 69	36,635 10	86,763 67	123,418 77	19,686 10	27,089 91	224,302 47
July.....	50,201 32	33,414 79	213,129 41	246,544 20	14,318 19	26,377 47	337,441 18
August.....	54,454 38	28,958 48	89,913 17	118,971 65	15,575 59	29,530 58	218,132 20
September.....	51,193 88	23,850 39	83,376 14	107,226 53	14,361 73	27,962 35	270,644 49
October.....	51,867 53	25,310 39	83,100 03	108,419 42	16,546 12	25,396 51	201,929 58
November.....	53,756 09	21,723 76	140,884 83	162,008 59	18,655 63	21,796 06	226,197 27
December.....	62,812 85	21,072 47	90,166 29	111,238 76	19,414 43	40,521 56	233,987 40
Totals.....	\$946,439 86	\$356,201 75	\$1,299,639 26	\$1,825,941 01	\$217,049 43	\$324,737 68	\$2,814,467 98

SUPERINTENDENT'S OFFICE, ALTOONA,
January 16, 1857.

THOMAS R. DAVIS,
Chief Clerk Transportation Department.

ANNUAL REPORT, 1856.—STATEMENT No. 5.—*Expenses of Pennsylvania Railroad, for year ending December 31.*

Head: of accounts.	CONDUCTING TRANSPORTATION DEPARTMENT.		Motive power department.	Maintenance of cars department.	Maintenance of way department.	Totals.
	Passengers.	Freight.				
Advertising.....	\$3,364 42	\$3,170 66				\$6,444 08
Agents, station.....		14,686 48				14,686 48
Agents, ticket.....	13,282 12					13,282 12
Baggage masters.....	9, 83 60					9,883 60
Brakemen.....	16,013 91	122,791 94				138,805 85
Bridges, repairs of.....					\$7,947 13	7,947 13
Car furniture and fixtures.....	4,811 91	6,003 97		\$1,463 24		10,915 88
Car shops and sheds, repairs of.....						1,463 24
Cars, cleaning and inspecting.....	9,420 10	8,696 65		75,135 29		18,116 81
Cars, repairs of passenger and baggage.....				131,037 87		75,135 29
Cars, repairs of freight.....				597 54		134,637 87
Cars, repairs of ballast and wood.....						597 54
Cars, repairs of road and hand.....					2,079 20	2,079 20
Chairs and spikes.....					5,027 43	53,598 52
Clerks.....	5,505 51	47,753 01			840 00	56,401 24
Coal.....			\$50,401 24			
Columbia Railroad Line.....						
Conductors.....	4,937 55	35,163 71				4,937 55
Cotton waste.....	18,323 74					63,487 45
Cross ties and sills.....			5,403 07			5,409 07
Dispatchers.....		11,573 35			18,118 87	18,118 87
Drawbacks and overcharges.....	621 42	11,092 40				11,873 36
Engineers and firemen, passenger department.....						11,566 82
Engineers and firemen, freight department.....			27,597 94			29,597 91
Engine house, machine shops, and turntables, repair of.....			75,766 54			75,766 54
Fluid.....			10,398 44			10,398 44
Foremen, tool, and watch houses, repairs of.....			830 86			830 86
Foreign agencies.....	18,233 62	68,940 76			505 53	87,174 38
Frogs and switches.....						7,670 45
Fuel and light.....	5,793 80	3,150 96	1,543 00	157 52		10,445 28
Incidentals.....	2,439 11	2,348 73	3,514 37	474 70		9,540 20
Individuals and corporations.....			15,395 22		1,063 20	65,395 22
Iron rails.....					16,031 65	16,031 65
Labor and expense at stations.....	8,250 96	72,189 75				80,470 71

STATEMENT No. 5.—Continued.

Heads of accounts.	CONDUCTING TRANSPORTATION DEPARTMENT		Motive power department.	Maintenance of cars department.	Maintenance of way department.	Totals.
	Passengers.	Freight.				
Labor and materials, requiring tra k.					\$140,451 82	\$140,451 82
Laborers.....			\$35,472 61			35,472 61
Locomotive furniture and fixtures.....			5,301 00			5,301 00
Locomotives, repairs of.....			187,382 57			187,382 57
Wheels and carriages.....						27,951 69
Mail, tolls, and expenses.....	\$13,802 94	\$12,078 75				15,645 37
Oil, tallow, sponge, &c.....	15,645 37		20,905 23			20,905 23
Oil, tallow, sponge, &c.....	2,078 62	13,371 01			1,943 50	17,493 13
Shed rent.....			500 03	\$266 68		766 71
Shed and ice, removing.....					28,624 43	28,624 43
Stationery and printing.....	3,381 37	8,209 91	910 10		331 55	13,122 83
Stations, repairs of, rents and furniture.....	13,608 75	20,024 15				33,666 90
Superintendence and supervisors.....	2,786 68	3,980 00	3,166 67	8,500 84		18,434 19
Tallow.....			5,225 37			5,225 37
Taxes, State of Pennsylvania.....		197,298 95				197,298 95
Taxes on real estate.....	9,046 76	32,078 81		4,900 26		43,906 26
Tanning.....	4,446 32	6,884 59				11,330 91
Telegraph expenses.....				2,006 20		2,006 20
Telegraphic repairs of.....						61,869 12
Tolls, North and Central Railroad.....	670 99	51,889 12				8,269 29
Tolls, City Railroad.....		7,938 30				234,182 69
Tolls, Harrisburg and Lancaster Railroad.....	102,654 66	131,524 03				444,655 80
Tolls, State of Pennsylvania.....	68,411 53	376,241 27				27,182 29
Tolls, repairs of, and machinery.....			16,523 34	4,316 50		15,590 37
Watermen and switchmen.....			5,576 82			70,013 53
Water stations, expenses of.....			14,125 92			14,125 92
Water stations and fixtures, repairs of.....			3,451 50			2,481 50
Wood and hauling wood.....			65,471 56			95,471 56
Wood, labor preparing.....			19,940 46			19,940 46
Workmen's houses, repairs of.....				2,539 62		2,539 62
Totals.....	\$26,301 75	\$1,269,639 26	\$646,839 86	\$217,019 41	\$324,737 68	\$2,814,567 98

RECAPITULATION.—STATEMENT No. 5.

Conducting transportation, passenger department.....	\$256,301 75	\$1,625,941 01
Conducting transportation, freight department.....	1,269,639 26	
Motive power department, passengers.....	\$246,577 85	
Motive power department, individuals and corporations.....	45,395 92	
Motive power department, freight.....	354,866 79	646,839 86
Maintenance of cars department, passengers.....	\$78,044 93	
Maintenance of cars department, freight.....	139,004 50	
Maintenance of way department, passengers.....	\$129,805 12	217,049 43
Maintenance of way department, freight.....	194,842 68	
		324,737 68
		\$2,814,567 98

SUPERINTENDENT'S OFFICE, ALTOONA,

January 16, 1857.

THOMAS R. DAVIS,

Chief Clerk Transportation Department.

ANNUAL REPORT, 1856—STATEMENT No. 6—Mileage and expenses of engines—Eastern Division.

Engines.	Builders.	Placed on road.	Number of drivers.	Size of drivers.		Weight.	Weight on drivers.	MILES RUN.			Cost of repairs.	Cost of fuel.	Cost of stores.	COST PER 100 MILES RUN.			Total cost run.	Remarks.
				ft.	in.			Passenger trains.	Freight trains.	Total.				Repairs.	Fuel.	Tallow & waste.		
Atlanta.....	Seth Wilmarth.....	Nov., 1852.....	4.....	5.....	6.....	.....	.....	7,716	.....	7,716	\$6,476 38	\$955 45	\$105 53	863 63	54 81	37 80	893 80	In the shop, being remodelled and rebuilt.
Antelope.....	Seth Wilmarth.....	Oct., 1852.....	4.....	5.....	6.....	.....	.....	5,476	.....	5,476	6,119 31	495 43	80 63	111 62	7 80	1 47	120 89	In good order, been thoroughly remodelled and rebuilt.
Adams.....	M. W. Baldwin.....	Sept., 1852.....	4.....	6.....	6.....	6 59	700 34	9 83	15 205	15 288	1,223 31	831 38	286 21	8 00	6 11	1 67	16 78	In the shop, receiving fire box.
Albany.....	M. W. Baldwin.....	Dec., 1850.....	4.....	5.....	6 38	675 22	975	9 624	209	9 833	1,113 32	1,307 60	181 36	11 27	14 07	1 82	27 16	In good order, will soon need new tires.
Allegany.....	M. W. Baldwin.....	July, 1850.....	4.....	6.....	6 45	275 26	925	440	22 402	22 862	699 63	1,260 35	401 07	2 03	10 98	1 76	15 35	In good order.
Butler.....	M. W. Baldwin.....	Jan., 1853.....	4.....	5.....	6 38	675 22	975	14,160	.....	14,160	1,241 63	1,261 77	211 41	8 38	8 66	1 03	18 66	In good order.
Blair.....	M. W. Baldwin.....	Sept., 1849.....	4.....	6.....	6 40	175 21	1,000	348	3 768	3 768	92 19	330 73	66 68	2 50	10 68	1 50	14 65	In running order.
Bucks.....	M. W. Baldwin.....	Sept., 1853.....	4.....	6.....	6 40	175 21	1,000	348	17 406	17 406	1,850 26	1,034 84	284 36	10 63	9 94	1 69	18 26	In good order, had new driving wheels and tires.
Buzzing Star.....	M. W. Baldwin & Co.....	June, 1854.....	4.....	6.....	6 40	175 21	1,000	31,120	481	31,604	1,867 30	2,200 21	235 32	6 20	7 27	1 03	14 40	In good order, had new driving wheels and tires.
Beile.....	M. W. Baldwin & Co.....	Dec., 1854.....	4.....	6.....	6 40	175 21	1,000	20,327	168	20,495	3,464 50	1,724 80	214 69	16 90	8 41	1 92	26 36	In good order, needs one new driving wheel.
Beaver.....	M. W. Baldwin.....	Sept., 1850.....	4.....	6.....	6 40	175 21	1,000	4,313	4 313	4 313	1,220 71	607 37	83 01	28 30	14 08	1 92	44 30	In the shop, been thoroughly repaired.
Camilla.....	R. Norris & Bro.....	Jan., 1850.....	4.....	6.....	6 43	360 43	360	806	16 669	16 669	1,803 43	1,739 72	179 68	10 89	10 50	1 09	22 48	In the shop for general repairs and new cast iron driving wheels.
Clinton.....	M. W. Baldwin.....	July, 1850.....	4.....	6.....	6 45	275 26	925	3,820	9 379	13,189	1,608 20	1,176 17	223 35	11 41	8 91	1 68	22 00	In the shop for general repairs and new cast iron driving wheels.
Clinton.....	M. W. Baldwin.....	Sept., 1850.....	4.....	6.....	6 45	900 26	204	112	19 628	19 628	1,710 68	1,898 00	261 50	8 71	10 12	1 33	20 16	In good order.
Columbia.....	M. W. Baldwin.....	Sept., 1850.....	4.....	6.....	6 45	900 26	204	274	18 182	18 406	1,207 80	2,029 89	273 24	6 56	11 28	1 44	19 32	In good order.
Centre.....	M. W. Baldwin.....	Dec., 1850.....	4.....	6.....	6 45	900 26	204	498	18 374	18 872	1,571 38	2,021 83	367 11	8 33	10 71	1 95	20 98	In good order.
Chester.....	M. W. Baldwin.....	Oct., 1853.....	4.....	6.....	6 45	900 26	204	369	19 846	20 345	1,214 99	1,414 86	330 73	6 01	7 00	1 64	14 65	In running order, had new wrought tires.
Chamolis.....	M. W. Baldwin.....	Oct., 1853.....	4.....	6.....	6 45	900 26	204	35,461	16,044	19,445	1,137 37	1,014 16	226 29	7 92	6 32	1 41	13 65	In good order, had new wrought tires, soon need new fire box.
Chamolis.....	M. W. Baldwin & Co.....	June, 1854.....	4.....	6.....	6 45	900 26	204	35,461	16,044	19,445	1,137 37	1,014 16	226 29	7 92	6 32	1 41	13 65	In good order, had new wrought tires, soon need new fire box.
Delaware.....	M. W. Baldwin.....	Oct., 1853.....	4.....	6.....	6 45	900 26	204	280	20 108	20 108	1,218 87	1,461 33	400 93	3 16	8 40	1 11	16 76	In good order, soon need new tires.
Eagle.....	Seth Wilmarth.....	April, 1853.....	4.....	6.....	6.....	.....	.....	28,910	711	29,621	961 62	2,447 39	481 13	3 21	8 26	1 62	13 09	In good order, soon need new tires.
Erle.....	M. W. Baldwin.....	Oct., 1850.....	4.....	6.....	6 44	800 25	400	20,309	20 258	20 566	1,160 96	2,118 49	383 70	8 70	10 41	1 89	18 00	In good order, thoroughly repaired.
Franklin.....	M. W. Baldwin.....	Oct., 1850.....	4.....	6.....	6 44	800 25	400	283	13 083	13 316	1,243 19	1,418 31	180 82	9 37	9 16	1 94	19 59	In the shop, for new fire box and boiler repairs.
Fulton.....	M. W. Baldwin.....	Oct., 1849.....	4.....	6.....	6 30	650 16	730	14,433	14 433	14 433	1,900 27	1,438 71	341 67	6 03	10 11	1 94	18 02	In good order, had new cast driving wheels.
Forest.....	M. W. Baldwin.....	Nov., 1853.....	4.....	6.....	6 45	900 26	204	492	14 828	15 320	1,594 73	1,956 41	223 04	10 41	6 20	1 48	18 07	In the shop, for fire box repairs, soon need new tires.
Fayette.....	M. W. Baldwin.....	Oct., 1853.....	4.....	6.....	6 45	900 26	204	48	15 664	15 712	1,828 08	1,960 72	223 06	11 64	6 73	1 48	18 07	In good order, had new fire box and tires.
Fayette.....	M. W. Baldwin.....	Feb., 1852.....	4.....	6.....	6 40	400 27	640	10	21 870	21 880	842 72	2,072 00	308 59	3 86	9 47	1 41	14 73	In good order.

STATEMENT No. 6—Continued.

Engines.	Builders.	Placed on road.	Number of drivers.	In. Size of drivers.	Weight.	Weight on drivers.	MILES RUN.			Cost of repairs.	Cost of fuel.	Cost of stores.	COST PER 100 MILES RUN.				Remarks.
							Passenger trains.	Freight trains.	Total number.				Repairs.	Fuel.	Tallow, oil, & waste.	Total cost per 100 miles run.	
Flirt.....	M. W. Baldwin.....	Jan., 1855	4	6	0	36,334	210	36,541	\$2,704 00	\$3,449 49	\$381 82	\$7 40	86	23	05	16 68	In good order, had new driving wheels and tires.
Greene.....	M. W. Baldwin & Co.....	Mar., 1852	4	4	6	46,400	322	24,442	527 41	2,672 20	385 84	2 10	85	1 58	14 59	In good order.	
Gazelle.....	M. W. Baldwin.....	July, 1854	4	6	6	26,634	416	27,050	2,205 76	1,806 13	282 31	8 16	7 01	1 01	16 21	In good order, had new centres.	
Huntingdon.....	M. W. Baldwin.....	Nov., 1849	4	4	6	45,275	25,825	13,386	847 08	1,209 14	178 62	6 33	9 03	1 34	16 70	In good order.	
Juniata.....	M. W. Baldwin.....	Nov., 1849	4	4	6	45,275	25,825	201	1,435 64	1,951 47	276 60	7 00	9 72	1 38	18 10	In good order.	
Lycum.....	M. W. Baldwin & Co.....	Mar., 1852	4	4	6	46,400	27,640	19,760	1,029 76	2,167 79	335 74	5 21	10 71	1 70	17 62	Needs new tires, otherwise in good order.	
Lehigh.....	M. W. Baldwin & Co.....	Feb., 1856	4	4	6	59,700	34,400	20,468	550 72	1,285 15	321 73	2 09	6 28	1 57	10 64	In good order.	
Luzerne.....	M. W. Baldwin.....	Feb., 1856	4	4	6	59,700	34,400	20,561	412 87	1,236 10	291 91	2 04	6 01	1 42	9 51	Needs slight repairs.	
McKean.....	M. W. Baldwin.....	Sept., 1849	4	5	0	10,351	18,314	10,535	780 16	1,134 04	206 55	7 41	10 63	1 96	20 00	In good order.	
Monteclar.....	M. W. Baldwin & Co.....	Jan., 1854	4	4	6	59,700	34,400	15,314	2,650 00	1,034 64	241 99	17 31	8 88	1 58	25 77	In good order, had new fire box.	
Montour.....	M. W. Baldwin & Co.....	Apr., 1854	4	4	6	59,700	34,400	20,682	1,229 14	1,104 63	234 76	5 92	5 60	1 13	12 45	In good order, will soon need new tires.	
Monroe.....	M. W. Baldwin & Co.....	Apr., 1854	4	4	6	59,700	34,400	274	20,688	20,932	395 33	6 21	7 01	1 89	15 11	In the shop for boiler repairs, had new tires.	
Montgomery.....	M. W. Baldwin & Co.....	Apr., 1851	4	4	6	59,700	31,400	1,864	1,416	14,280	209 27	11 14	6 13	1 45	18 72	In good order.	
Northampton.....	M. W. Baldwin.....	Apr., 1854	4	4	6	59,700	34,400	11,846	1,316 56	722 59	214 95	16 10	6 07	1 81	23 93	In good order, had new fire box.	
Pike.....	M. W. Baldwin.....	Apr., 1852	4	5	0	47,400	28,600	22,284	1,643	25,927	305 18	2,046 87	5 10	6 19	1 44	10 93	In running order, needs slight repairs.
Potter.....	M. W. Baldwin & Co.....	May, 1854	4	4	6	59,700	34,400	22,597	1,132 35	1,308 84	325 58	5 10	6 19	1 44	12 73	In shop order, had new fire sheet and fire box patched.	
Perry.....	M. W. Baldwin & Co.....	Apr., 1854	4	4	6	59,700	34,400	15,326	1,742 61	1,051 92	263 80	11 37	6 86	1 72	19 05	In good order, had new fire sheet and fire box patched.	
Susquehanna.....	M. W. Baldwin.....	Feb., 1852	4	5	0	38,675	22,875	11,828	1,311 90	836 15	206 47	10 54	7 53	1 06	19 73	In the shop for general repairs.	
Somerest.....	M. W. Baldwin.....	Jan., 1852	4	5	0	47,400	28,600	7,329	2,101 42	664 25	107 14	28 67	9 06	1 46	39 14	In good order.	
Sullivan.....	M. W. Baldwin & Co.....	Aug., 1854	4	4	6	59,700	34,400	20,235	1,053 19	1,128 31	279 42	5 10	5 40	1 35	11 91	Needs thorough repairs	
Snyder.....	M. W. Baldwin & Co.....	Mar., 1856	4	4	6	59,700	34,400	39	20,196	20,235	437 99	3 76	7 22	1 87	12 84	In running order, needs slight repairs.	
Tioga.....	M. W. Baldwin & Co.....	Aug., 1854	4	4	6	59,700	34,400	147	23,335	23,482	293 26	7 38	7 76	1 49	16 63	In good order.	
True American.....	M. W. Baldwin.....	Sept., 1854	4	5	6	18,046	900	19,546	1,442 45	1,221 79	278 99	3 00	6 36	1 45	10 81	In good order.	
Tionesta.....	M. W. Baldwin & Co.....	June, 1856	4	4	6	59,700	34,400	48	19,160	19,198	169 41	14 90	7 71	1 34	23 95	In the shop receiving new fire box.	
Union.....	M. W. Baldwin.....	June, 1856	4	5	0	47,400	28,600	12,514	1,886 78	2,086 59	330 10	2 59	9 92	1 47	13 38	In running order.	
Venango.....	M. W. Baldwin.....	Oct., 1849	6	3	10	34,675	34,675	22,983	578 78	1,239 01	99 61	5 19	14 08	1 13	20 40	In running order, (old) (ballast train).	
Washington.....	M. W. Baldwin.....	Oct., 1850	4	5	0	38,675	22,875	8,797	1,831 37	1,254 26	184 88	14 23	9 75	1 44	25 42	Running, soon need new tires.	
Wyoming.....	M. W. Baldwin.....	Nov., 1850	4	5	0	38,675	22,875	8,125	1,831 37	1,254 26	184 88	14 23	9 75	1 44	25 42	Running, soon need new tires.	

STATEMENT No. 6—Continued.

Engines.	Builders.	Placed on road.	Number of drivers.		Weight.	Weight on drivers.	MILES RUN.			Cost of repairs.	Cost of fuel.	Cost of stores.	COST PER 100 MILES RUN.				Remarks.
			Size of drivers.	U. in.			Passenger	Freight	Trains.	Total number.			Repairs.	Fuel.	Tallow, oil, fluid & waste.	Total cost per 100 miles run.	
West Wind.....	M. W. Baldwin & Co.	Sept., 1854	4	5	6	.....	28,902	.....	.....	28,902	\$2,018 20	\$2,044 19	\$9 06	\$7 08	\$1 21	\$17 35	In good order, had new driving wheels and tires.
Warren.....	M. W. Baldwin & Co.	Nov., 1854	4	4	6	33,700	34,400	434	21,968	22,402	668 63	1,345 42	2 38	6 90	1 82	11 70	In the shop for general repairs.
Wayne.....	M. W. Baldwin & Co.	Nov., 1854	4	4	6	33,700	34,400	386	10,848	17,234	1,726 93	1,114 81	10 02	6 47	1 31	17 80	In good order, had new fire box, soon need new tires.
Westmoreland	M. W. Baldwin	Sept., 1850	8	3	8	50,975	50,975	.....	12,756	12,756	989 67	400 56	7 76	3 14	78	11 68	In running order, (yard engine).
Totals.....	.....	.....	.....	.....	.....	.....	317,553	714,196	1,061,749	.....	\$87,285 87	\$85,818 25	\$15,333 31	.....	.....	.....	.....

AVERAGE COST PER 100 MILES RUN.

Passenger engine—Repairs.....	\$11 36	Freight engines—Repairs.....	\$0 75
Fuel.....	.8 16	Fuel.....	8 09
Stores.....	1 23	Stores.....	1 53
	\$20 80		\$16 37

BENJ. F. CUSTER,

Chief Clerk Motive Power Department.

ANNUAL REPORT, 1856.—STATEMENT NO. 7.—Mileage and expenses of engines—Western Division.

Engines.	Builders.	Placed on road.		Number of drivers.		Weight on drivers.		Weight.	Weight on drivers.	MILES RUN.			Cost of repairs.	Cost of fuel.	Cost of stores.	COST PER 100 MILES RUN.			Remarks.
																Fuel.	Oil, tallow, fluid & waste.	Total cost.	
										Passenger	Freight	Total								number.
R. Norris & S on.....	Mar., 1854	6 3 8	55,600	43,800	.....	13,901	39,901	\$1,056 64	\$1,015 12	\$250 37	\$7 55	\$7 47	\$1 79	\$16 81	In the shop receiving new tires and general repairs.			
Smith & Perkins.....	Dec., 1852	6 3 8	51,200	41,800	.....	2,088	22,208	1,365 44	1,206 43	458 07	2 63	5 70	2 00	10 39	In good order, had new tires and general repairs.			
M. W. Baldwin & Co.....	Dec., 1852	6 4 0	61,000	42,200	120	.....	.....	1,809 07	1,313 04	177 72	16 12	4 46	1 09	31 31	In tolerable order.		
W. W. Baldwin.....	Jan., 1852	4 6 3	45,900	26,200	3,792	.....	.....	1,001 28	989 57	322 92	5 52	5 45	1 83	12 00	In the shop for new fire box.		
M. W. Baldwin.....	Nov., 1852	6 3 8	64,500	46,100	50	.....	.....	1,089 04	988 58	276 92	7 53	5 88	1 83	15 21	In good order, had new tires and crown sheet.		
Smith & Perkins.....	Dec., 1853	6 3 8	55,800	44,600	53	.....	.....	1,137 28	1,038 31	253 74	6 62	7 90	1 76	15 28	In tolerable order, had new driving wheels and tires.		
Smith & Perkins.....	Jan., 1854	6 3 8	55,800	44,000	117	.....	.....	1,137 28	988 31	276 92	7 53	5 88	1 83	15 28	In good order, had new tires.		
R. Norris & Son.....	Oct., 1853	4 5 0	51,000	33,000	30,294	.....	.....	2,031 92	2,424 01	269 29	10 85	13 86	1 83	20 04	In good order, had new tires.		
R. Norris & Son.....	Jan., 1854	4 5 0	54,000	34,000	835	.....	.....	1,709 80	2,182 90	369 72	4 88	6 27	1 97	13 12	In tolerable order, soon need fire box and driving wheels.		
M. W. Baldwin & Co.....	May, 1856	6 4 0	61,000	42,200	41	.....	.....	919 13	1,180 50	226 84	2 37	2 44	1 29	6 10	In the shop for slight repairs.		
M. W. Baldwin & Co.....	Jan., 1856	6 4 0	61,000	42,200	41	.....	.....	919 13	1,180 50	226 84	2 37	2 44	1 29	6 10	In the shop for slight repairs.		
M. W. Baldwin.....	Mar., 1856	6 3 8	.....	.....	.....	.....	.....	956 32	761 27	220 14	9 78	8 4	2 38	20 04	In good order, had new driving wheels.
Bedford.....	June, 1851	4 4 6	45,900	26,200	15,905	.....	.....	936 72	2,265 58	294 32	4 15	10 10	1 31	13 46	In running order.		
M. W. Baldwin.....	June, 1851	4 4 6	45,900	26,200	27,078	.....	.....	702 83	2,373 98	133 70	39 21	10 50	2 00	61 71	In running order, soon need new cast driving wheels.		
Clearfield.....	Aug., 1853	4 5 0	54,800	33,000	5,002	.....	.....	2,028 49	703 71	133 70	39 21	10 50	2 00	61 71	In good order, had new driving wheels and tires.		
Crab Tree.....	R. Norris & Son.....	Oct., 1849	2 4 0	23,350	14,800	672	248 14	664 56	94 43	3 17	8 86	1 12	13 55	In the shop, running order (old).			
Clay.....	William Norris.....	May, 1853	4 6 0	55,500	35,500	37,690	1,187 43	3,116 10	473 58	3 14	8 23	1 23	23 62	In good order.			
R. Norris & Son.....	Feb., 1854	4 4 6	54,900	34,000	4,022	.....	.....	1,340 11	1,621 94	233 28	9 86	11 93	1 72	23 51	In good order, had new tires.		
R. Norris & Son.....	April, 1854	6 3 8	60,800	44,000	.....	.....	.....	63 24	197 08	43 17	1 76	5 00	1 48	8 74	In good order, (new).	
Smith & Perkins.....	Dec., 1853	6 3 8	59,800	43,200	45	.....	.....	63 24	197 08	43 17	1 76	5 00	1 48	8 74	In good order.		
M. W. Baldwin.....	Feb., 1853	6 3 8	59,800	43,200	.....	.....	.....	63 24	197 08	43 17	1 76	5 00	1 48	8 74	In good order, had new fire box and driving wheels.	
Ross Winans.....	Jan., 1856	6 3 8	.....	.....	36	.....	.....	63 24	197 08	43 17	1 76	5 00	1 48	8 74	In good order.
Jorn Planter.....	Aug., 1853	6 3 8	54,500	43,100	.....	.....	.....	1,345 02	983 95	392 20	21 83	7 47	2 37	51 57	In good order.	
M. W. Baldwin.....	Aug., 1853	6 3 8	54,500	43,100	.....	.....	.....	1,345 02	983 95	392 20	21 83	7 47	2 37	51 57	In good order.	
Deerburg.....	Nov., 1853	6 3 8	55,800	44,600	.....	.....	.....	1,401 95	947 69	286 72	9 00	6 18	1 81	17 01	In tolerable order, boiler sh-ill needs repairs.	
Gallitzin.....	Smith & Perkins.....	April, 1856	6 3 8	60,000	44,000	.....	.....	1,770 66	682 20	250 03	7 20	6 22	2 01	15 33	Has had new fire box, needs new tires and two new drivers.		
Gettysburg.....	William Norris.....	Oct., 1851	4 4 0	26,600	15,000	2,676	174 71	444 08	117 83	2 70	0 83	1 81	11 34	In good order (new).			
Heidelberg.....	Smith & Perkins.....	Jan., 1854	6 3 8	55,800	44,600	.....	.....	49 32	638 77	70 72	1 10	13 74	1 64	16 68	In running order.		
Indiana.....	M. W. Baldwin.....	Jan., 1854	6 3 8	55,800	44,600	.....	.....	49 32	638 77	70 72	1 10	13 74	1 64	16 68	In running order.		
Iron City.....	M. W. Baldwin.....	Mar., 1854	6 3 8	55,800	44,600	.....	.....	167 07	1,103 63	141 13	1 41	10 03	1 19	12 63	In running order.		
Mar. City.....	M. W. Baldwin.....	Jan., 1854	6 3 8	55,800	44,600	.....	.....	2,268 79	619 51	173 92	4 00	8 85	2 48	43 73	In good order, had new fire box.		
Jefferson.....	M. W. Baldwin.....	Jan., 1853	6 3 8	55,800	44,600	.....	.....	813 56	619 51	173 92	4 00	8 85	2 48	43 73	In the shop for new fire box.		
Johnstown.....	Smith & Perkins.....	Dec., 1853	6 3 8	55,800	44,600	153	1,790 66	1,103 22	341 69	10 76	7 00	2 08	19 83	In good order, had new tires and crown sheet.			

STATEMENT No. 7—Continued.

Engines.	Builders.	Placed on road.	Number of drivers.	Weight.	Weight on drivers.	MILES RUN.			Cost of repairs.	Cost of fuel.	Cost of stores.	COST PER 100 MILES RUN.				Remarks.
						Passenger trans.	Freight.	Total number.				Repairs.	Fuel.	Oil, tallow.	Total cost.	
Kittanning.....	R. Norris & Son.....	May, 1853	4	6 0	58 50	29,392	218	29,610	\$1,781 39	\$2,670 32	\$364 85	\$6 01	\$9 01	23	\$16 25	In tolerable order, needs slight repairs.
Kittanning.....	R. Norris & Son.....	Feb., 1854	6	3 8	55,600	43,500	11,324	11,324	443 11	932 14	200 64	3 91	8 21	1 77	13 91	Needs new tires and general repairs.
Kishwaukee.....	R. Norris & Son.....	Sept., 1853	4	5 0	54,800	33,000	15,212	15,435	1,657 60	1,457 60	189 27	12 37	9 44	1 23	23 04	In good order, had new tires.
Kishwaukee.....	R. Norris & Son.....	May, 1853	4	5 0	56,700	34,300	11,294	12,545	1,655 21	1,549 59	223 11	13 19	12 35	1 77	27 31	In the shop under repairs.
Ligonier.....	Smith & Perkins.....	April, 1854	6	3 8	55,800	44,600	1,314	7,862	1,041 71	638 10	135 13	13 25	6 82	1 72	21 79	Running, needs new tires and two new driving wheels.
Lebanon.....	M. W. Baldwin.....	Oct., 1852	6	3 8	64,500	46,100	5,400	5,400	1,041 71	238 91	75 74	10 29	4 43	1 40	25 12	In the shop for slight repairs to boiler.
Lafayette.....	Smith & Perkins.....	Dec., 1852	6	3 8	54,200	41,800	12,105	12,105	1,711 72	878 13	242 18	6 58	7 23	2 09	15 11	In good order.
Lafayette.....	R. Norris & Son.....	Oct., 1853	4	5 0	54,800	33,000	21,478	21,478	2,510 04	1,703 10	253 61	11 63	7 88	1 17	20 68	In good order, had new driving wheels and tires.
Lafayette Hill.....	R. Norris & Son.....	Feb., 1854	4	6 6	51,900	34,300	8,380	8,380	3,129 46	943 39	156 76	35 95	11 11	1 84	49 80	In the shop for slight repairs, has had new tires.
Ligonier.....	Ross Winans.....	Feb., 1854	8	3 8	59,600	48,200	8,870	8,870	3,602 49	618 05	281 97	40 65	7 05	3 15	50 67	In the shop for second new fire box during the year, had new driving wheels.
Lawrence.....	M. W. Baldwin.....	Jan., 1853	6	3 8	64,500	46,100	11,839	11,839	2,012 35	968 45	276 39	10 70	7 39	2 33	26 63	In the shop for new fire box.
Lawrence.....	M. W. Baldwin.....	Sept., 1852	6	3 8	64,500	46,100	12,607	12,652	1,546 83	898 11	276 78	12 29	7 07	2 18	21 47	In good order.
Lawrence.....	M. W. Baldwin.....	Oct., 1852	6	3 8	64,500	46,100	12,256	12,286	1,562 09	598 21	205 40	12 30	4 97	1 67	19 50	In good order, had new fire box.
Monongahela.....	R. Norris & Son.....	June, 1853	4	5 0	56,700	34,300	2,002	2,002	1,123 74	241 33	26 61	64 16	11 76	1 30	67 82	In the shop for general repairs, in consequence of accident.
Monongahela.....	R. Norris & Son.....	Jan., 1854	4	5 0	56,700	34,300	14,712	15,042	1,123 74	1,925 73	250 17	3 01	12 30	1 60	16 91	In running order, needs new tires and two new driving wheels.
Mountaineer.....	Ross Winans.....	Feb., 1854	8	3 8	59,600	48,200	7,400	7,420	2,002 60	625 39	210 27	35 69	8 40	2 70	46 79	In good order, new fire box and driving wheels. [wheels.
Mountaineer.....	Ross Winans.....	April, 1854	8	3 8	59,600	48,200	5,624	5,624	967 99	432 30	121 90	17 21	7 70	2 16	27 07	In good order, had new driving wheels.
Mountaineer.....	Ross Winans.....	Feb., 1854	8	3 8	59,600	48,200	1,319	1,319	694 66	69 28	25 28	52 67	4 72	1 92	59 31	In the shop receiving new fire box.
Northumbria.....	Smith & Perkins.....	Feb., 1854	6	3 8	55,800	44,600	1,684	1,684	1,998 51	1,186 23	329 40	10 61	6 29	1 75	18 65	In the shop for general repairs, new tires, and two new driving wheels.
Nittany.....	R. Norris & Son.....	Jan., 1854	4	6 6	54,900	34,300	2,523	2,523	1,849 85	2,898 13	374 84	8 32	13 03	1 69	23 04	In good order, had new tires.
Nittany.....	R. Norris & Son.....	Jan., 1854	4	6 6	54,900	34,300	1,914	1,914	20,517	2,946 60	237 41	4 44	14 36	1 15	19 92	In the shop for new tires and two new driving wheels.
Nittany.....	R. Norris & Son.....	Feb., 1854	4	6 6	54,900	34,300	8,042	13,756	1,769 31	1,822 49	227 77	12 50	13 25	1 66	27 71	In good order, had new tires.
Nittany.....	R. Norris & Son.....	Feb., 1854	4	6 6	54,900	34,300	6,714	16,616	1,086 41	1,249 80	361 30	6 54	7 52	2 17	16 23	In good order, had new flue sheet and side sheets.
Onondaga.....	Ross Winans.....	Feb., 1853	6	3 8	55,800	44,600	9,577	9,577	1,471 87	638 45	201 74	15 37	6 88	2 16	24 41	In good order, had new tires and crown sheet.
Philadelphia.....	Smith & Perkins.....	Sept., 1853	6	3 8	55,800	44,600	19,148	19,148	1,185 83	1,321 07	368 43	6 09	6 79	1 90	14 78	In good order, had new fire box and one pair driving wheels.
Philadelphia.....	Smith & Perkins.....	Oct., 1853	6	3 8	55,800	44,600	7,834	7,870	2,061 15	565 81	1 77	26 19	7 19	2 38	35 76	In good order, had new fire box and new driving wheels.
Pennsylvania.....	M. W. Baldwin.....	Mar., 1853	36	8 3 8	54,800	33,000	12,449	12,449	2,330 03	779 40	312 36	8 70	6 25	2 51	27 46	In the shop for slight repairs.
Pennsylvania.....	M. W. Baldwin.....	Aug., 1853	8	3 8	54,800	33,000	167	167	833 24	1,893 45	258 46	17 75	7 58	2 41	27 71	In good order, had new flue sheet.
Quaker City.....	Ross Winans.....	Feb., 1854	8	3 8	59,600	48,200	10,786	10,786	1,914 16	1,893 45	385 16	7 38	7 61	2 60	17 59	In good order (new).
Red Jacket.....	Ross Winans.....	Jan., 1850	36	8 3 8	54,800	33,000	15,166	15,202	1,121 82	1,157 82						

STATEMENT No. 7—Continued.

Engines.	Builders.	Placed on road.	Number of drivers.		Weight.	Weight on drivers.	MILES RUN			Cost of repairs.	Cost of fuel.	Cost of stores.	COST PER 100 MILES RUN.			Remarks.	
			in ft	Size of drivers.			Passenger trains.	Freight trains.	Total number.				Repairs.	Fuel.	Oil, tallow, fluid & waste.		Total cost.
Swickley	R. Norris & Son.....	July, 1853	4	5 0	54,800	33,000	30,719	258	30,577	\$1,606 73	\$2,734 19	\$293 74	\$3 25	\$8 94	\$0 90	\$15 15	Needs tires turned and slight repairs.
St. Clair	Smith & Perkins.....	Mar., 1854	6	3 8	55,800	44,600	234	17,355	17,589	1,420 15	1,095 15	358 60	8 07	6 23	2 04	16 34	In the shop, needs new tires and general repairs.
Shamokin	R. Norris & Son.....	July, 1853	4	5 6	55,800	44,600	586	586	60 82	1,033 24	60 82	15 71	1 76	10 38	2 68	14 82	In good order (new).
Schuykill	M. W. Baldwin.....	Jan., 1853	6	3 8	59,000	48,200	6,909	6,909	6,909	647 16	863 71	154 19	9 37	12 50	2 23	24 10	In good order.
Seneca	Ross Winans.....	April, 1856	8	3 8	59,000	48,200	9,246	9,246	9,246	297 88	645 76	194 31	4 30	7 00	2 10	13 40	In good order.
Tuscarora	G. Norris & Son.....	May, 1853	4	6 0	58,500	35,500	2,502	2,502	2,502	1,440 78	286 47	25 10	57 60	11 45	1 00	70 05	In shop being rebuilt, new fire box, sides and new wheels.
Thor	Ross Winans.....	April, 1853	8	3 8	58,500	44,600	8,940	8,940	8,940	3,451 27	627 38	190 64	38 61	7 02	2 13	47 76	In good order, new fire box, second furnace, fire box, and
Wilkesburg	Smith & Perkins.....	Feb., 1854	6	3 8	54,900	34,200	3,375	12,115	15,510	1,417 29	236 08	106 88	29 50	7 00	2 22	33 72	Running, had new tires, needs new crown sheet.
W.rior Ridge	R. Norris & Son.....	Jan., 1854	4	4 6	54,900	44,400	11,162	11,162	11,162	1,367 86	497 84	181 09	12 25	4 46	1 62	25 06	In the shop for new tires and general repairs.
Wilmore	Smith & Perkins.....	April, 1856	6	5 6	60,600	44,400	5,967	5,967	5,967	2,467 57	753 87	65 94	0 77	12 23	1 00	14 01	In the shop receiving wrought tires.
Wyandusing	R. Norris & Son.....	July, 1856	4	5 6	59,000	44,600	5,967	5,967	5,967	2,467 57	753 87	65 94	0 77	12 23	1 00	14 01	In good order (new).
Yulean	Ross Winans.....	Feb., 1853	8	3 8	55,700	34,300	5,870	15,414	15,414	406 35	1,207 92	224 44	18 00	8 42	2 43	28 85	In good order, had new fire box and driving wheels.
Youghiogheny	R. Norris & Son.....	June, 1853	4	5 0	56,700	34,300	5,870	6,570	6,570	406 35	1,207 92	122 44	0 19	9 83	1 86	17 88	In the shop being rebuilt.
York	M. W. Baldwin.....	Jan., 1853	4	4 6	56,700	34,300	734	5,324	6,078	1,594 37	388 89	153 71	32 16	6 40	2 53	41 65	In good order, had new fire box.
Totals							299,333	663,088	962,421	\$100,096 70	\$79,995 01	\$16,624 27					

AVERAGE COST PER 100 MILES RUN.

Passenger engines—Repairs—			Freight engines—Repairs—		
Fuel	\$8 16		Fuel	\$11 36	
Stores	9 27		Stores	7 82	
	1 22	\$18 65		1 96	\$21 13

B. F. CUSTER, Chief Clerk Motive Power Department.

ANNUAL REPORT, 1856.--STATEMENT No. 9.

Statement of monthly passenger receipts from each station Pennsylvania Railroad and Foreign Roads, during 1856.

Stations.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
New York.....	\$1,147 81	\$1,753 70	\$4,772 16	\$5,670 12	\$3,696 93	\$1,965 74	\$2,084 65	\$3,876 16	\$5,238 85	\$3,900 91	\$2,465 29	\$2,205 42	\$36,757 77
Baltimore.....	1,286 40	1,325 57	2,471 18	3,545 13	3,057 43	2,081 40	1,906 08	2,446 41	3,281 13	2,644 74	1,648 74	1,319 45	28,924 21
Philadelphia.....	13,546 80	14,936 40	36,871 41	43,569 96	35,779 25	21,920 78	22,072 78	28,564 80	40,630 71	40,741 55	26,256 43	21,231 96	348,991 98
Haddonfield.....								3 00	2 50	4 00	2 40	4 00	12 70
Libertyville.....								6 75	4 60	5 00	4 20	4 80	36 25
Athensville.....								56 10	104 95	70 55	62 80	63 15	347 55
White Hall.....								36 35	1 60	49 70	50 00	57 60	273 40
Morgan's Corner.....								43 25	79 35	39 20	49 75	42 80	216 40
Eagle.....								117 35	179 15	181 40	165 20	184 80	827 90
Pacific.....								18 75	181 88	151 70	132 30	110 80	655 48
Steinbock.....								112 00	176 08	146 00	122 60	116 45	613 00
Oakland.....													
Int. Ches. Valley.....													
Downington.....								182 40	377 55	280 60	284 30	291 10	1,425 85
Gallowayville.....								42 60	70 45	66 85	66 97	78 00	312 47
Caln.....								12 15	12 15	31 00	21 40	12 70	108 40
Milwau.....								415 25	415 25	313 25	320 40	329 10	1,658 40
Chantler's.....								19 20	8 25	48 30	29 20	35 70	154 87
Parkburg.....								184 55	362 45	382 31	299 35	355 30	1,548 97
Penningsville.....								134 45	296 49	242 25	214 70	354 30	1,238 48
Christiana.....								117 65	210 15	284 40	185 20	208 35	898 00
Gap.....								102 75	200 15	167 40	150 45	175 75	698 53
Kinzer.....								57 65	81 90	66 00	43 15	61 60	292 30
Lenox place.....								105 82	981 25	223 75	179 85	509 90	979 57
Greenfield.....								18 20	31 55	35 70	31 65	35 70	147 00
Bird in Hand.....								90 10	149 00	146 75	102 90	115 55	497 00
Frederick.....	4,194 05	3,671 20	5,417 68	6,543 09	6,557 94	5,739 68	6,130 80	5,110 13	5,730 33	7,773 87	4,943 70	4,507 15	66,855 54
Robertson.....								15 60	17 00	25 00	9 60	11 30	72 10
Northville.....								15 60	37 70	49 95	51 10	40 25	203 60
Columbia.....	378 45	312 75	498 50	1,852 30	1,154 35	883 30	431 20	1,296 78	3,112 60	2,396 47	1,824 82	1,823 00	14,494 57
Chillico.....	19 30	0 80	13 40	11 60	17 70	14 55	20 45	16 80	12 60	13 55	12 20	26 60	181 25
Marion.....	110 40	78 30	164 15	2,556 15	2,490 45	164 55	141 65	165 30	122 90	134 00	123 70	112 80	6,380 25
Shuck's Mills.....	10 20	8 15	10 95	34 85	24 80	15 85	17 30	15 95	19 40	18 03	19 85	23 80	210 55
Bainbridge.....	42 80	24 90	53 25	114 70	121 45	46 90	47 70	45 80	47 00	45 40	43 90	55 80	690 40
Collins.....	17 00	7 10	17 15	19 65	23 15	19 05	15 15	15 10	9 25	13 80	9 50	25 10	190 00

STATEMENT No. 9—Continued.

Stations.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
Falmouth	\$9 70	\$3 70	\$6 35	\$8 60	\$14 05	\$2 50	\$7 75	\$9 15	\$5 45	\$10 00	\$3 50	\$11 25	\$92 00
Buck Lock	4 40	4 50	4 25	5 00	9 50	2 50	3 95	3 40	7 60	5 95	4 70	5 65	60 80
Landisville	12 90	13 45	20 40	12 90	24 75	28 25	20 10	33 10	14 35	16 70	22 40	6 35	212 10
Mount Joy	139 95	125 33	190 85	181 00	212 43	161 65	214 42	234 75	266 45	205 25	221 40	230 13	2,373 61
Elizabethtown	73 12	76 55	123 77	132 07	124 97	107 40	114 10	147 02	140 85	139 75	139 75	120 92	1,436 70
Middle-town	231 00	167 60	284 60	486 07	741 93	348 65	383 00	387 50	409 10	410 65	377 20	393 20	4,627 52
Higsville	21 70	21 95	25 30	96 65	741 93	36 10	35 05	45 30	41 30	21 40	25 75	34 00	611 75
Harrisburg	7,258 49	6,257 52	11,546 84	17,70 90	10,937 53	9,988 67	9,640 97	12,534 26	13,791 91	15,073 81	10,267 95	9,152 75	140,311 07
Rockville	183 30	144 90	380 62	720 25	423 85	225 05	245 15	340 62	416 85	390 85	319 15	386 47	4,157 02
Cove	3 30	3 30	3 00	6 15	5 35	6 95	5 05	3 85	11 05	5 75	8 40	9 60	69 35
Duncannon	211 98	233 13	308 52	337 40	294 95	254 13	508 43	472 55	489 13	296 20	268 05	363 10	4,038 17
Aqueduct	74 82	69 57	94 95	268 30	761 52	446 57	536 72	517 80	490 80	577 35	479 13	97 75	4,445 58
Bailey's	4 50	8 70	13 00	10 60	11 20	7 30	19 15	8 70	18 05	11 35	15 70	16 95	145 20
Newport	267 98	280 93	494 10	630 60	407 53	343 73	332 08	438 62	438 70	555 37	424 55	455 15	5,159 34
Millertown	215 55	228 85	337 17	661 45	357 40	268 70	307 62	321 43	370 53	615 75	342 30	569 10	4,585 85
Thompsonstown	21 45	25 35	23 30	34 50	25 95	25 80	27 80	26 90	30 15	31 20	35 85	35 50	346 75
Mexico	10 70	16 55	17 10	14 75	18 65	20 30	21 15	11 55	20 00	20 20	17 85	27 38	216 48
Perryville	145 57	147 15	326 75	370 55	317 67	183 03	234 15	246 22	327 82	420 30	209 41	305 90	3,194 56
Mifflin	404 15	363 75	745 43	1,120 20	690 40	494 20	580 45	633 30	903 55	921 95	551 57	687 2	8,076 17
Lewisburg	1,109 33	1,060 53	1,757 63	2,336 80	2,153 03	1,658 15	1,696 53	1,832 60	2,437 75	2,568 00	1,770 80	1,798 33	22,179 62
Anderson's	6 45	6 35	3 10	10 00	9 70	17 50	28 30	23 85	28 78	22 60	20 45	19 70	196 78
McVeytown	258 27	175 60	305 65	417 85	334 22	365 53	401 83	389 50	459 10	398 64	358 12	312 92	4,157 84
Manayunk	10 95	23 80	18 90	9 55	15 75	12 05	9 90	12 30	15 00	18 25	10 65	15 65	150 90
Newton Hamilton	120 90	113 52	118 83	250 37	111 88	105 77	141 02	181 40	153 00	185 25	137 4	137 4	1,805 14
Mount Union	263 70	192 63	389 13	940 15	453 25	344 90	260 70	417 50	459 90	703 60	435 60	435 07	5,315 93
Mapleton	19 53	23 57	36 75	27 75	27 37	34 85	12 50	19 63	17 03	29 63	44 99	37 45	330 97
Mill Creek	85 85	88 60	144 75	132 00	131 05	104 17	112 33	133 23	163 90	178 88	92 15	166 45	1,538 28
Huntingdon	798 80	755 60	1,154 37	1,342 43	1,182 18	1,069 63	1,382 97	1,725 28	1,587 63	1,788 00	1,294 15	1,196 85	15,214 89
Petersburg	204 40	141 00	279 30	284 07	280 25	153 02	259 38	252 27	225 32	314 53	213 53	244 23	2,841 40
Barre	17 60	15 60	33 25	26 70	25 80	38 00	33 51	29 15	27 30	38 65	29 57	36 60	352 72
Spurce Creek	37 85	230 33	579 68	791 98	536 07	551 83	548 10	726 65	691 35	951 57	470 83	461 86	6,918 04
Union Furnace .....	.....	.....	23 70	16 00	15 70	10 55	13 07	37 50	11 50	23 15	16 60	17 22	183 97
Birmingham	73 35	39 57	77 90	105 42	64 15	100 00	81 13	108 20	95 73	79 88	60 17	72 25	957 72
Tyrone	667 92	522 10	914 50	1,226 60	1,300 20	1,274 95	1,206 05	1,166 43	1,392 22	1,388 43	1,187 95	1,178 36	13,775 65
Tipson's	61 10	78 45	78 25	88 75	88 20	80 65	56 00	213 10	103 8	103 8	101 25	76 55	1,094 55
Restoria	32 95	16 00	31 55	66 70	75 70	51 00	73 80	83 45	72 65	67 70	51 15	61 17	683 83
Beil's Mills	63 35	78 60	94 25	74 65	72 00	89 00	93 95	142 07	114 83	100 5	89 95	77 62	1,090 77
Altoona	1,482 95	1,565 00	2,315 44	2,426 14	2,610 73	2,319 27	3,147 19	3,334 93	2,864 64	3,230 20	2,443 05	2,150 35	22,889 87

STATEMENT No. 9—Continued.

Stations.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
Duncanville.....	\$39 55	\$54 35	\$123 15	\$205 12	\$126 10	\$105 50	\$124 97	\$179 40	\$168 75	\$187 02	\$127 10	\$140 55	\$1,661 56
El Dorado.....	847 95	807 20	1,007 70	1,533 05	1,309 32	1,111 55	1,459 55	1,776 55	1,813 77	1,774 20	1,366 20	1,279 15	16,116 19
Holidayburg.....	2 85	2 85	6 50	3 80	1 45	2 75	3 90	6 60	2 85	2 90	2 15	2 10	39 20
Kit saning Point.....	206 15	143 05	180 95	251 25	239 08	221 70	258 55	287 72	243 60	279 53	263 65	261 62	2,437 07
Galitzin.....	310 40	179 93	313 58	233 10	344 92	257 40	787 57	779 35	435 42	372 33	198 83	239 00	4,453 83
Cres on's.....	49 75	30 85	41 55	40 95	21 70	17 40	28 75	77 95	33 05	30 55	27 85	34 80	385 85
Lilly's.....	21 75	8 40	13 40	11 05	15 45	25 65	22 90	16 70	12 90	11 25	16 85	17 15	194 25
Portage.....	302 10	192 10	389 40	340 20	445 80	568 55	600 00	555 00	771 72	722 57	505 30	646 48	6,018 22
Wilmore.....	36 70	37 05	60 15	61 05	27 68	24 85	36 20	36 30	68 75	47 80	54 70	72 30	533 53
Sumnerhill.....	4 70	9 20	12 95	4 05	6 10	5 10	6 00	10 05	11 95	13 65	11 35	16 30	111 40
Viaduct.....	25 60	16 00	31 00	18 55	38 05	24 68	38 50	44 70	37 40	31 25	30 75	21 95	361 03
Conemaugh.....	1,076 68	974 85	1,539 22	1,938 23	1,776 75	1,577 42	1,973 45	2,044 20	2,676 65	2,814 00	1,646 17	2,017 02	22,044 64
Johnstown.....	32 80	14 95	26 95	28 25	27 35	18 15	28 70	33 65	27 65	35 05	27 90	20 70	321 20
Conemaugh Fur.....	18 80	30 30	49 33	80 75	83 90	51 45	68 20	54 95	144 35	88 98	31 70	52 70	753 41
New Florence.....	144 32	120 62	187 07	254 15	230 90	208 38	251 27	221 93	297 75	379 15	258 73	238 83	2,804 01
Lockport.....	140 36	73 20	102 85	167 07	113 75	133 20	150 9	141 05	217 22	274 62	127 05	112 97	1,785 03
Bellvue.....	35 35	24 30	41 10	50 75	46 40	32 6	49 30	34 65	61 45	62 80	45 85	68 40	552 95
Blairsville Int.....	63 88	57 78	76 18	85 90	85 90	12 25	108 77	184 27	237 30	338 23	251 27	265 35	1,849 35
Bairsville.....	953 32	693 92	1,090 85	1,583 85	1,292 30	1,094 12	1,354 50	1,353 65	1,502 73	1,522 22	1,015 05	1,168 40	14,046 91
Mayer's Siding.....						5 05	5 55	6 05	3 05	4 15	4 15	5 85	33 25
Black Lick.....						7 00	6 90	10 65	16 70	14 25	11 50	10 80	78 40
Rough's.....						12 50	13 50	23 60	16 20	10 95	7 80	12 75	97 30
Homer.....						24 90	29 50	18 95	31 80	29 15	20 10	25 55	171 35
Reed's.....						2 97	5 65	17 90	6 95	6 60	4 60	6 05	50 65
Indiana.....						\$71 25	1,019 40	839 63	1,220 97	1,398 95	809 18	931 78	7,091 16
Hillsdale.....	42 20	35 80	40 60	6 70	79 72	66 56	67 13	81 35	90 60	69 00	61 00	54 25	735 50
Derry.....	31 63	21 58	38 02	12 45	56 15	56 15	79 37	70 40	105 33	111 32	64 75	63 86	795 26
St. Clair.....	29 55	25 95	26 85	28 15	53 25	28 45	38 35	52 80	69 47	77 95	82 5	30 30	491 32
Latrobe.....	428 30	491 15	653 88	738 27	577 12	542 15	859 57	776 92	892 60	925 80	600 45	588 10	8,074 29
Beatty's.....	26 10	14 95	31 75	42 10	55 75	34 85	42 85	99 40	70 20	52 00	48 60	44 50	663 55
George's.....	23 10	13 20	12 60	19 00	30 05	16 35	29 25	34 55	46 25	22 85	26 30	19 65	293 75
Greensburg.....	885 37	928 77	1,073 83	1,191 98	1,425 85	984 05	1,359 25	1,294 55	1,972 01	1,645 00	1,202 63	1,121 35	15,124 72
Radebaugh's.....	2 80	1 70	5 95	10 50	4 90	6 25	3 40	24 40	16 30	5 10	4 40	5 70	91 40
Kane.....	11 18	13 45	14 60	20 90	20 35	21 70	36 30	44 05	75 30	31 60	25 80	33 45	349 25
Minor.....	41 95	62 38	84 65	96 40	116 25	80 30	76 75	87 15	134 55	113 75	81 20	92 12	1,047 46
Grapeville.....	314 23	278 17	373 97	302 23	406 43	66 32	660 08	804 53	1,126 65	1,181 95	536 80	363 33	6,915 75
Irvin's.....	63 10	59 40	74 85	92 30	94 05	89 10	102 90	120 45	166 15	168 30	114 30	130 52	1,275 72
Larimer's.....													

STATEMENT No. 9—Continued.

Stations.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Stewart's.....	\$20 10	\$27 00	\$67 40	\$74 02	\$85 90	\$70 35	\$65 45	\$91 75	\$90 95	\$141 85	\$45 25	\$73 58	\$878 67
Terle Creek.....	\$7 25	\$5 30	\$6 85	\$6 25	\$3 35	\$1 15	\$1 15	\$6 35	\$6 35	\$6 35	\$6 25	\$6 25	\$69 75
Brinton's.....	\$20 92	\$23 68	\$38 73	\$24 90	\$31 40	\$81 75	\$70 42	\$109 45	\$109 45	\$60 20	\$29 12	\$30 65	\$4,118 07
Braddelet's.....	\$8 60	\$7 55	\$102 00	\$7 50	\$124 20	\$11 40	\$12 10	\$162 60	\$162 60	\$112 10	\$118 75	\$110 80	\$1,395 60
Swissvale.....	\$21 80	\$17 20	\$24 15	\$20 70	\$44 25	\$48 35	\$52 10	\$60 20	\$61 85	\$112 10	\$118 75	\$110 80	\$1,395 60
Wilkesburg.....	\$123 00	\$206 85	\$139 00	\$147 55	\$204 25	\$165 05	\$219 05	\$144 20	\$144 20	\$209 63	\$144 80	\$183 03	\$2,223 70
Homewood.....	\$4 05	\$1 15	\$5 25	\$4 00	\$9 15	\$9 55	\$9 45	\$10 35	\$11 85	\$10 90	\$9 00	\$10 80	\$96 40
Liberty.....	\$199 05	\$255 80	\$280 10	\$332 80	\$413 37	\$411 60	\$467 00	\$438 70	\$383 05	\$423 45	\$302 95	\$336 30	\$4,278 00
Hopewell.....													
Pittsburgh.....	10,220 38	9,849 45	14,750 40	20,990 40	22,130 48	22,425 31	20,519 25	18,488 39	10,504 35	27,061 41	15,150 73	14,135 32	216,340 91
Ephrata.....													
Willamport.....													
Bedford.....													
Salem.....	199 28	173 64	\$64 92	\$63 44	\$71 92	\$65 12	\$117 64	\$132 95	\$132 95	\$281 72	\$219 77		\$1,357 34
Alliance.....	77 64	\$70 76	\$70 76	\$344 92	\$84 92	\$125 64	\$165 61	\$205 26	\$205 26	\$67 25	\$52 40	\$35 85	\$4,632 65
Canton.....	118 56	77 64	\$182 56	\$232 92	\$288 92	\$181 64	\$141 64	\$140 64	\$140 64	\$188 56	\$75 25	\$80 92	\$2,651 24
Massillon.....	88 00	72 00	\$390 56	\$285 64	\$320 92	\$177 28	\$203 28	\$230 56	\$230 56	\$108 00	\$123 21	\$112 00	\$2,345 20
Orville.....	40 00	\$3 64	\$160 92	\$141 64	\$272 00	\$85 64	\$48 00	\$107 28	\$160 92	\$108 00	\$256 00	\$149 64	\$3,085 52
Woolster.....	168 00	\$213 64	\$512 00	\$337 84	\$254 00	\$318 56	\$195 28	\$248 92	\$420 20	\$243 61	\$131 61	\$139 28	\$1,577 68
Columbia.....													
Manfield.....	299 68	\$176 00	\$338 40	\$413 12	\$558 56	\$302 56	\$271 45	\$263 84	\$444 96	\$345 32	\$270 56	\$222 56	\$3,624 68
Delphos.....													
Crestline.....	300 20	\$288 96	\$524 20	\$445 56	\$519 12	\$602 64	\$260 20	\$314 30	\$422 56	\$314 70	\$270 56	\$222 56	\$3,709 04
Van Wert.....													
Sandusky.....	16 00	\$24 00	\$21 64	\$40 10	\$8 00	\$16 00	\$13 61	\$8 00	\$8 00	\$32 00	\$431 46	\$410 94	\$4,810 32
Lima.....													
Bucyrus.....	16 00	\$21 00	\$80 00	\$32 00	\$10 00	\$40 00	\$32 00	\$16 00	\$16 00	\$45 64	\$4 00	\$2 00	\$290 38
Newark.....													
Up. Sandusky.....													
Fort Wayne.....	32 10	\$40 00	\$88 00	\$152 00	\$128 00	\$72 00	\$117 64	\$219 62	\$278 56	\$109 61	\$75 28	\$101 18	\$1,095 48
Forest.....													
Columbus.....	369 32	\$317 12	\$788 20	\$318 28	\$421 40	\$617 84	\$344 92	\$211 60	\$864 20	\$765 00	\$524 03	\$447 20	\$3,043 82
Iowa City.....													
Urbana.....	45 64	\$32 00	\$40 00	\$32 00	\$45 00		\$29 64	\$25 75	\$24 92	\$16 00	\$68 00	\$61 00	\$658 90
Rockford.....													
Smithfield.....	56 92	\$102 56	\$118 00	\$115 28	\$265 88	\$8 00	\$48 00	\$128 08		\$163 28	\$148 92	\$21 40	\$311 30
Bluff.....													
Dayton.....	253 84	\$356 78	\$712 92	\$333 28	\$540 84	\$521 24	\$267 06	\$489 20	\$494 45	\$530 76	\$373 68	\$458 40	\$5,165 55

STATEMENT No. 9—Continued.

Stations.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
Freeport.....	\$1,568 80	\$2,786 58	\$4,775 40	\$3,243 88	\$2,022 96	\$3,533 08	\$81 00	\$371 95	\$123 52	\$112 92	\$2,730 32	\$2,328 49	\$378 60
Cincinnati.....	130 56	72 00	449 32	161 84	80 92	165 00	3,103 81	2,875 25	3,110 22	3,110 22	4,700 00	56 00	36,343 03
Bellefontaine.....	730 84	1,298 90	1,116 76	433 84	96 00	182 76	260 84	157 64	188 20	175 48	224 00	217 81	2,250 40
Indianapolis.....	16 00	16 00	112 00	72 00	62 00	94 00	310 25	16 00	104 00	40 00	56 00	24 00	360 00
Fulton.....	10 00	10 00	112 00	64 00	592 76	686 20	310 25	398 25	648 92	615 68	399 48	405 70	7,886 58
Richmond.....	10 00	32 00	16 00	17 64	80 00	686 20	120 00	48 10	60 67	24 92	32 00	32 00	213 59
Footville.....	10 00	32 00	16 00	17 64	80 00	686 20	120 00	48 10	60 67	24 92	32 00	32 00	608 00
Cambridge.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Naples.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Louisville.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Decatur.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
La Fayette.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Serr. Haute.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
St. Louis.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Clarksville.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Barlingham.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Cleveland.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Toledo.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Detroit.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Chicago.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Rock Island.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
La Salle.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Peoria.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Galena.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Quincy.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Dunleith.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Bloomington.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Springfield.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Jacksonville.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
New Orleans.....	224 92	385 28	1,441 84	505 41	16 00	34 00	40 00	32 00	16 00	8 00	40 00	40 00	240 00
Total.....	\$61,769 55	\$62,467 40	\$115,026 24	\$138,923 42	\$130,141 08	\$104,014 03	\$102,432 44	\$111,428 30	\$143,271 56	\$153,414 77	\$101,895 50	\$94,196 81	\$1,223,010 40

LEWIS L. HOUPPE, General Ticket Agent

ANNUAL REPORT, 1856—STATEMENT No. 10.

Annual statement of number of passengers from and to each station, Pennsylvania Railroad and connecting roads, during 1856.

Stations.	JANUARY TO JUNE.						JULY TO DECEMBER.						TOTALS.					
	WEST.			EAST.			WEST.			EAST.			WEST.			EAST.		
	From		To	From		To	From		To	From		To	From		To	From		To
	Thro.	Local.	Thro.	Thro.	Local.	Thro.	Thro.	Local.	Thro.	Thro.	Local.	Thro.	Thro.	Local.	Thro.	Thro.	Local.	Thro.
New York.....	2,564	.....	.....	2,472	.....	.....	2,026	.....	.....	2,553	.....	.....	5,191	.....	.....	5,025	.....	.....
Baltimore.....	2,372	.....	.....	2,333	.....	.....	2,370	.....	.....	2,459	.....	.....	4,702	.....	.....	4,792	.....	.....
Philadelphia.....	15,069	9,357	.....	11,429	7,559	.....	13,140	30,704	.....	12,043	27,078	28,149	40,061	.....	.....	23,472	.....	.....
Hestonville.....
Libertyville.....
Athensville.....
White Hall.....
Villa Nova.....
Morgan's Corner.....
Eagle.....
Frederick.....
Streamboat.....
Oakland.....
Doveringtown.....
Callegierville.....
Calhoun.....
Midway.....
Chandler's.....
Parkburg.....
Penningsville.....
Christiana.....
Cap.....
Kruger's.....
Lemon Place.....

STATEMENT No. 10—Continued.

JANUARY TO JUNE.										JULY TO DECEMBER.										TOTALS.									
WEST.					EAST.					WEST.					EAST.					WEST.					EAST.				
From		To			From		To			From		To			From		To			From		To							
Thro'.	Local.	Thro'.	Local.	Thro'.	Thro'.	Local.	Thro'.	Local.	Thro'.	Thro'.	Local.	Thro'.	Local.	Thro'.	Thro'.	Local.	Thro'.	Local.	Thro'.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.				
Gordonville.....																													
Bird-in-hand.....																													
Lancaster.....	648	6,393																											
Robertstown.....																													
Mountville.....																													
Columbia.....	95	6,982																											
Chiquita.....																													
Marietta.....																													
Shock's Mills.....																													
Bainbridge.....																													
Collins.....																													
Palmyra.....																													
Back Lock.....																													
Landville.....																													
Mont. Joy.....																													
Elizabethtown.....																													
Midleton.....																													
Higginville.....																													
Harrisburg.....	5,314	18,397																											
Ro. kille.....																													
Cove.....																													
Duncannon.....																													
Aqueduct.....																													
Bailey's.....																													
Newport.....																													
Millerstown.....																													

TOTALS.

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TOTALS.

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STATEMENT No. 10—Continued.

Stations.	JANUARY TO JUNE.						JULY TO DECEMBER.						TOTALS.					
	WEST.			EAST.			WEST.			EAST.			WEST.			EAST.		
	To		From	To		From	To		From	To		From	To		From	To		From
	Thro.	Local.		Thro.	Local.		Thro.	Local.		Thro.	Local.		Thro.	Local.		Thro.	Local.	
Thompsonstown.....	202	171	112	184	227	251	439	308	287	308	435	287	308	435	287	308	435	287
Mexico.....	117	152	113	134	190	124	175	179	124	175	179	124	175	179	124	175	179	124
Perryville.....	1,000	586	621	884	1,246	700	929	1,238	2,236	301	1,560	2,236	301	1,560	2,236	301	1,560	2,236
Mifflin.....	1,617	1,829	1,720	1,499	2,304	2,303	2,505	1,954	3,921	4,600	4,294	3,921	4,600	4,294	3,921	4,600	4,294	3,921
Lewistown.....	2,993	3,775	3,216	2,388	3,812	4,874	4,600	3,410	6,805	8,619	7,816	6,805	8,619	7,816	6,805	8,619	7,816	6,805
Anderson's.....	100	88	63	141	215	137	104	213	315	225	356	315	225	356	315	225	356	315
McVeytown.....	1,044	1,323	1,234	871	1,359	1,870	1,817	1,229	2,403	3,193	2,100	2,403	3,193	2,100	2,403	3,193	2,100	2,403
Manayunk.....	63	173	113	124	77	177	124	88	143	110	212	143	110	212	143	110	212	143
Newton Hamilt'n.....	671	512	698	681	766	926	989	725	1,437	989	1,406	1,437	989	1,406	1,437	989	1,406	1,437
Mount Union.....	1,884	885	695	1,343	2,294	1,811	942	1,923	4,178	1,811	3,246	4,178	1,811	3,246	4,178	1,811	3,246	4,178
Mapleton.....	101	336	286	401	165	308	308	203	298	777	302	298	777	302	298	777	302	298
Mill Creek.....	715	442	377	535	1,130	495	511	1,074	1,845	937	588	1,845	937	588	1,845	937	588	1,845
Huntingdon.....	3,832	2,694	2,562	3,610	5,712	3,916	3,730	4,753	9,541	6,610	8,362	9,541	6,610	8,362	9,541	6,610	8,362	9,541
Petersburg.....	755	1,381	1,263	846	1,935	1,901	1,470	684	1,820	3,372	1,834	1,820	3,372	1,834	1,820	3,372	1,834	1,820
Barre.....	344	173	169	370	389	295	233	416	573	468	566	573	468	566	573	468	566	573
Spence Creek.....	2,662	1,480	1,394	1,859	3,430	2,498	1,859	2,780	5,942	3,524	4,565	5,942	3,524	4,565	5,942	3,524	4,565	5,942
Union Furnace.....	85	47	80	116	182	148	115	200	270	134	264	270	134	264	270	134	264	270
Birmingham.....	235	591	616	746	871	788	737	676	1,466	1,329	1,722	1,466	1,329	1,722	1,466	1,329	1,722	1,466
Tyone.....	3,223	4,301	2,967	2,740	5,382	3,870	3,794	3,945	8,615	8,171	6,685	8,615	8,171	6,685	8,615	8,171	6,685	8,615
Tipton's.....	448	508	528	447	1,474	1,474	1,675	1,738	1,922	2,149	2,185	1,922	2,149	2,185	1,922	2,149	2,185	1,922
Festoria.....	236	515	466	396	569	738	597	446	756	587	752	756	587	752	756	587	752	756
Bel's Mills.....	499	633	725	606	685	596	1,146	725	1,084	1,529	1,331	1,084	1,529	1,331	1,084	1,529	1,331	1,084
Altoona.....	10,223	5,238	4,553	9,016	12,831	6,615	6,806	12,308	29,062	11,853	21,321	29,062	11,853	21,321	29,062	11,853	21,321	29,062
Eldorado.....	155	1351	1357	67	297	297	212	82	184	207	82	184	207	82	184	207	82	184
Duncansville.....	1,355	7,089	6,698	925	2,339	1,776	1,602	105	452	3,127	2,939	452	3,127	2,939	452	3,127	2,939	452
Hollidaysburg.....	1,335	7,089	6,698	925	2,339	1,776	1,602	105	452	3,127	2,939	452	3,127	2,939	452	3,127	2,939	452
							9,844	1,208	3,671	16,240	16,542	3,671	16,240	16,542	3,671	16,240	16,542	3,671

STATEMENT No. 10—Continued.

Stations.	JANUARY TO JUNE.						JULY TO DECEMBER.						TOTALS.					
	WEST.			EAST.			WEST.			EAST.			WEST.			EAST.		
	From	To		From	To		From	To		From	To		From	To		From	To	
	Thro.	Local.	Thro.	Thro.	Local.	Thro.	Thro.	Local.	Thro.	Thro.	Local.	Thro.	Thro.	Local.	Thro.	Thro.	Local.	Thro.
Bedford Springs	22	238	68	88	28	178	145	81	34	45	178	423	149	423	149	62	178	423
Kittanning Point	1,042	1,047	817	839	1,426	1,748	1,748	1,104	962	2,468	2,795	2,795	1,921	2,795	1,921	1,401	2,795	2,795
Gallitzin	776	1,416	989	668	1,206	1,886	1,886	1,113	1,052	1,985	3,332	3,332	2,102	3,332	2,102	1,720	3,332	3,332
Cresson's	219	217	281	350	333	376	376	296	448	582	613	798	547	613	547	798	613	798
Lilly's	65	149	158	157	63	236	236	249	250	158	385	385	367	385	367	416	385	385
Portage	1,757	946	738	1,563	3,149	1,577	1,577	1,279	2,799	4,906	2,353	2,353	2,017	2,353	2,017	432	2,353	2,353
Wilmore	305	245	394	189	463	344	344	149	184	708	631	1,444	814	631	814	1,444	631	1,444
Sumnerhill	28	106	107	82	82	231	231	152	235	111	235	235	958	235	958	372	235	235
Vindict	158	172	131	140	196	346	346	237	253	364	478	478	368	478	368	498	478	478
Conemaugh	3,718	3,329	3,033	2,831	5,445	4,837	4,837	5,163	5,352	9,163	8,163	8,163	8,222	8,163	8,222	8,449	8,163	8,163
Johnstown	105	217	289	265	117	324	324	425	334	222	570	570	718	570	718	529	570	570
Conemaugh Fur.	168	175	204	204	256	303	303	345	376	424	478	478	659	478	659	2105	478	478
Nineveh	929	804	736	736	1,407	1,406	1,406	1,106	1,317	2,336	1,870	1,870	1,962	1,870	1,962	2105	1,870	1,870
Florence	677	322	333	673	896	64	64	379	789	1,673	826	826	912	826	912	1,492	826	826
Lockport	126	114	244	281	167	178	178	379	407	233	292	292	619	292	619	688	292	292
Boltar	567	247	360	759	1,787	676	676	725	725	2,354	800	800	1,025	800	1,025	3,189	800	800
Blairsville Inter.	4,040	2,447	2,374	3,881	6,141	3,114	3,114	3,790	6,470	10,141	6,761	6,761	6,164	6,761	6,164	9,351	6,761	6,761
Blairsville	77	285	285	285	56	285	285	230	111	56	285	285	230	285	230	111	285	285
Mayor's, Siding	77	285	285	285	56	285	285	230	111	56	285	285	230	285	230	111	285	285
Black Lick	298	617	850	316	1,252	3,031	3,031	178	321	228	321	321	307	321	307	321	321	321
Rough's	306	47	309	349	495	483	483	337	433	861	3,648	3,648	461	3,648	461	1,28	3,648	3,648
Homer	239	154	206	407	452	275	275	314	642	711	429	429	520	429	520	1,049	429	429
Recd's	298	617	850	316	1,252	3,031	3,031	178	321	228	321	321	307	321	307	321	321	321
Indiana	298	617	850	316	1,252	3,031	3,031	178	321	228	321	321	307	321	307	321	321	321
Hillsdale	306	47	309	349	495	483	483	337	433	861	3,648	3,648	461	3,648	461	1,28	3,648	3,648
Derry	239	154	206	407	452	275	275	314	642	711	429	429	520	429	520	1,049	429	429

STATEMENT No. 10—Continued.

JANUARY TO JUNE.										JULY TO DECEMBER.										TOTALS.		
WEST.					EAST.					WEST.					EAST.							
From		To		Thro.	From		To		Thro.	From		To		Thro.	From		To		Thro.	Local.		
Local.	Thro.	Local.	Thro.		Local.	Thro.	Local.	Thro.		Local.	Thro.	Local.	Thro.		Local.	Thro.	Local.	Thro.		Local.	Thro.	
St. Clair.....	207	147	305	259	182	308	473	465	829	516	778	6,140	778	6,140	3,552	3,552	1,094	1,094	845	845	12,105	12,105
Larache.....	2,927	1,259	2,444	3,881	1,924	2,171	3,696	6,808	3,183	3,552	3,552	1,094	1,094	845	845	1,094	1,094	845	845	12,105	12,105	
Beatty's.....	297	69	445	481	9	175	649	792	156	239	239	239	239	239	239	239	239	239	239	239	239	
George's.....	280	74	308	363	157	164	637	732	231	239	239	239	239	239	239	239	239	239	239	239	239	
Greensburg.....	4,948	3,255	4,812	7,137	4,156	4,617	7,353	12,103	7,411	8,090	8,090	12,105	12,105	12,105	8,090	8,090	12,105	12,105	12,105	12,105	12,105	
Kidnauville.....	60	13	88	86	11	24	124	146	24	41	41	212	212	212	41	41	212	212	212	212	212	
Grapeville.....	189	53	236	493	32	163	528	682	107	135	135	764	764	764	135	135	764	764	764	764	764	
Manor.....	662	214	770	727	401	618	899	1,389	615	946	946	1,669	1,669	1,669	946	946	1,669	1,669	1,669	1,669	1,669	
Irwin's.....	2,703	1,428	2,478	5,001	2,107	2,160	4,309	7,794	3,535	3,392	3,392	7,117	7,117	7,117	3,392	3,392	7,117	7,117	7,117	7,117	7,117	
Larimer's.....	801	131	685	1,230	234	583	1,030	1,951	583	802	802	1,715	1,715	1,715	802	802	1,715	1,715	1,715	1,715	1,715	
Stewart's.....	721	125	865	1,230	234	583	1,030	1,951	583	802	802	1,715	1,715	1,715	802	802	1,715	1,715	1,715	1,715	1,715	
Turtle Creek.....	667	429	684	1,388	668	270	1,030	2,055	984	1,486	1,486	2,733	2,733	2,733	1,486	1,486	2,733	2,733	2,733	2,733	2,733	
Brinton's.....	5,700	651	5,941	7,534	651	1,107	7,071	13,334	1,039	1,486	1,486	2,733	2,733	2,733	1,486	1,486	2,733	2,733	2,733	2,733	2,733	
Bradlock's.....	2,354	98	2,611	3,119	170	171	3,134	5,455	268	244	244	5,417	5,417	5,417	244	244	5,417	5,417	5,417	5,417	5,417	
Swissvale.....	1,217	25	2,166	2,019	73	93	3,287	3,256	98	109	109	7,588	7,588	7,588	109	109	7,588	7,588	7,588	7,588	7,588	
Wilkesburg.....	4,389	455	3,484	4,728	666	948	4,104	9,117	1,121	1,505	1,505	29,309	29,309	29,309	1,505	1,505	29,309	29,309	29,309	29,309	29,309	
Il meadow.....	208	9	281	341	23	73	334	549	32	99	99	615	615	615	99	99	615	615	615	615	615	
Lilac ty.....	689	26	12,136	17,120	607	1,556	17,263	32,529	1,163	1,936	1,936	19,410	19,410	19,410	1,936	1,936	19,410	19,410	19,410	19,410	19,410	
Pittsburgh.....	10,119	47,703	8,901	43,897	9,201	63,355	9,086	62,288	17,263	17,263	17,263	17,987	17,987	17,987	17,263	17,263	17,987	17,987	17,987	17,987	17,987	
Williamsport.....	135	135	135	135	103	344	193	684	193	314	314	135	135	135	193	193	135	135	135	135	135	
Salem.....	265	265	265	265	41	319	657	657	41	657	657	346	346	346	657	657	346	346	346	346	346	
Albion.....	401	401	401	401	324	188	305	305	324	305	305	305	305	305	305	305	305	305	305	305	305	
Canton.....	45	45	45	45	61	165	165	165	61	165	165	203	203	203	165	165	203	203	203	203	203	
Masillon.....	604	604	604	604	481	22	1,087	1,087	481	1,087	1,087	42	42	42	1,087	1,087	42	42	42	42	42	
Orville.....	103	103	103	103	43	191	301	301	43	301	301	42	42	42	301	301	42	42	42	42	42	
West F.....	168	168	168	168	135	197	301	301	135	301	301	42	42	42	301	301	42	42	42	42	42	

STATEMENT No. 10—Continued.

Stations.	JANUARY TO JUNE.						JULY TO DECEMBER.						TOTALS.					
	WEST.			EAST.			WEST.			EAST.			WEST.			EAST.		
	From		To		From		To		From		To		From		To		From	
	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.	Thro'.	Local.
Mansfield.....		192			251				161		241						492	
Crestline.....		699			368				602		284						632	
Sandusky.....		21			26				34		9						53	
Delphos.....																	9	
Zanesville.....		48							66									
Van Wert.....											10						10	
Munroeville.....					2						3						5	
Lima.....											31						31	
Newark.....		36			29				33		45						74	
Bucyrus.....											39						39	
Forest.....		17							33		67						67	
Upper Sandusky.....											25						25	
Fort Wayne.....		65			71				133		125						198	
Columbus.....		407			369				463		473						842	
Xenia.....		16							33								49	
Urbana.....		8									19						51	
Springfield.....		53			32				46		84						99	
Dayton.....		517			310				406		389						174	
Wheeling.....		116															689	
Cincinnati.....		2,735			2,520				2,714		2,092						5,449	
Lexington.....		109							66								116	
Bellfontaine.....		192			153				94		143						186	
Indianapolis.....		736			579				571		338						1,310	
Richmond.....					41						48						89	
Cambridge City.....											15						30	
Louisville.....		311			482				399		410						710	
																	922	

STATEMENT No. 10—Continued.

JANUARY TO JUNE.										JULY TO DECEMBER.										TOTALS.									
WEST.					EAST.					WEST.					EAST.					WEST.					EAST.				
From		To		Thro.	From		To		Thro.	From		To		Thro.	From		To		Thro.	From		To		Thro.	From		To		Thro.
Local.	Thro.	Local.	Thro.		Local.	Thro.	Local.	Thro.		Local.	Thro.	Local.	Thro.		Local.	Thro.	Local.	Thro.		Local.	Thro.	Local.	Thro.		Local.	Thro.	Local.	Thro.	
Lafayette.....		85	43					63	49																			92	
Terre Haute.....		143	9					204	136																			347	
St. Louis.....		753	637					960	987																			1,624	
Cairo.....		6	3					299	105																			104	
Burlington.....		67						85	104																			156	
Cleveland.....		1,007	914					1,194	895																			1,413	
Toledo.....		181	199					155	236																			435	
Detroit.....		50	2					94	44																			144	
Chicago.....		3,057	1,702					2,042	2,038																			46	
Rock Island.....		271	173					190	190																			363	
LaSalle.....		2	5					5	13																			7	
Peoria.....		45	15					26	7																			22	
Galena.....		61	50					29	77																			71	
Danville.....		156	22					131	35																			90	
Bloomington.....		20	17					24	34																			127	
Springfield.....		36	28					62	28																			57	
Alton.....		39						45	45																			81	
Galesburg.....		15						1	1																			56	
Sanford.....			7					4	17																			16	
Menarda.....		5						4	4																			24	
Milwaukee.....		87	15					97	27																			9	
Evansville.....								7	10																			42	
Kokuk.....									59																			59	
Memphis.....									50																			10	
Fulton.....									16																			60	
St. Paul.....		44						13	13																			16	
								85	1																			129	

STATEMENT No. 10—Continued.

Stations.	JANUARY TO JUNE.						JULY TO DECEMBER.						TOTALS.					
	WEST.			EAST.			WEST.			EAST.			WEST.			EAST.		
	From		To		From		To		From		To		From		To		From	
	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.	Thro.	Local.
La Crosse.....							1											
Naples.....							8											
Jacksonville.....							25											
Iowa City.....			4				73		2									
Muscatine.....			100				19		35									
Quincy.....			4				6		6									
New Orleans.....							7		21									
Rockford.....									4									
Decatur.....																		
Freeport.....																		
Total.....	26,051	150,417	24,478	150,541	19,483	132,225	18,945	132,182	23,518	227,023	22,689	225,938	20,472	229,303	20,146	223,241	19,523	377,440
																	39,955	361,528
																	39,091	355,723

LEWIS L. HOUPPT, General Ticket Agent.

ANNUAL REPORT, 1856.—CONDENSED STATEMENT No. 11.
Showing the entire earnings from passengers, mails, &c., of Pennsylvania Railroad Company, over all parts of route.

Months.	Passengers.	Emigrants.	EXPRESS. Between Lancaster and Pittsburgh.	MAILS.		Amounts.
				Between Pittsburgh and Philadelphia	Pittsburgh.	
January.....	\$61,769 55	\$2,025 26	\$4,995 00	\$6,083 75	\$6,083 75	\$74,853 56
February.....	62,467 40	2,449 28	4,625 00	6,163 75	6,163 75	75,005 43
March.....	115,026 24	8,562 96	4,810 00	6,463 75	6,463 75	131,462 95
April.....	138,923 42	14,122 63	4,810 00	6,063 75	6,063 75	163,919 80
May.....	130,141 08	10,508 09	4,985 00	6,063 75	6,063 75	151,707 92
June.....	104,044 03	8,204 73	4,625 00	6,063 75	6,063 75	122,997 51
July.....	102,432 44	8,806 99	4,085 00	6,063 75	6,063 75	122,298 18
August.....	118,428 30	9,439 30	4,810 00	6,063 75	6,063 75	138,741 35
*September.....	143,271 56	8,923 85	4,920 40	6,063 75	6,063 75	163,179 56
*October.....	155,414 77	9,438 62	5,052 89	6,334 58	6,334 58	176,240 86
*November.....	101,895 80	7,106 02	4,625 00	6,334 58	6,334 58	119,960 40
*December.....	94,195 81	3,988 38	5,120 00	6,334 58	6,334 58	109,639 37
Totals.....	\$1,323,010 40	\$83,635 11	\$58,383 89	\$73,577 49	\$73,577 49	\$1,553,066 89

* These months include local receipts of Columbia Railroad line.

LEWIS L. HOUPPT, General Ticket Agent.

COMPARATIVE STATEMENT No. 11½.

Of total monthly receipts from passengers, emigrants, express, and mails, over entire route.

Months.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.
January.....	.....	\$9,638 21	\$35,087 06	\$58,898 84	\$37,455 35	\$93,356 03	\$98,049 24	\$74,853 56
February.....	.....	9,002 68	31,225 25	76,661 22	70,688 75	88,952 05	75,586 72	75,605 43
March.....	.....	18,653 20	73,226 39	129,832 05	111,893 26	147,703 42	134,426 52	134,462 95
April.....	.....	27,533 37	63,893 12	130,017 32	134,131 07	140,092 42	165,912 09	163,919 80
May.....	.....	24,511 47	55,039 68	106,645 87	116,932 22	159,663 56	183,607 55	151,707 92
June.....	.....	19,290 00	52,387 65	84,974 52	107,816 88	121,899 07	122,650 75	122,997 51
July.....	.....	17,817 76	51,939 98	85,150 25	111,811 59	117,797 17	113,820 57	122,298 18
August.....	.....	20,554 57	63,027 81	91,508 61	134,841 68	135,561 26	126,932 78	138,741 35
September.....	\$5,908 03	30,173 84	67,373 46	105,578 57	146,453 25	135,542 99	145,837 93	163,179 56
October.....	12,636 57	53,063 22	74,018 22	96,547 26	140,574 30	159,011 74	157,886 14	176,340 86
November.....	14,255 00	48,353 72	69,223 73	75,658 93	110,853 54	129,161 51	113,877 74	119,960 40
December.....	9,610 37	36,294 46	55,978 19	67,477 10	104,453 25	98,447 74	99,851 84	109,639 37
Totals.....	\$42,500 27	\$321,785 50	\$683,023 54	\$1,108,780 57	\$1,347,874 64	\$1,627,189 56	\$1,508,439 87	\$1,553,606 89

LEWIS L. HOUPPT, *General Ticket Agent.*

PENNSYLVANIA RAILROAD COMPANY.

Month.	WAY.		PITTSBURGH.		WEST OF PITTSBURGH.		Totals.		Month.	WAY.		PITTSBURGH.		WEST OF PITTSBURGH.		Totals.	
	Reals.	Baggage.	Reals.	Baggage.	Reals.	Baggage.	Reals.	Baggage.		Reals.	Baggage.	Reals.	Baggage.	Reals.	Baggage.	Reals.	Baggage.
PHILADELPHIA.																	
January.....	45	355	243	4,010	263	11,635	551	16,000	January.....	16	1,180	74	1,680	79	2,675	169	6,545
February.....	69	643	374	5,085	217½	7,670	474	10,000	February.....	18	175	63½	6,327	161	7,065	242½	9,167
March.....	47½	1,450	374	8,441	713½	32,007	1,135	44,088	March.....	16	805	276½	12,946	807½	36,370	1,100	50,121
April.....	49½	1,570	620½	38,421	893½	46,566	1,563½	66,507	April.....	22	610	386	22,159	1,395½	70,636	1,813½	69,305
May.....	47	970	270	79,773	567½	34,313	1,860½	115,056	May.....	62	510	818	9,049	649	27,652	1,000	37,761
June.....	44½	1,135	260	4,098	491½	32,110	796	37,963	June.....	33	330	2,917	17,829	606	39,175	767½	39,175
July.....	46½	1,490	313½	6,019	441½	23,120	80½	29,095	July.....	62	330	317½	9,481	621½	21,016	777½	33,130
August.....	43½	2,670	203½	4,416	438½	20,344	85½	29,223	August.....	44½	1,206	2,46	11,470	647½	20,778	889	32,764
September.....	31	710	333½	4,416	773	19,616	773	24,711	September.....	34	345	307	14,948	626	23,408	1,034	38,701
October.....	34	30	420	8,458	738½	39,393	119½	47½	October.....	41	1,569	313	7,039	491½	20,973	838½	29,162
November.....	61½	860	173½	3,969	464½	24,778	851	28,717	N. v. mber.....	12	745	181½	4,020	362½	13,241	553	18,306
December.....	51	860	173½	2,140	211	4,703	435½	7,700	December.....	15	395	182½	4,151	210½	9,705	403	14,470
Totals.....	550	12,065	4,522	166,872	5,947	295,860	11,019	476,797	Totals.....	352	8,171	3,004	120,759	6,457½	272,321	9,808½	399,270
NEW YORK.																	
January.....	89	3,605	464½	14,635	497½	14,770	1,051	33,010	January.....	71½	.....	74½	610	214½	3,550	296½	4,160
February.....	40	650	218	7,480	245	6,665	593	14,705	February.....	5	.....	62	325	329	6,090	305	6,415
March.....	61½	2,590	248	22,215	476	17,335	768½	768½	March.....	31½	.....	83	1,060	653½	12,760	782	14,388
April.....	56	1,800	301	10,450	564	32,180	924½	44,630	April.....	64	1,660	713½	2,370	1,168½	30,260	1,388	31,240
May.....	44½	2,240	531	43,325	669	24,873	1,244½	64,436	May.....	42½	1,390	237	3,570	1,198½	31,763	38,721	38,721
June.....	37	665	301½	14,395	583½	28,623	783½	43,383	June.....	36½	1,430	191	2,295	875	32,705	36,460	36,460
July.....	24½	1,185	316½	7,495	412½	17,720	753½	26,400	July.....	46½	1,310	208½	7,495	901	31,840	1,102½	40,665
August.....	35	1,490	273	5,097	225½	7,425	491	21,415	August.....	38½	1,310	208½	6,340	753	19,585	1,264½	34,355
September.....	54	1,065	915	8,325	286½	16,530	653½	20,450	September.....	44½	2,970	268½	6,800	656½	27,865	969½	29,355
October.....	45½	1,160	318½	6,800	339	16,740	703	25,070	October.....	39½	1,670	247½	3,404	914	29,110	1,221	33,770
November.....	32	1,130	260½	3,803	250½	11,980	542	16,670	November.....	65½	1,825	300½	5,670	805½	23,690	1,171½	30,695
December.....	34	85	252½	2,195	267	10,170	553½	12,450	December.....	13	80	169	1,270	344	6,190	626	6,940
Totals.....	553	18,335	3,790	126,596	4,821½	292,853	9,169½	337,783	Totals.....	450½	12,443	2,460	39,855	8,805	254,830	11,715½	307,158
Grand totals.....	1,103	30,400	8,312	143,467	10,771½	498,713	20,187½	814,580	Grand totals.....	802½	20,614	5,464	160,614	15,262½	527,151	21,524	698,428

ANNUAL REPORT, 1856.

STATEMENT No. 13.

Freight earnings of Pennsylvania Railroad for the year 1856.

From Pittsburgh to Philadelphia.....	\$821,808 79
From way stations to Philadelphia.....	621,803 38
From Pittsburgh to Baltimore.....	86,092 93
From Philadelphia to Pittsburgh.....	958,231 21
From way stations to Pittsburgh.....	176,334 06
From Baltimore to Pittsburgh.....	148,504 88
Local, eastward.....	192,496 91
Local, westward.....	172,824 80
	\$3,175 701 56
Receipts for tolls, etc.....	58,576 78
Receipts from Harrisburg and Lancaster R. R., for motive power.....	12,183 51
	\$3,246 461 85

Information from records at the General Freight Office.

Tons of through freight, east.....	88,707
Tons of through freight, west.....	76,450
Tons of local freight, east.....	196,230
Tons of local freight, west.....	92,599
Number of cars to Philadelphia.....	66,346
Number of cars from Philadelphia.....	65,953
Average load, east.....	7,497
Average load, west.....	3,400
Tons of Baltimore freight, east.....	12,990
Tons of Baltimore freight, west.....	16,391
Total tons moved.....	453,992
Mileage, through freight, east.....	21,999 009
Mileage, through freight, west.....	18,960 684
Mileage, way freight, east.....	30,955 962
Mileage, way freight, west.....	12,861 559
Total mileage on Pennsylvania Railroad.....	84,777 214
Total mileage on Harrisburg and Lancaster R. R. east.....	9,330 362
Total mileage on Columbia Railroad.....	25,728 925
Tons subject to state tax.....	310 343
Mileage of taxed tonnage.....	62,302 896
Amount of state tax.....	\$186,904 65

Mileage estimated in tons carried one mile.

GEORGE W. FERNON,
Chief Clerk, Freight Department.

ANNUAL REPORT, 1856.—STATEMENT No. 14.

*Weight in pounds, sent from and received at each Station on Pennsylvania Railroad,
during the year 1856.*

No.	Name of Station.	FORWARDED.				RECEIVED.			
		1st Class.	2d Class.	3d Class.	4th Class.	1st Class.	2d Class.	3d Class.	4th Class.
1	Philadelphia.....	64,365,468	49,360,834	16,237,117	54,527,966	5,181,486	15,098,297	9,955,459	396,602,864
	Baltimore.....	6,389,705	2,760,541	2,889,564	20,737,506	29,192	1,773,211	1,521,200	22,439,951
26	Lancaster.....	454,190	97,401	84,954	877,512	174,465	347,902	229,521	5,996,846
C	Columbia.....	232,077	81,223	22,399	13,184,033	30,189	35,154	100,898	20,827,610
34	Harrisburg.....	1,593,663	677,092	131,551	17,249,770	814,933	703,320	1,101,572	1,352,748
36	Cove.....	100	225		900	17,154	8,429	36,092	60,618
37	Duncannon.....	141,133	30,360	39,702	6,795,804	20,582	236,495	109,778	14,275,056
39	Baileysburg.....				72,000	403			17,620
40	Newport.....	395,443	768,267	89,998	1,886,035	374,143	526,693	582,395	476,608
41	Millersburg.....	328,445	398,094	98,998	630,994	211,313	196,875	217,474	207,830
44	Perryville.....	368,578	937,002	102,942	4,124,996	412,895	423,071	720,475	535,461
45	Mifflin.....	344,536	379,366	149,870	953,832	329,482	291,169	411,205	1,435,470
46	Lewistown.....	840,251	1,332,165	1,161,560	10,717,274	1,236,914	1,598,403	752,662	3,568,103
48	McVeytown.....	111,144	27,723	38,726	2,062,155	137,074	129,523	16,014	2,932,740
49	Newton Hamilton.....	69,992	13,244	22,635	883,916	92,631	71,270	43,350	204,969
51	Mt. Union.....	349,434	448,858	141,933	3,763,343	332,746	376,633	395,183	485,561
52	Mapleton.....	6,920	6,153	1,240	5,441,014	28,406	17,232	15,365	61,682
53	Mill Creek.....	236,407	56,227	269,611	1,142,784	121,710	110,624	47,274	279,130
54	Huntingdon.....	216,116	301,340	29,098	50,630,725	1,034,408	893,571	301,641	7,168,833
55	Petersburg.....	19,189	104,036	164,424	3,947,418	232,565	187,964	76,737	916,033
57	Spring Creek.....	256,966	323,194	82,278	7,101,281	879,886	368,956	156,794	2,294,947
59	Tyrone.....	340,151	334,362	45,747	11,443,039	1,597,766	1,484,082	961,945	5,329,264
60	Tipton's.....	19,310	2,565	7,057	6,381,858	152,459	138,577	92,918	712,642
61	Fortoria.....	13,350	1,834	400	1,139,940	66,950	34,568	8,630	113,317
62	Bell's Mills.....	102,957	3,570	12,440	4,113,858	111,025	79,667	59,370	446,451
63	Altoona.....	269,481	61,897	123,973	5,288,918	816,599	634,426	636,410	10,855,408
M	Duncansville.....	63,693	87,846	78,823	10,911,207	113,795	111,271	193,255	303,749
K	Hollidaysburg Int.....	348,577	340,928	183,314	7,857,839	1,069,096	903,086	375,747	2,456,446
65	Gallitzin.....	89,214	17,702	13,110	21,972,037	131,407	151,437	91,352	2,883,649
66	Cresson.....	119,498	46,053	127,216	2,947,321	290,809	247,049	60,914	725,853
69	Wilmore.....	93,117	150,625	33,888	8,487,709	414,709	443,991	189,249	1,213,331
72	Conemaugh.....								
73	Johnstown.....	504,838	261,765	347,183	25,416,236	1,393,843	1,485,001	920,034	13,641,417
76	New Florence.....	127,506	20,792	40,622	2,380,840	107,913	71,408	29,769	705,186
77	Lockport.....	33,463	20,864	104,421	357,070	50,404	67,510	39,978	1,164,628
79	Blairsville.....	344,804	399,904	621,916	7,136,966	817,207	764,945	299,794	2,447,042
81	Derry.....	51,849	15,904	42,791	1,304,144	72,212	64,020	31,284	193,366
82	St. Clair.....	33,603	90,011	44,177	893,050	46,945	69,186	61,078	176,628
83	Latrobe.....	425,443	115,536	432,569	8,077,671	428,144	404,980	172,444	3,061,039
86	Greensburg.....	1,187,399	819,710	23,844	8,709,356	671,164	959,043	345,551	3,705,025
89	Manor.....	66,861	35,609	1,800,767	3,771,024	77,362	136,032	16,331	683,176
90	Irwin's.....	188,883	262,071	203,545	86,690,624	285,396	662,863	437,230	3,399,874
91	Larimer's.....	47,120	1,238	19,477	57,884,396	51,135	109,314	28,051	1,081,770
92	Stewart's.....	29,357		4,939	246,801	9,385	35,024	1,421	250,263
94	Brinton's.....	40,457	2,977	13,066	197,228	102,885	111,229	64,301	1,876,835
97	Wilksburg.....	11,160	4,080	82,000	4,360,500	18,477	9,242	747	201,053
98	Liberty.....	17,347	6,832	28,266	481,581	52,334	14,146	21,973	299,505
100	Pittsburgh.....	3,132,087	16,070,732	9,491,915	200,716,317	63,878,647	44,180,570	14,672,542	146,866,295
75	Bolivar.....	106,494	4,167	193,000	1,075,726	31,648	28,893	13,740	163,696
U	Lilly's.....				3,355,200				
U	Furnace.....	68,668	11,555	8,230	337,692	25,309	14,129	3,270	144,574
75	Nineveh.....	24,311	16,110	24,276	1,996,045	91,956	66,701	27,458	234,739
U	Indiana.....	365,498	186,155	365,429	6,159,749	534,471	695,597	236,412	4,407,167
	Totals.....	85,215,365	77,475,738	36,384,197	708,912,910	85,215,365	77,475,738	36,384,197	708,912,910

GEORGE W. FERNON,

Chief Clerk Freight Department.

ANNUAL REPORT, 1856.—STATEMENT No. 15.

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.
Philadelphia.....			96,543	31,575	920,195	40,772	628,109	1,521	1,434,089
Baltimore.....					3,015		351,041		216,709
Lancaster.....	150			870	80,398	150	159,243		7,875
Columbia.....	26,336		103,027		199,346		60,814		434
Harrisburg.....	32,450		32,040	31,152		58,491	482,922	130	130,269
Cove.....			225						100
Duncannon.....	1,880,554	1,493,795	851,722	74,402	1,419,138				33,203
Baileysburg.....									
Newport.....	2,493,531	191,812	42,441	90	250,457	1,005	84,838	275	
Millersstown.....	1,171,694	48,964	76,124	8,441	64,194	351	3,317		
Perryville.....	4,155,051	122,466	382,425	3,200	524,607		17,785		415
Mifflin.....	1,262,499	79,467	41,238	8,665	314,275		1,100		970
Lewistown.....	10,285,416	1,751,548	141,914	197,361	628,933		88,941		11,745
McVeytown.....	1,914,901	43,827	3,000	16,395	16,373		4,350		1,200
N. Hamilton.....	559,632	4,390		200	45,936		625		
Mt. Union.....	3,093,443	53,589	705	1,195	134,056		1,661		1,235
Mapleton.....	3,632,955	2,813	112,000		628,000				
Mill Creek.....	824,172	34,805	9,362	64,000	1,950		8,152		2,334
Huntingdon.....	18,769,868	36,334	905,903	17,201,633	3,591,091	800	5,488,825		400
Petersburg.....	1,394,338	3,624	132,097	3,774	19,810		31,740		
Spruce Creek.....	638,015	15,276	44,227		5,984		5,500		
U. Furnace*.....	237,313				333				
Tyrone.....	4,343,517	41,854	115,777	16,000	228,190			16,000	150
Tipton's.....	2,099,035		16,000	48,000	64,148				16,000
Foster's.....	105,934		75		600				
Bell's Mills.....	776,030	700			95,250				
Altouna.....	332,166	931	105	58,900	54,548		5,833		
Duncansville.....	1,707,793	556,420			32,900				
Holliday's.....	1,443,191	104,765	4,365	24,047	56,274	184,000			
Gallitzin.....	11,206,955	2,820		468,000	803,465		6,452,307		
Cresson.....	2,335,564	225,995	34,500		1,890				
Lilly's.....					100,000		772,000		
Wilmore.....	4,148,493	1,249,232	176,522	32,000	22,543		687		
Johnstown.....	2,105,501	932,678	4,520		95,351				
Nineveh*.....	715,102								
Florence.....	1,115,155	800							
Lockport.....	163,340	450							
Bolivar.....	32,672								
Blairsville.....	5,532,991	5,924	93,839	450	142,812				
Indiana†.....	5,069,037	4,500	200,236	106,000	182,796	30,000			
Derry.....	811,723				2,088				
St. Clair.....	333,383	35,180							
Latrobe.....	4,604,523	37,748	10,800		251,078				
Greensburg.....	7,330,154	399,877	25,837	1,545,520	25,557	14,000			3,240
Manor.....	3,782,163	6,600			197,000				
Irwin's.....	79,032,667	39,145			4,097,000				
Larimer's.....	55,299,293			668,900	100,000				
Stewart's.....	116,394								
Brinton's.....	99,608								
Wilkinsburg.....	62				650				
E. Liberty.....	356,594		21,290		150				
Pittsburgh.....	177,415,403	18,620,085	3,063,111	500,568	6,487,267	11,188	101,601		155,528
Totals.....	423,276,733	26,190,418	6,848,001	20,920,398	21,886,742	340,857	14,751,475	17,925	2,016,896

* Nineveh and Union Furnace, from March, inclusive.

† Indiana, from June, inclusive.

STATEMENT No. 15—Continued.

From—To	Millertown.	Perryville.	Mifflin.	Lewistown.	McVeytown.	N. Hamilton.	Mount Union.	Mapleton.	Mill Creek.
Philadelphia.....	578,094	1,170,094	1,087,184	3,391,471	237,148	180,575	1,018,239	33,061	252,346
Baltimore.....	11,430	244,905	123,095	255,289	8,918	20,081	34,243	7,542	8,227
Lancaster.....	11,785	1,827	9,467	22,455	1,083	.....	45	2,915	7,027
Columbia.....	26,848	.....	8,441	38,852	216,076	.....	503	.....	.....
Harrisburg.....	46,853	62,649	122,050	178,626	18,276	8,840	20,839	6,433	8,950
Cove.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duncannon.....	33,388	50,257	44,599	70,181	8,967	6,092	13,851	3,965	15,484
Baileysburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newport.....	1,940	2,112	8,503	1,290	1,275	318	10	.....	.....
Millerstown.....	.....	410	1,853	15,913	1,061	.....	.....	.....	286
Perryville.....	306	.....	300	3,970	213,968	.....	100	825	.....
Mifflin.....	618	1,040	.....	12,680	4,925	1,500	3,322	.....	647
Lewistown.....	3,855	17,785	67,754	.....	76,480	16,502	33,600	4,580	6,998
McVeytown.....	120	1,430	3,515	3,994	.....	1,590	3,053	.....	.....
N. Hamilton.....	.....	1,680	350	13,470	172,455	.....	23,872	980	800
Mount Union.....	2,900	200	4,881	11,369	698	3,156	.....	11,361	3,957
Mapleton.....	.....	.....	384,000	60	100	140	12,176	.....	.....
Mill Creek.....	.....	438	222	1,614	8,383	10,768	8,642	379	.....
Huntingdon.....	27,234	40,209	214,400	414,825	194,600	21,637	39,415	2,967	4,555
Petersburg.....	.....	1,100	766	8,834	160	.....	6,570	200	18,493
Spruce Creek.....	.....	6,900	1,025	60,276	125	36	13,431	830	6,576
U. Furnace*.....	.....	.....	.....	284	60	.....	.....	.....	309
Tyrone.....	32,030	.....	159,725	337,193	104,020	23,235	47,445	22,025	58,973
Tipton's.....	16,000	126,198	221,795	153,666	160,700	71,000	41,000	16,000	46,000
Fostoria.....	.....	.....	11,000	24,000	.....	.....	.....	.....	.....
Bell's Mills.....	.....	22,000	46,222	139,500	144,230	8,000	21,050	.....	16,000
Altoona.....	.....	.....	12,949	1,882	51,472	740	6,250	633	8,750
Duncansville.....	.....	.....	.....	.....	.....	273	2,369	.....	780
Holidaysburg.....	.....	350	2,628	11,625	8,569	763	8,370	.....	4,767
Gallitzin.....	.....	36,000	.....	330,000	377,187	.....	.....	.....	.....
Cresson.....	84	.....	.....	1,846	540	.....	600	.....	.....
Lilly's.....	.....	.....	.....	.....	910,000	.....	18,000	.....	.....
Wilmore.....	.....	.....	.....	82,460	6,300	.....	.....	.....	.....
Johnstown.....	.....	.....	970	175	3,550	.....	.....	.....	840
Nineveh*.....	.....	100	.....	200	.....	.....	.....	.....	.....
Florence.....	.....	.....	.....	.....	.....	.....	255	.....	.....
Lockport.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bollivar.....	.....	.....	.....	6,484	40,100	.....	.....	.....	.....
Balsville.....	.....	.....	.....	10,335	.....	.....	.....	.....	.....
Indiana†.....	.....	.....	10,968	1,607	.....	410	.....	.....	.....
Derry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Clair.....	.....	.....	.....	2,931	.....	.....	.....	.....	.....
Latrobe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greensburg.....	.....	.....	.....	6,470	.....	.....	.....	.....	.....
Manor.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Irwin's.....	.....	.....	.....	1,008,000	.....	.....	.....	.....	.....
Larimer's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stewart's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brinton's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilkinsburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
E. Liberty.....	.....	100	.....	.....	.....	.....	.....	.....	.....
Pittsburgh.....	20,993	47,813	245,367	601,703	82,669	25,417	118,596	8,361	41,130
Totals.....	817,525	1,830,187	2,793,843	7,200,294	3,078,059	384,157	1,498,888	112,967	507,350

* Nineveh and Union Furnace, from March, inclusive.

† Indiana, from June, inclusive.

STATEMENT No. 15—Continued.

From-To	Huntingdon.	Petersburg.	Spruce Creek.	U. Furnace.	Tyrone.	Tipton's.	Festoria.	Bell's Mills.	Altoona.
Philadelphia.....	2,048,824	316,051	781,495	35,481	3,051,840	285,542	39,732	108,088	3,858,442
Baltimore.....	157,449	7,465	18,986	265	357,095	368	.....	2,688	418,075
Lancaster.....	10,472	6,196	485	.....	13,804	452	.....	400	5,880
Columbia.....	70,978	5,365	1,743	.....	50,952	3,277	3,031	.....	85,844
Harrisburg.....	106,842	12,316	119,590	1,680	150,680	5,400	1,548	19,450	602,258
Cove.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duncannon.....	10,769	18,416	149,155	.....	176,951	.....	.....	.....	573,243
Baileysburg.....	.....	.....	.....	.....	.....	.....	.....	.....	72,000
Newport.....	1,972	65	64	.....	2,400	.....	290	.....	5,444
Millerstown.....	15	195	58	.....	1,754	.....	.....	.....	19,084
Perryville.....	.....	.....	.....	.....	400	50	.....	.....	200
Mifflin.....	16,119	.....	102	.....	4,445	.....	.....	4,700	6,680
Lewistown.....	75,786	6,762	30,356	.....	71,662	11,047	10,080	22,590	172,397
McVeytown.....	18,376	130	1,586	.....	6,108	3,305	.....	545	25,307
N. Hamilton.....	2,065	.....	.....	.....	4,896	.....	40	110	8,345
Mount Union.....	52,271	109,185	14,554	2,065	19,435	.....	3,000	6,000	57,540
Mapleton.....	774,834	.....	.....	.....	.....	.....	.....	.....	205,000
Mill Creek.....	78,523	7,733	19,196	790	2,983	292	6,900	498	35,146
Huntingdon.....	.....	62,102	290,292	117,814	463,738	3,955	4,270	14,140	242,555
Petersburg.....	240,497	.....	36,435	.....	181,497	500	4,796	3,561	96,354
Spruce Creek.....	168,481	17,220	.....	735	224,851	15,955	6,906	7,225	24,440
U. Furnace*.....	832	70	81,250	.....	62,250	19,250	.....	34,435	50,557
Tyrone.....	976,516	234,958	244,701	655	.....	39,720	22,681	31,700	94,363
Tipton's.....	1,053,485	61,901	7,890	200	3,058	.....	1,285	8,142	115,069
Festoria.....	30,350	7,000	8,935	.....	250	5,100	.....	955	8,615
Bell's Mills.....	220,261	63,832	74,344	2,000	12,416	3,739	9,591	.....	363,669
Altoona.....	74,216	122,560	194,237	310	118,018	26,877	75,525	101,914	79,115
Duncansville.....	311,211	6,400	27,340	10,500	525	20,037	1,100	14,204	579,752
Holidaysburg.....	105,618	66,988	60,913	100	182,214	17,755	5,350	113,793	337,809
Gallitzin.....	36,788	40,000	.....	.....	1,622,200	233,911	.....	6,000	47,478
Cresson.....	8,170	.....	900	.....	4,885	.....	.....	304	611,200
Lilly's.....	36,000	198,000	456,206	.....	218,000	.....	.....	18,000	107,558
Willmore.....	27,341	3,515	1,355	.....	2,030	978	.....	300	15,193
Johnstown.....	2,363,331	.....	28,965	15,000	34,925	30,000	.....	15,765	870
Nineveh*.....	.....	.....	4,057	.....	70	.....	.....	.....	3,502
Florence.....	.....	.....	.....	.....	.....	126,534	.....	.....	2,970
Lockport.....	750	.....	.....	.....	.....	56,507	.....	.....	104,254
Bolivar.....	.....	.....	32,700	.....	34,140	.....	.....	.....	61,889
Blairsville.....	12,137	.....	.....	.....	200	2,163	.....	30,029	10,513
Indiana†.....	.....	20,000	400	.....	10,910	2,585	.....	.....	143
Derry.....	2,400	.....	.....	.....	.....	.....	.....	.....	595,882
St. Clair.....	.....	.....	.....	.....	.....	34,000	.....	.....	34,859
Latrobe.....	.....	.....	.....	.....	131,983	.....	.....	648	59,500
Greensburg.....	5,068	.....	1,387	.....	2,382	.....	.....	.....	360,538
Manor.....	.....	.....	.....	.....	.....	.....	.....	.....	40,000
Irwin's.....	.....	.....	.....	.....	70,643	.....	.....	.....	.....
Larimer's.....	218	.....	80,000	.....	228,000	76,000	.....	.....	.....
Stewart's.....	.....	.....	.....	.....	940	.....	.....	.....	.....
Brinton's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilkinsburg.....	.....	.....	.....	.....	.....	.....	.....	.....	1,479,500
E. Liberty.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh.....	382,310	67,135	606,937	.....	1,292,473	113,474	11,234	69,292	950,137
Totals.....	9,571,335	1,484,782	3,328,944	187,695	8,917,911	1,142,763	207,107	635,888	12,882,880

* Nineveh and Union Furnace, from March, inclusive.

† Indiana, from June, inclusive.

STATEMENT No. 15—Continued.

From—To	Duncansville.	Holidaysburg.	Gallitzin.	Cresson.	Lilly's.	Wilmore.	Johnstown.	Nineveh.	N. Florence.
Philadelphia.....	369,535	1,683,666	111,968	386,454	.....	624,648	1,772,946	104,526	116 113
Baltimore.....	1,389	239,434	39,895	37,943	.....	23,012	313,045	1,633	5,873
Lancaster.....	.....	5,349	.....	1,242	.....	1,910	768,785	.....	.....
Columbia.....	.....	417,881	3,183	.....	.....	44,466	538,812	.....	.....
Harrisburg.....	.....	80,847	9,200	100	.....	22,262	29,046	.....	100
Cove.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duncannon.....	.....	.....	.....	212	.....	557	1,500	.....	.....
Baileysburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newport.....	.....	.....	.....	.....	.....	27	139	.....	.....
Millersstown.....	.....	390	.....	.....	.....	.....	.....	2,427	.....
Perryville.....	.....	4,670	.....	.....	.....	.....	300	.....	.....
Mifflin.....	.....	30	.....	.....	.....	.....	369	.....	900
Lewistown.....	940	18,400	75	2,271	.....	15,420	2,875	.....	.....
McVeytown.....	.....	520	3,950	500	.....	.....	.....	.....	.....
N. Hamilton.....	230	1,280	.....	.....	.....	.....	.....	.....	.....
Mount Union.....	20	5,288	.....	.....	.....	.....	.....	195	.....
Mapleton.....	.....	.....	.....	.....	.....	20	.....	.....	.....
Mill Creek.....	.....	230	.....	.....	.....	.....	.....	1,165	487
Huntingdon.....	52,000	146,019	21,583	23,685	.....	28,825	107,390	100	444
Petersburg.....	14,492	16,025	.....	350	.....	.....	225,100	.....	.....
Spruce Creek.....	620	12,570	3,100	1,800	.....	8,140	91,570	5,065	.....
U. Furnace*.....	.....	70	.....	.....	.....	.....	.....	.....	.....
Tyrene.....	8,376	20,238	22,225	4,173	.....	3,979	11,716	425	.....
Tipton's.....	500	56,308	659,940	.....	.....	342	.....	.....	.....
Fostoria.....	.....	3,600	.....	.....	.....	.....	.....	.....	.....
Bell's Mills.....	900	124,888	17,500	.....	.....	33,940	340,522	450	.....
Altoona.....	9,220	53,701	17,718	56,482	.....	5,763	39,004	4,340	435
Duncansville.....	.....	24,384	1,952	.....	.....	41,461	4,768,794	690	.....
Holidaysburg.....	.....	.....	95,957	84,339	.....	168,624	830,476	1,215	400
Gallitzin.....	19,200	3,850	.....	14,264	.....	7,492	32,462	.....	1,000
Cresson.....	.....	1,130	4,012	.....	6,136	13,578	140,177	100	.....
Lilly's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilmore.....	112,110	678,938	10,361	44,252	.....	.....	324,959	916	45,410
Johnstown.....	20,393	20,150	103,776	66,014	.....	173,431	.....	58,694	24,254
Nineveh*.....	.....	816	.....	100	.....	40	618,602	.....	47,232
Florence.....	.....	600	.....	.....	.....	835	318,009	19,121	.....
Lockport.....	.....	.....	8,194	.....	.....	.....	55,873	.....	561
Bolivar.....	.....	.....	13,765	.....	.....	.....	273,197	100	31,541
Blairsville.....	.....	35,570	10,387	13,172	.....	52,950	283,008	1,783	8,266
Indiana†.....	.....	6,300	184	2,500	.....	13,902	2,7528	9,728	8,242
Derry.....	.....	.....	400	.....	.....	160	174,552	75	700
St. Clair.....	.....	.....	12,000	.....	.....	120	41,921	260	440
Latrobe.....	.....	6,770	58,825	23,249	.....	154,738	950,729	2,796	45,299
Greensburg.....	.....	2,363	3,044	30,472	.....	11,976	150,639	2,265	2,555
Manor.....	.....	.....	.....	942	.....	8,858	171,093	.....	285,684
Irwin's.....	.....	360,050	.....	29,250	.....	17,726	381,166	.....	94,520
Larimer's.....	.....	60,000	.....	.....	.....	200	118,616	.....	34,000
Stewart's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brinton's.....	.....	.....	718	6,442	.....	.....	6,145	.....	.....
Wilkinsburg.....	.....	.....	1,785,000	.....	.....	.....	2,788	.....	.....
E. Liberty.....	.....	.....	.....	.....	.....	250	150	.....	.....
Pittsburgh.....	102,267	879,290	288,472	593,002	.....	928,598	3,366,244	269,505	157,584
Totals.....	712,192	4,846,921	3,328,733	1,428,745	6,136	2,409,268	17,509,013	772,823	630,358

* Nineveh and Union Furnace, from March, inclusive.

† Indiana, from June, inclusive.

STATEMENT No. 15—Continued.

From—To	Lockport.	Bolivar.	Blairsville.	Indiana.	Derry.	St. Clair.	Latrobe.	Greensburg.	Manor.
Philadelphia.....	87,252	42,934	1,309,141	930,563	103,315	87,975	565,063	824,719	87,106
Baltimore.....	1,455	3,185	38,745	1,944	2,650	1,155	51,249	118,082	480
Lancaster.....			3,978	695			1,535		660
Columbia.....			7,956	69,227					236
Harrisburg.....		25	15,412	4,470	160		1,660	8,520	
Cove.....									
Duncannon.....								163	
Baileysburg.....									
Newport.....			413	4,693				1,428	
Millerstown.....								358	
Perryville.....			470					2,384	
Mifflin.....			120					325	
Lewistown.....			2,390	7,380				560	
McVeytown.....			420				65		
N. Hamilton.....									
Mount Union.....				110					
Mapleton.....									
Mill Creek.....				25					
Huntingdon.....			1,000						
Petersburg.....			100	205				2,100	
Spruce Creek.....	513		1,690	310				3,500	
U. Furnace *.....									
Tyrone.....			1,870	1,615			3,760	943	
Tipton's.....	576,398		148,421	50			97,000	384,000	
Fostoria.....	320,000		496,000						
Bell's Mills.....			4,600						
Altoona.....	36,391		5,590	4,935		1,500	1,910	3,990	2,000
Duncansville.....	200		20,200	165,918	1,050			2,400	
Holidaysburg.....	63,600		61,639	137,911			350	3,541	
Gallitzin.....	50	21,690	1,130			1,257		1,425	900
Cresson.....			2,050	45,605			1,200	1,300	
Lilly's.....									
Wilmore.....			259,824	20,079	4,400	150	557,504	398,666	5,400
Johnstown.....	4,690	500	63,727	14,044	3,630	16,220	343,442	8,429	495
Nineveh *.....		9,000	410	432	71,300	35,900	344,070	58,500	72,340
Florence.....	1,255	8,832	16,968	1,340	6,100	900	76,480	24,655	88,150
Lockport.....		32,000	19,745	200	180	35	4,305	3,580	
Bolivar.....			451	5,785		311	17,250	2,259	
Blairsville.....	8,159	54,423		1,693,030	44,128	13,784	81,040	24,516	850
Indiana†.....	425	100	238,622		19,842	21,350	57,002	89,419	28,325
Derry.....	670	150	2,680	700		216	33,745	2,575	
St. Clair.....	713	150	6,190				4,535		900
Latrobe.....	9,907	23,651	28,873	7,186	20,146	5,745		24,550	17,938
Greensburg.....	417		41,271	8,633	36,369	23,109	108,103		30,159
Manor.....			20,078	76,732	32,000	100	82,752	148,314	
Irwin's.....	18,000	400	34,014	85,470	1,201	4,392	5,787	20,284	636
Larimer's.....	7,832	20,400	97	499,427	5,502			3,700	706
Stewart's.....					100			5,795	
Brinton's.....			710	1,350	11,747		18,021	780	520
Wilkinsburg.....			350	532,575	15,350		30	415,975	
E. Liberty.....	1,570		16,000		400	50	145	2,650	
Pittsburgh.....	105,246	99,376	1,217,048	963,348	247,377	214,330	1,683,627	2,488,463	642,714
Totals.....	1,244,743	316,816	4,149,708	5,285,927	670,837	381,279	4,201,629	5,592,847	980,525

* Nineveh and Union Furnace, from March, inclusive.

† Indiana, from June, inclusive.

STATEMENT No. 15—Continued.

From—To	Irwin's.	Larimer's.	Stewart's.	Brinton's.	Wilksburg.	E. Liberty.	Pittsburgh.	Totals.
Philadelphia.....	383,204	32,190	126,641	188,551	22,177	46,161	152,903,718	184,486,985
Baltimore.....	13,687				235	1,540	29,692,088	32,885,189
Lancaster.....	280						393,832	1,613,707
Columbia.....	3,000						11,698,078	13,690,835
Harrisburg.....	200			6,400	4,575		17,592,250	20,015,858
Cove.....							900	1,225
Duncannon.....							9,606	7,012,170
Baileysburg.....								72,000
Newport.....							37,401	3,134,853
Millerstown.....							38,786	1,447,880
Perryville.....							29,440	5,496,334
Mifflin.....							46,654	1,816,348
Lewistown.....	1,900	2,560	395				315,093	14,104,695
McVeytown.....							110,819	2,185,679
N. Hamilton.....							168,448	1,009,038
Mount Union.....							1,364,684	4,958,783
Mapleton.....							350	5,753,447
Mill Creek.....							523,229	1,651,683
Huntingdon.....					1,000		1,239,731	50,774,269
Petersburg.....							1,950,061	4,393,583
Spruce Creek.....	20,060			366,000			5,967,228	7,874,807
U. Furnace*.....							7,563	444,667
Tyrone.....							5,168,532	12,439,320
Tipton's.....	16,000			16,000			163,013	6,470,544
Fosteria.....				112,000			1,260	1,135,574
Bell's Mills.....				112,000			1,574,066	4,232,850
Altoona.....		170					3,089,673	4,636,690
Duncansville.....						550	3,486,140	11,283,723
Holidaysburg.....	1,506						4,296,828	8,734,607
Gallitzin.....				701			104,179	22,163,011
Creson.....		100		13,300	100		306,553	3,198,047
Lilly's.....								3,337,406
Willmore.....				808		191,800	441,581	8,891,342
Johnstown.....	2,035,419	58,588		706,456	280		17,222,295	26,598,585
Nineveh*.....							96,315	2,075,454
Flarence.....						32,000	684,838	2,524,519
Lockport.....		48,150				175	156,319	552,664
Bolivar.....	70,590			50			693,610	1,356,012
Blairsville.....	60	2,410		10,207	150		203,762	8,434,414
Indiana†.....	210	3,360			1,350		629,495	7,039,846
Derry.....	2,500	300					807,618	1,343,232
St. Clair.....	2,500				30	548	583,069	1,063,013
Latrobe.....	8,524			7,819		7,380	1,786,469	8,918,399
Greensburg.....	27,794	15,818	15,611	3,523	22,441	7,900	1,097,402	10,908,145
Manor.....	85,220	2,745	76		1,700	1,000	799,995	5,712,452
Irwin's.....		240,014	750	3,220	700		1,525,550	67,435,148
Larimer's.....	32,516		9,900	35,786	1,468	82,064	321,726	57,724,351
Stewart's.....	32,043	74,212					53,675	282,219
Brinton's.....	25,294	1,800	100				78,904	253,078
Wilksburg.....	226,400	100		301			7,900	4,466,880
E. Liberty.....	8,450	4,015		120,000			2,700	634,504
Pittsburgh.....	1,932,601	1,120,871	87,070	404,134	64,788	13,882		229,411,789
Totals.....	4,880,058	1,607,390	240,543	2,107,554	119,984	384,910	269,353,633	907,981,792

* Nineveh and Union Furnace, from March, inclusive.

† Indiana, from June, inclusive.

GEORGE W. FERNON,

Chief Clerk Freight Department.

ANNUAL REPORT, 1856.—STATEMENT No. 16.

Tonnage of articles sent from and received at Philadelphia, via Pennsylvania Railroad, during the year 1856.

List of articles.	PITTSBURGH.		WAY STATIONS.	
	Forwarded.	Received.	Forwarded.	Received.
Agricultural implements	500,952	.....	31,056	.....
Agricultural productions.....	851,766	304,789	77,701	.....
Boots, shoes, hats, &c.....	5,321,451	300,941	753,878	.....
Books and stationery.....	3,416,527	.....	221,050	.....
Butter and eggs .....	.....	3,407,474	.....	2,224,011
Brown sheetings and tagging.....	3,495,447	.....	408,714	.....
Bark and sumac .....	.....	.....	.....	938,270
Cedarware	230,343	110,988	239,655	.....
Confectionery and foreign fruits.....	1,592,139	.....	358,645	.....
Coffee.....	9,000,354	.....	1,601,200	.....
Cotton	102,607	1,492,903	.....	.....
Coal.....	.....	6,150	.....	159,361,437
Copper, tin, and lead.....	2,229,324	.....	470,891	.....
Dry goods	55,128,101	.....	3,773,091	.....
Drugs, medicines, and dye stuffs.....	8,231,164	556,001	977,709	.....
Earthenware .....	.....	60,753	.....	362,357
Fresh meats and poultry.....	.....	246,113	.....	9,251,069
Flour.....	.....	43,214,271	.....	2,588
Feathers, furs, and skins.....	.....	1,508,932	49,568	25,165
Furniture and oil cloth.....	1,904,909	187,698	423,921	.....
Glass and glassware.....	822,652	1,402,010	273,313	.....
Green and dried fruits.....	.....	417,914	.....	482,532
Grass and other seeds.....	.....	24,362,306	.....	674,339
Grain of all kinds.....	.....	64,909	5,996,011	26,273,153
Groceries (except coffee).....	13,385,475	77,373	.....	84,407
Ginseng.....	.....	.....	141,790	.....
Guano.....	.....	.....	.....	600,571
Hardware.....	11,154,308	1,126,733	1,923,969	.....
Hides and hair .....	.....	383,996	1,793,541	.....
Hemp and cordage.....	1,219,069	263,108	103,556	.....
Iron, rolled, hammered, &c .....	.....	.....	.....	2,896,110
Iron ore	36,565	.....	.....	23,850
Iron, blooms and pig.....	22,440	.....	.....	2,851,411
Iron, railroad.....	603,363	.....	740,050	.....
Live stock.....	158,451	33,824,548	10,990	8,529,222
Leather	2,063,589	615,416	144,300	2,937,226
Lard, lard oil, and tallow.....	.....	10,126,195	.....	41,477
Lumber and timber.....	3,255	72,900	19,550	22,993,428
Merchandise.....	.....	576,955	.....	140,317
Machinery and castings.....	4,356,458	366,675	4,048,155	.....
Marble and cement.....	1,862,853	.....	1,127,304	.....
Malt and malt liquors.....	5,153	66,904	35,677	.....
Nails and spikes.....	.....	.....	266,659	1,085,092
Oil.....	1,522,134	.....	680,932	.....
Oysters.....	150,982	.....	3,025	.....
Paper and rags	945,018	97,505	.....	296,677
Pot, pearl, and soda ash.....	7,309,691	389,947	17,898	.....
Quensware.....	5,517,006	.....	795,976	.....
Salt.....	140,025	.....	732,635	.....
Salt meats and fish.....	3,399,689	34,560,670	1,810,744	28,072
Soap and candles.....	.....	1,676,719	.....	.....
Tobacco.....	2,008,225	1,582,805	467,871	20,575
Tar, pitch, and rosin.....	707,728	.....	70,423	.....
Wines and liquors (foreign).....	2,816,695	195,183	786,726	.....
Whiskey and alcohol.....	.....	8,860,380	.....	2,153,360
Wool and woollen yarn.....	.....	4,465,688	.....	263,999
Miscellaneous.....	689,810	463,451	206,107	40,632
Total first class.....	67,834,430	6,696,794	6,815,666	2,796,070
Total second class.....	48,402,410	11,462,084	12,810,094	5,169,926
Total third class.....	4,512,909	346,5084	5,100,443	8,529,222
Total fourth class.....	32,153,969	124,751,441	6,857,064	227,897,129
Total during the year, pounds.....	152,903,718	177,415,403	31,583,267	244,392,347

*Wine, domestic.

GEO. W. FERNON, *Chief Clerk Freight Department.*

ANNUAL REPORT, 1856—STATEMENT No. 17.

Comprising general information from books of freight department of tonnage, mileage (tons carried one mile), cash receipts, State tax, motive power, tolls, &c.

Months.	TONS THROUGH FREIGHT.		TONS LOCAL FREIGHT.		NUMBER OF CARS TO AND FROM PHILADELPHIA.		AVERAGE LOAD PER CAR. POUNDS.		TONS BALTIMORE FREIGHT.		TONS MOVED.	MILEAGE ON PENNSYLVANIA RAILROAD.					
												THROUGH.		LOCAL.		Total.	
	East.	West.	East.	West.	East.	West.	East.	West.	East.	West.	Total.	East.	West.	East.	West.	Total.	
January.....	9,465	2,562	8,819	5,075	2,962	2,778	9,581	2,827	1,303	492	25,021	2,317,224	635,356	1,273,984	753,608	5,010,372	
February.....	4,929	4,438	10,373	7,146	3,652	3,919	6,349	2,552	1,821	420	26,885	1,222,429	1,100,642	1,502,217	1,190,566	4,955,864	
March.....	6,790	12,093	12,526	8,426	4,124	4,087	6,931	6,415	889	1,568	39,835	1,083,995	2,999,017	1,932,940	1,252,491	7,868,443	
April.....	16,089	12,085	8,787	8,082	4,999	5,101	7,931	5,593	1,309	1,374	45,043	3,990,179	2,997,078	1,457,838	1,154,454	9,599,549	
May.....	13,028	7,193	13,894	9,279	5,489	5,286	7,081	3,416	1,108	1,946	43,394	3,231,111	1,783,770	2,130,962	1,247,188	8,393,031	
June.....	8,006	4,179	17,055	6,241	4,669	4,638	7,629	2,472	778	1,123	35,881	1,985,425	1,135,582	2,693,156	788,889	6,573,352	
July.....	4,375	4,377	19,929	5,947	4,938	4,933	6,038	2,192	428	1,262	34,628	1,081,816	1,085,448	3,200,242	835,249	6,205,755	
August.....	3,502	6,999	22,611	6,357	5,308	5,180	6,829	3,019	620	1,525	39,469	868,121	1,735,659	3,653,131	816,752	7,073,666	
September.....	4,890	8,418	18,317	7,256	4,471	4,457	7,296	4,104	687	1,687	38,881	1,212,826	2,087,612	2,973,335	1,062,547	7,336,320	
October.....	5,068	5,536	22,104	10,409	5,050	4,978	7,859	3,217	1,867	2,312	43,017	1,256,876	1,373,837	3,639,769	1,384,907	7,654,389	
November.....	4,876	4,133	21,557	8,926	5,317	5,204	7,464	3,077	1,246	1,652	39,492	1,209,168	1,024,932	3,473,065	1,197,152	6,904,317	
December.....	7,689	4,143	20,358	9,456	5,367	5,392	8,073	2,006	1,441	1,030	41,546	1,906,839	1,002,751	3,055,030	1,237,566	7,292,166	
Total,	88,707	76,456	196,230	92,599	56,346	55,953	7,497	3,400	12,999	16,391	453,992	21,029,000	18,960,684	30,956,962	12,861,559	64,777,214	

STATEMENT No. 17—Continued.

Months.	MILEAGE ON		Tons. Sub- ject to state tax.	Mileage of taxed ton- nage.	State tax on regular freight.	RECEIPTS.			
	Har & Lan. Railroad.	Columbia Railroad.				For freight proper.	For ex- tolls, and from other sources.	For motive power on Har. & Lan. Railroad.	Total.
January.....	535,760	1,457,958	23,547	4,757,605	\$14,272 81	\$218,940 42	\$3,602 19	\$713 16	\$223,255 77
February.....	504,416	1,391,492	23,718	4,599,669	13,799 00	217,594 17	4,293 65	948 91	222,836 73
March	863,112	2 380,998	31,970	6,629,936	19,889 50	379,579 00	4,857 50	1,289 31	385,725 81
April.....	1,035,128	2,855,525	40,457	8,796,693	26,390 08	439,814 60	5,953 52	1,281 19	447,049 31
May.....	896,583	2,473,333	34,009	6,997,855	20,983 56	295,978 48	4,736 28	1,163 57	301,878 33
June	686,420	1,893,573	22,195	4,511,158	13,533 47	216,530 36	3,813 85	949 83	221,294 04
July.....	724,482	1,998,571	17,354	3,462,744	10,388 23	195,835 95	3,557 91	930 95	200,374 81
August.....	831,746	2,294,472	20,850	4,000,228	12,000 68	223,139 16	4,978 66	859 51	228,977 33
September.....	818,096	2,256,816	24,525	5,040,387	15,121 16	246,900 46	4,721 57	1,148 39	252,770 42
October.....	818,877	2,258,971	24,900	4,718,369	14,155 10	245,120 03	5,826 09	961 14	251,907 26
November.....	802,013	2,212,451	21,447	4,009,429	12,028 29	226,778 13	5,515 33	868 97	233,162 43
December.....	813,729	2,244,765	25,421	4,778,823	14,336 47	269,440 80	6,720 23	1,068 68	277,229 61
Totals.....	9,330,362	25,728,925	310,343	62,302,896	\$186,908 65	\$3,175,701 56	\$58,576 78	\$12,183 51	\$3,246,461 85

GEORGE W. FERNON,
Chief Clerk Freight Department.

STATEMENT No. 18.

Pennsylvania Railroad Classification of Merchandise.

ARTICLES OF FIRST CLASS.

Acids in car loads.	Mouldings and picture frames, once and-a-half first-class rates.
Acids at double rates, except in car loads.	Mats and rugs, medicines.
Agricultural implements, L.	Muskets.
Agricultural implements, by special contract.	Marble, wrought, at owner's risk.
Burning fluids, owner's risk of leakage.	Measures and tubs
Baskets, twice first-class rates.	Moss, in sacks.
Batting, blinds, bonnets.	Musical instruments.
Books, boots and shoes, bread.	Mineral water, in glass.
Buffalo robes, westward.	Nuts, in bags.
Brushes and brooms.	Oysters, in kegs and cans.
Beef, fresh, L.	Oranges, sacked, oil, in glass.
Bottled liquors of all kinds.	Paper hangings, not boxed.
Butter, fresh.	Preserves, in glass, at owner's risk, palm leaf, peltries.
Camphene at owner's risk of leakage.	Pickles, in glass, at owner's risk.
China ware, in boxes.	Printing presses.
Carriages, well boxed, twice first-class rates, owner's risk.	Piano-fortes, at owner's risk.
Cabinet ware, set up and boxed, twice first-class rates.	Porter and ale, in glass.
Cabinet ware, knocked down, well boxed, first-class rates.	Poultry, in coops, double rates, at owner's risk.
Cedar and wooden ware.	Pork, fresh, and other fresh meats, <i>way</i> .
Cards, carpeting, corks, confectionery.	Poultry, dressed, owner's risk.
Chairs, boxed, twice first-class rates.	Rattan, Ru-sia bristles.
Cigars, boxed and strapped.	Raisins, <i>way</i> .
Cassia, in mats, caps, cotton waste.	Raisins, <i>through</i> , not strapped.
Covers and sleeves, clocks and weights.	Steam boilers, thirty feet and under.
Copper and brass vessels.	Steam boilers, over thirty feet, once and-a-half first-class rates.
Demijohns, owner's risk, twice first-class rates.	Scythe snaths, scales and scale beams, not boxed.
Drugs in bales and boxes.	Sleighs, boxed, twice first-class rates, <i>stoves, way</i> .
Dry goods in boxes, bales, and trunks, eggs, <i>way</i> .	Stoves, at owner's risk, T.
Furniture, set up and boxed, twice first-class rates.	Stove plates, at owner's risk.
Furniture, knocked down, well boxed, first-class rates.	Stove pipe, saddlery, <i>way</i> .
Furniture, not boxed, only taken by special contract.	Sashes glazed or unglazed.
Feathers, furs, fgs in drums.	Snakeroot, sizing.
Fish (fresh), prepaid.	Trunks, tin ware, boxed.
Garden seeds, glassware, window glass, westward.	Trees and shrubbery, boxed, owner's risk, and prepaid.
Grapes, in kegs, game, prepaid.	Trees and shrubbery, baled, owner's risk, once and-a-half first-class rates, prepaid, twine.
Hats and caps.	Toys, boxed, once and-a-half first-class rates.
Hides (dry), loose, <i>through</i> .	Umbrellas.
Household goods (not furniture), well boxed.	Veneering, westward.
Hair, in sacks, westward.	Venison, prepaid.
Ink, indigo, iron castings, light, T.	Wagons (children's), not boxed, twice first-class rates.
India rubber goods, ivory.	Wagons and hobby horses, boxed, once and-a-half first-class rates, wax.
Leather (loose), liquors in glass.	Wine, in boxes or baskets.
Liquors in bottles, lemons sacked, live stock, at owner's risk.	Whips, whalebone.
Looking-glasses, glass plate, and show cases, double rates, except when released, L.	Wheelbarrows, wooden ware.
Looking-glasses, first-class rates when released.	Wagon felloes and bows.
Machinery, boxed, T.	Wrapping paper, in bundles.
Mattresses, twice first class rates.	Willow ware, twice first-class rates.
	Wadding, wool, westward.
	Wine, in baskets and boxes.

ARTICLES OF SECOND CLASS.

Agricultural productions not specified.	Blacking, blue vitriol, borax.
Agricultural implements, released.	Butter, salted.
Antimony, crude, axes.	Broom corn, compressed, L.
Apples, dried and green.	Buffalo, bear, and deer skins, in bales, eastward.
Baking powders, bed cord.	Burlaps and duck.
Bags, bagging, bells, bottles.	Carriage springs, axles, and boxes.
Boiler flues, berries.	Candies, cocoa, chocolate.
Brimstone, in boxes or kegs.	Coffee, ground, in boxes or barrels.
Binder's boards, burlaps.	Cassia, in bags or boxes.
Bacon and pork, westward.	Capstans, currants, dried.
Beer, porter and ale, in wood.	China ware, in casks.

ARTICLES OF SECOND CLASS—Continued.

Cutlery, chair stuff, in rough.	Molasses, <i>way</i> , melons, prepared.
Copper, in plates, sheets, bolts, pigs, wire, nails, or rods.	Nuts, in barrels or casks.
Copper bottoms, chain.	Oakum, oil cloth.
Cheese, boxes or casks, westward.	Oil, in casks, <i>way</i> .
Cllover and grass seed.	Paints, in boxes and cans.
Crockery, in boxes and barrels.	Pittsburgh glass ware, less than full car loads, <i>through</i> .
Congress and Bedford water, in boxes or barrels.	Pea nuts, eastward, less than full car loads.
Castile soap, cider mills.	Palm leaf, pressed.
Casks or barrels, empty.	Printer's ink, in kegs or barrels.
Candles, westward.	Paper, in boxes, pasteboard.
Dye woods, in bags or barrels.	Peaches, dried, printing paper.
Drugs, in casks, dairy salt.	Prunes, in casks, pepper.
Deer skins, pressed, duck.	Paper hangings, in boxes.
Domestic sheeting, shirting, ticking, and denims, in original bales.	Pickles, in casks.
Kags, in barrels, at owner's risk, <i>through</i> .	Pumice stone.
Emery, extract of coffee.	Queensware, <i>way</i> .
Extract of logwood.	Rubber car springs, loose.
Flaxseed flax, boxed.	Rubber packing, and hose.
Forks, hay, and manure.	Raisins, strapped, rice, in barrels.
Figs, in boxes.	Rags, in sacks and crates.
Ginger, glue, gum, copal.	Ropes and cordage, <i>way</i> .
Groceries, assorted (not otherwise specified).	Scythes, shovels, spades.
Grass and clover seed.	Salaries, as ap, westward.
Hides, dry, in bales.	Spices, starch, westward.
Hides, dry, <i>way</i> .	Sardines, sardines in boxes.
Honey, hoes, hops.	Sheep, and other skins, in bales.
Herring, in boxes.	Sugar, <i>way</i> , straw paper.
Hemp, boxed, hardware.	Shot, in bags, sugar, in bags.
Hollow ware (iron), <i>way</i> .	Scales, and scalebeams, boxed.
Hollow ware, <i>through</i> , less than car loads.	Salt, dairy, sweet potatoes.
Iron, hoop, band, and sheet.	Tobacco, in bales.
Leather in rolls or boxes.	Tobacco, cut, in boxes or barrels.
Liquor, in wood, liquorice.	Tow, boxed, tea, type.
Lead pipe, bar and sheet.	Tallow, westward, tallow, <i>way</i> .
Lampblack, loaf sugar.	Turpentine, spirits.
Machinery, heavy.	Wood in shapes, wire.
Mahogany, boards and plank.	Willow reeds, in bundles.
Marble slabs, under 3 inches in thickness, unwrought, at owner's risk.	Wine, in casks.
Marble monuments, at owner's risk.	White lead and whiting, <i>way</i> .
Meat, pressed, in bales.	Whisky and other domestic liquors, westward.
Manganese, mechanics' tools.	Wool and sheep pelts, eastward.
	Yarn, pressed.
	Zinc, in rolls and sheets.

ARTICLES OF THIRD CLASS.

Anvils, alcohol.	Hay, pressed, at owner's risk from fire.
Barilla, bones.	Hemp, at owner's risk in all cases.
Black lead, in barrels.	Hogs' or cattle hair, packed, <i>through</i> , in car loads.
Bark and cob mills.	Iron safes.
Bacon and pork, salted, loose, or in sacks, eastward.	Iron railing.
Beans and peas.	Ice, at owner's risk.
* Bran, shipstuff, and other feed.	Iron castings, large and plain.
Brass, not manufactured.	Iron pipes.
Brick presses.	Junk, jute.
Burr blocks, eastward.	Lead, in casks or pig, westward.
Chicory, crucibles.	Lightning rods, in bundles.
Cider, in barrels or hogsheds.	Lead, <i>way</i> .
Copper, in boxes and casks.	Madder, in hogsheds, manilla.
Cheese, eastward.	* Millstones, finished.
Candles, eastward, coffee, <i>way</i> .	* Marble slabs, over three inches in thickness.
Chains, in casks.	Nails, in bags.
Dye woods, in stick.	Oysters and clams, in shell, at owner's risk, <i>way</i> .
Epsom salts, in barrels.	Oil, in hogsheds, or barrels, <i>through</i> , except lard and rosin oils.
Flour or meal, in sacks.	Oil cake, loose.
Figs, in casks.	Paints, dry, and in oil.
Gum shellac, in original packages.	Pork, dressed, in car loads, at owner's risk.
Gas-pipe, glauher salts.	Pea nuts, eastward, in full car loads.
Guano, gunny bags.	Pittsburgh glass ware, in full car loads, <i>through</i> .
Hoofs, horns, and glue pieces.	Pork, salted, loose, putty.
Hides, green.	Potatoes, turnips.
Hollow ware, castings.	

ARTICLES OF THIRD CLASS—*Continued.*

Rubber car springs, in boxes and casks, rope, <i>through</i> .	* Steam engines, and heavy machinery, L.
Rags, pressed.	Stoves and stove plates <i>through</i> , at owner's risk, L.
Saltpetre, refined, in kegs.	Tobacco, manufactured (except cigars or cut).
Spelter, shot in kegs.	Veneers, eastward, vinegar.
Soda, in kegs or boxes, steel.	Wire rope, wire fencing.
Salaratus, eastward.	White lead.
School slates, in cases.	Window glass, eastward.
Soap, eastward.	Zinc, in boxes.
Starch, eastward.	

ARTICLES OF FOURTH CLASS.

Anchors, ashes, pot or pearl.	* Iron castings, heavy.
Alum, in barrels and hogheads.	Locomotive tire.
Brimstone, in barrels and hogheads.	Lard and lard oil, <i>through</i> .
Bleaching salts.	Lime, in barrels.
Burr blocks, westward.	Lead, in pigs, eastward.
Barley, barytes.	* Laths, posts, and rails
Bacon and pork, in casks or boxes, eastward.	Molasses, <i>through</i> .
Bale rope, bath bricks.	Mahogany logs.
* Bark, ground or unground.	* Marble, in blocks, unwrought.
Beef, salted, in casks.	Millstones, in rough.
* Blooms and anconies.	* Manure, except guano
* Boards and other sawed lumber.	Nails and spikes.
* Bone dust, in casks.	Nail rolls.
* Bricks, broken castings.	Oysters and clams in shell, in barrels, <i>through</i> , owner's risk.
Car wheels and axles.	Oil cake, in casks or boxes.
Chalk.	Pitch, plaster.
Crockery, in crates and hogheads.	Queensware, <i>through</i> .
Chain, cable.	* Railroad chairs and spikes.
Coffee, <i>through</i> .	Rosin, rigging.
* Cements, *clay, *cinders.	Rice, in tierces.
* Coal, *coke.	* Railroad ties and sills.
* Charcoal.	Rosin oil, <i>through</i> .
Chloride of lime.	Saltpetre, except refined, in kegs.
Codfish.	Sugar, in hogheads, barrels, and boxes, <i>through</i> .
Copper, pig or ore.	Soda, ash.
Cotton.	* Stone unwrought.
Earth paints.	* Sand shoots, spokes.
Earthen and stone ware, in crates and hhds.	* Staves and heading, shingles.
Fish, salted.	* Slate and tile, for roofing.
* Fire bricks.	Sumac, salt.
Firewood.	Soapstone.
Flour, in barrels, calculating 200 lbs. per barrel.	Straw-boards, eastward.
* Grain of all kinds, in bags or casks.	Tobacco, in hogheads or boxes, eastward.
German clay.	Tin, tar.
Grindstones.	Tallow, <i>through</i> , eastward.
Hams, shoulders, and sides, in casks and boxes, eastward.	* Timber, round or hewn.
* Heading and hoop-poles.	Whisky, eastward.
* Iron and other ores.	Whiting.
* Iron, bar, pig, boiler, railroad, and scrap.	Water pipes.
Iron nuts and rivets.	Zinc, in casks.

Unenumerated articles will be taken at the rates charged on analogous or like articles.

* See Article Fourth. in Conditions, to which Agents will strictly adhere.

