

TERMS OF THE GLOBE.

For advance in advance..... \$1 50
Six months..... 7 50
Three months..... 5 00

TERMS OF ADVERTISING.

Four lines or less..... 25 cents
One square, (10 lines)..... 1 00
Two squares..... 2 00

Professional and Business Cards not exceeding four lines, one year..... \$1 75
Administrators and Executors' Notices..... \$1 75

Eleventh Annual Report of the Pennsylvania Railroad Company.

Office of the P. R. Co., PHILA., Jan. 30, 1857.
To the Stockholders of the Pennsylvania Railroad Company:—At the time of your last annual meeting, the business of the company and the condition of the country were highly prosperous.

The permanent interests of all the stockholders, which it was their duty to consult, have doubtless been promoted by the course adopted. Sound policy dictated that, under the circumstances, all of the means of the Company should be directed to the reduction of its unfunded liabilities.

The Board have resolved to further reduce the floating or unfunded debt, which does not exceed five per cent. on the capital stock at the present time to three per cent., and therefore not allow it to exceed this limit.

Table with financial data: And from loans \$13,206,625 00; Balance of interest and dividend due to stockholders \$8,190,523 71; Balance remaining to credit of contingent and reserve fund \$371,515 76

Which has been expended as follows:—

Table with financial data: Eastern division \$5,651,262 07; Western division \$7,525,373 77; Second track \$3,955,143 34; Foremen's, workmen's and tool houses \$9,466 93; New office building \$70,414 10

WILLIAM LEWIS,

—PERSISTENT—

Editor and Proprietor.

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NO. 34.

The Globe.

The condition of the Philadelphia and Columbia Railroad and its fixtures was found to be scarcely more favorable than that of the canals; and the expenditures required at once to place them in good order have necessarily been heavy.

It appears that nothing except the daily supplies necessary to keep the trains in motion was purchased by those in charge of this road, for its operation and maintenance, after the passage of the Sale bill.

Upon the Harrisburg and Lancaster Railroad, (leased by this Company), the equivalent through passengers, adding the number carried over the Columbia branch of that road, an equivalent distance, was 140,329, being 3284 less than the equivalent through passengers on the Pennsylvania Railroad.

The equivalent through passengers on the Harrisburg and Lancaster road previous to the commencement of the Pennsylvania Railroad, ten years since, was but 51,568; and on the Philadelphia and Columbia Railroad, but 65,751. The equivalent through passengers on the latter road, in 1856, was 207,085.

By reference to the tabular statements appended to this report, it will be seen that the gross earnings of the canal portion of the main line during the five months (from August 1st, 1857, to December 31st, 1857) amounted to \$92,998 04, and the cost of repairs and maintenance during the same period was \$73,190 10, leaving the sum of \$19,778 94, as the net earnings of the same for the period above stated.

Upon the remainder of the line the increased expenditures are mainly due to the increased tonnage transported, except for the items of iron rails, chairs, spikes, cross ties and repairs of bridges, all of which are approaching the maximum of deterioration.

The price required to be paid for the works was \$7,500,000, in the bonds of this Company, bearing five per cent. interest, the State relinquishing her reserved right to purchase the Pennsylvania Railroad.

Appended to this report will be found a statement, marked A, showing the amount of principal due on the 31st day of July of each year, and the amount of interest payable each and every year. It is seen that, under the gradual extinguishment of the debt to the State, as required by the bill, the amount of interest and instalment of principal due in 1866, is \$435,000.

It is proposed to credit profit and loss account with the reduction of the principal of the debt, when paid from the resources of the company, after it shall amount to a dividend of one per cent. upon its capital, and divide the same among the stockholders, in proportion to the amount of stock owned; and the remainder of the debt at maturity, if not invested semi-annually at the rate of only five per cent. per annum.

The purchase embraces 104 miles of canal on the west, and 181 miles (including the Swatara feeder, two and a half miles long) on the east side of the Allegheny mountain; 37 miles of railway, part double and part single track, between Johnstown and Hollidaysburg; 80 miles of double track railroad between Philadelphia and the Susquehanna river; together with all the real estate, locomotives, cars, and all other property connected with, or in anywise appertaining thereto.

The canals purchased were found to be in a very dilapidated condition, having in addition to a neglect of necessary annual repairs, suffered much from the frequent freshets of the past spring.

- 14 narrow do.
31 emigrant cars.
18 baggage cars, with mail compartments.
9 do without do.
188 eight wheeled stock cars.

The outfit is deemed sufficient to meet any demand that can arise during the present year.

It has been the policy of this Company to aid in the construction of western railways, designed to facilitate trade and from its interests, and to avoid the serious inconvenience and loss to its freight business, from the uncertain character of the navigation of the Ohio river.

The continuation of the Pittsburgh and Fort Wayne road to Chicago, and an independent line from Steubenville to Pittsburgh, seem to be essential to give to them the ability to repay us for the expenditures incurred, or prove profitable to their shareholders.

The financial difficulties of the Marietta and Cincinnati Railroad Company have prevented the extension of its road to a point that would render the investment made in its shares by the Company, either directly or indirectly, profitable to it.

The advantages anticipated by the stockholders from a connection with this line, would doubtless, have been fully justified by the results, had the subscription, as recommended by the directors, been made contingent upon the Marietta and Cincinnati Company, securing additional means from other sources, to complete their whole line to Wheeling.

The attempt to consolidate the Marietta and Cincinnati Company with the Chartiers Valley and Hempfield Railroad Companies, alluded to in the last annual report of your Board, was not successful, and we do not think that such a combination, owing to the embarrassed financial condition of all these companies, would have been attended with useful results.

The additional business that has developed upon the General Superintendent, in consequence of the acquisition of the State works, and the increased traffic upon the whole line, having proved too great for the close supervision of all the operations of the Company by one individual, the Board, in their wisdom, have separated the transportation department into two divisions. To one is committed the supervision of the active operations of all the sub-departments for working the road, while to the other is given the supervision and auditing of all of the accounts of the Company; the first to be known as General Superintendent, and the other as "Controller and Auditor."

The position of Controller and Auditor has been filled by the appointment of H. J. Lombert, Esq., who has so long and successfully managed the whole line as General Superintendent. The thorough acquaintance possessed by this gentleman of railway accounts, and his minute knowledge of the value of all articles of railway consumption, added to his high character for integrity, peculiarly fit him for the post.

The Board have to regret the loss, by resignation, during the past year, of three of its members, Messrs. C. E. Spangler, John Farnum, and Geo. W. Carpenter—the two first on account of their private engagements, and the last from bodily affliction, which has for some months deprived the Company of the benefits of his long experience and judicious counsel.

There are one hundred and twenty-eight counties in the State of Texas.

Speech of Hon. John Hickman.

On Thursday, the 28th ult, in the National House of Representatives, the Hon. Mr. Hickman, the Democratic member from the Sixth Congressional District, composed of Chester and Delaware counties, delivered an able speech in condemnation of that part of the President's Message relative to Kansas affairs.

The following is a slight sketch of Mr. Hickman's remarks:

"Mr. Hickman, of Pennsylvania, said he was compelled to dissent from the views of the President on the Kansas question. But his opposition to the President's treatment of Kansas did not arise from any objection to slavery, but it was based on a foundation more plainly understood, namely, a violation of the declared principle of the Kansas Nebraska act.

Arrangements are now in progress, which it is believed will lead to the completion of these connections. When finished, they will secure to this Company all the indirect advantages anticipated from their construction; while the lapse of a few years will enable the Companies to relieve themselves from their embarrassments, and make direct returns to their shareholders.

The morning light had nothing cheering to reveal, the air still filled with driven snow—the animals soon came driven in, and mingled in confusion with men, went crunching the snow in the confined and wretched camp, tramping all things in their way.

On the 8th the thermometer stood 41 deg below the freezing point. The snow was deep, twenty-three mules gave out, and five wagons were abandoned.

The reply to the question, "What is to be done with those who vote against the Lecompton Constitution?" was given in a Southern newspaper. They are to be branded, have their cars slit, and be then read out of the Democratic party.

I have 114 horses and have lost 134.—Most of the loss has occurred this side of the Salt Pass, in its contrast of our way of doing things, is worth notice: "That whoever refuses the office of governor, shall pay twenty pounds sterling, unless he were chosen two years ago; and whoever refuses the office of councillor or magistrate, ten pounds sterling."

Col. Cook's March to Join the Utah Army—Terrible Suffering.

Col. Cook's report to the Adjutant General of the Utah army, of his march from the Missouri to the valley of the Salt Lake, is full of matter of curious interest. He started in command of six companies of second dragoons, from Fort Leavenworth, on 17th September; and his journal ends with his arrival at Fort Bridger on the 19th of November.

The regiment had been hastily recalled from service in the field, and allowed three or four days only by their commanding officer to prepare for a march of eleven hundred miles, over an uninhabited and mountain wilderness.

I marched them on the 17th. Then it was to be proved that three or four more days were to be lost in waiting for the quartermaster's department, to supply the absolutely necessary transportation. On the 18th, 107 mules were furnished, which the same day had arrived from a march of perhaps 2000 miles to and from Bridger's Pass; above 100 of the others were nearly worthless from want and age, and requiring several hours to harness a team.

It was discretionary with Col. Cook to winter at Fort Laramie or to post on to Salt Lake. He preferred the latter course. On November 4th his command was at Sweet Water Pass, in the Rocky Mountains; next day they gained Devil's Gate.

On the 6th, we found the ground once more white, and the snow falling, but then more moderately. I marched as usual. On a four mile hill, the north wind and drifting snow became severe; the air seemed turned to a frozen fog; nothing could be seen; we were struggling in a freezing cloud. The lofty wall at "Three Crossings" was a happy relief, but the guide, who had lately passed there, was relentless in pronouncing that there was no grass; the idea of finding and feeding upon grass in that wintry storm, under the deep snow, was hard to entertain.

The morning light had nothing cheering to reveal, the air still filled with driven snow—the animals soon came driven in, and mingled in confusion with men, went crunching the snow in the confined and wretched camp, tramping all things in their way. It was not a time to dwell on the fact that from that mountain descent there was no retreat nor any shelter near, but a time for action. But for six hours the frost or frozen fog fell thickly, like snow, and again we marched on as in a cloud. The deep snow-drifts impeded us much, and in crossing Sweet Water the ice broke in the middle. Marching ten miles only, I got a better camp, and herded the horses on the hills; it was a different road, where a few days before the bodies of three frozen men were found.

Next day the corn gave out; and the mules were dying. The ground and destroyed four wagon tongues, numbered of wagon covers, ate their ropes, and getting loose at the sage fuel collected at the tents. Some of these they also attacked. Nine died. The fast growing company of dismounted men were marched together as a separate command by day; the morning of the twelfth a number of them were frost-bitten from not being in motion, although standing by fires. That day eighteen miles were marched to Big Sandy, where the guide found grass, and fuel with it; so good that the 13th was made a day of rest; the animals were all herded at the grass.—Fifty horses had been lost since leaving Laramie.

He closes the report of his march with the following: I have 114 horses and have lost 134.—Most of the loss has occurred this side of the Salt Pass, in its contrast of our way of doing things, is worth notice: "That whoever refuses the office of governor, shall pay twenty pounds sterling, unless he were chosen two years ago; and whoever refuses the office of councillor or magistrate, ten pounds sterling."

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