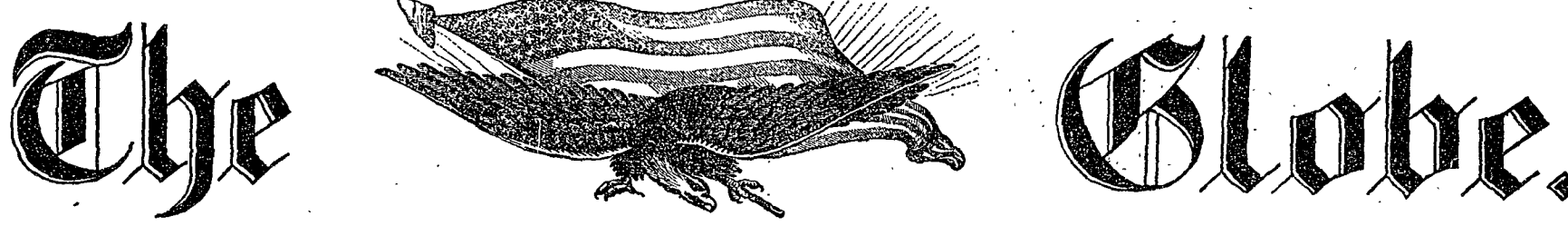


TERMS OF THE GLOBE.

Per annum in advance... Three months... A failure to notify...



EIGHTH ANNUAL REPORT OF THE DIRECTORS OF THE HUNTINGDON AND BROAD TOP MOUNTAIN R. R. & C. CO.

GENTLEMEN: The period for the Annual Report of the Board having arrived, we proceed to lay before you as succinct and concise an account of the doings of the Company for the past year as possible.

As the coal has now been pretty thoroughly introduced into York, Boston and all the Eastern cities, as well as into California and Cuba, the Board think that a more remunerative tariff of freights may hereafter be adopted.

The large amount of money expended upon the Road in order to adapt it to the increased tonnage, has also tended to keep down the increase of tonnage.

We submit herewith a statement of the annual shipments of coal from 1857 to the present time, by which you will see that the increase for the past year has been greater than for any previous one.

Additional cars for the canal shipments are much wanted, but it is probable that these will be supplied by the Operators.

November it was altogether inadequate to the wants of the trade, and our tonnage and receipts both suffered severely in consequence of it.

The Pennsylvania Railroad Company and the Reading Railroad Company are building jointly three hundred eight-wheeled coal cars, equal to six hundred four-wheeled, expressly for our trade, all of which will probably be ready in time for the spring business.

The arrangement for shipping via Lebanon Valley and Reading Railroad to Port Richmond, has worked satisfactorily, and the tonnage by that route must eventually be very large.

The financial condition of the Company is as follows: Unfunded Debt, \$175,034.74. Amount of unfunded debt, \$175,034.74.

From this you will perceive that the condition of the Company does not differ materially from what it was one year ago. We have this encouragement however that the tonnage has been considerably increased, and with the same rate of increase for the season, and with a more remunerative tariff of freights, we think the Company should earn interest on all the debt funded and unfunded.

We hoped to have been able by this time to have reported the completion of the Bedford Railroad to Bloody Run, which would greatly benefit our local freight and passenger business.

The contract with Messrs. Dock & Ashcom, of Hopewell, for repairs of engines, cars, tools, &c., and for furnishing oil, tallow, &c.—all locomotive stores expiring March 1st, 1860, was renewed for three years from that date.

The only drawback being the great distance of the shop from the business of the road, it being at Hopewell, over seven miles from Saxton, where engines running between Saxton and Huntingdon are repaired.

The receipts from passenger and local freight do not show much increase over 1850. Nor can it be expected that the receipts from these sources will improve when the nature of the country along the line out of the road is considered.

The coal trade suffered very much during the months of September and October, for want of cars, the Pennsylvania Railroad having a heavy trade from the West, could not give us near the required amount; had we received a full supply during those months, our yearly shipments would have reached 200,000 tons.

Respectfully submitted, JOHN J. LAWRENCE, Superintendent.

During the past year there has been used in the renewal of the superstructure of the road, 3,208 cross-ties, 1,061 wrought and cast iron chairs, and 551 tons of iron rails.

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OUR CORRESPONDENCE.

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