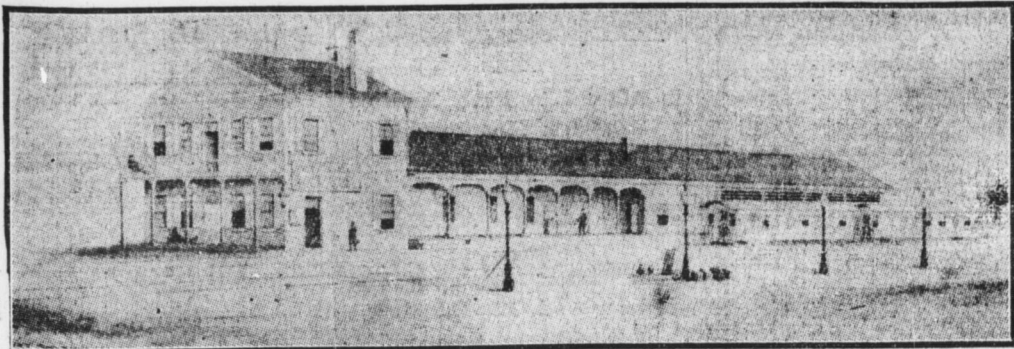
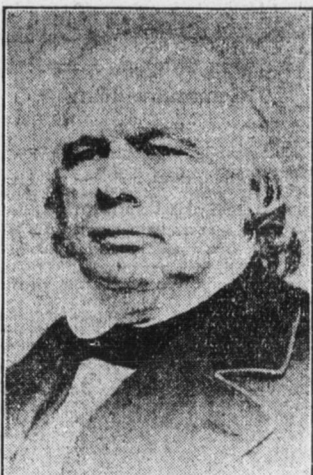


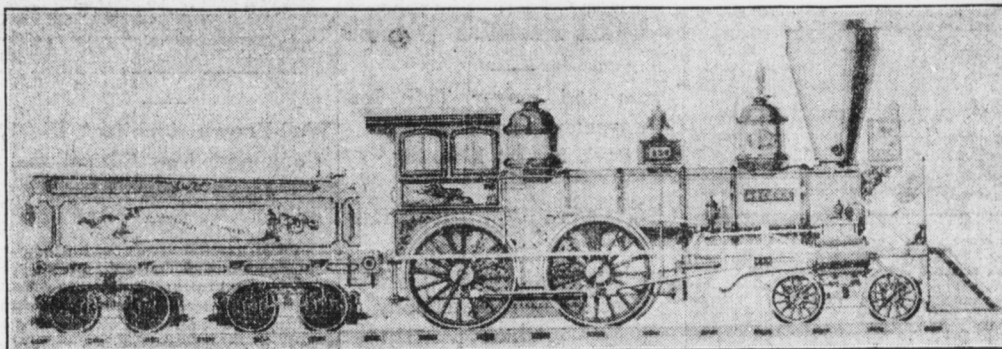
PENNSYLVANIA RAILROAD, WHICH HAS HELPED TO MAKE HARRISBURG ONE OF MOST IMPORTANT CITIES IN PENNSYLVANIA, IS SEVENTY YEARS OLD TODAY



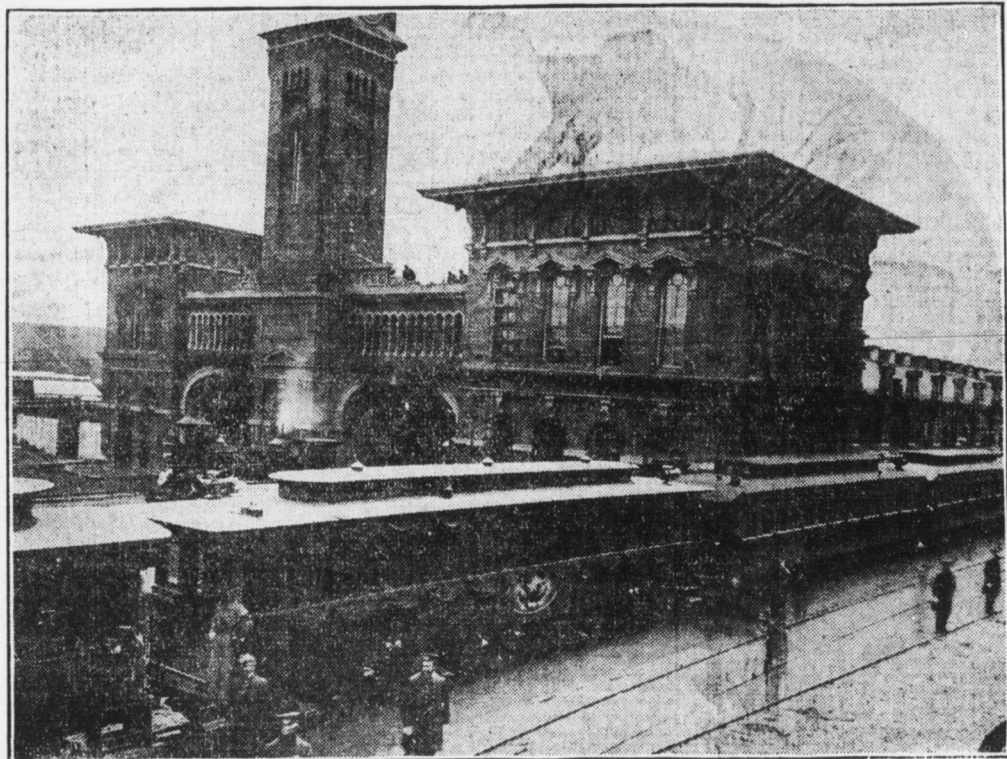
FIRST PENNSYLVANIA RAILROAD STATION IN HARRISBURG, 1837-1856



SAMUEL VAUGHAN MERRICK
First President of the Pennsylvania Railroad.



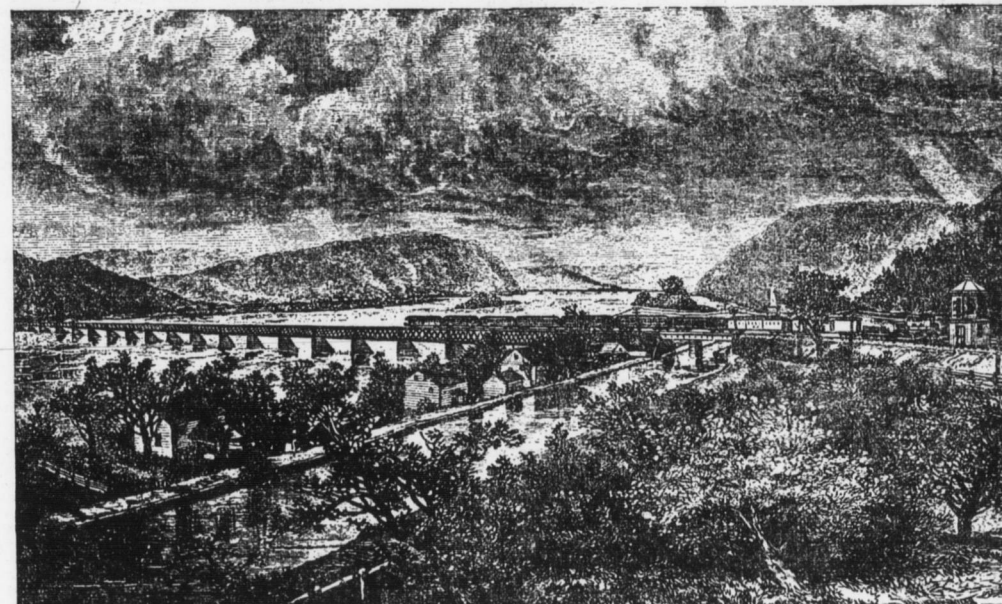
THE TIGER, AN EARLY LOCOMOTIVE IN HARRISBURG



SECOND HARRISBURG PASSENGER STATION, 1857-1887



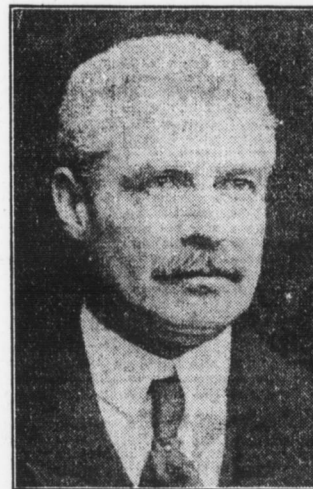
THOMAS ALEXANDER SCOTT
Fourth President Who Was Located in Harrisburg For a Long Time.



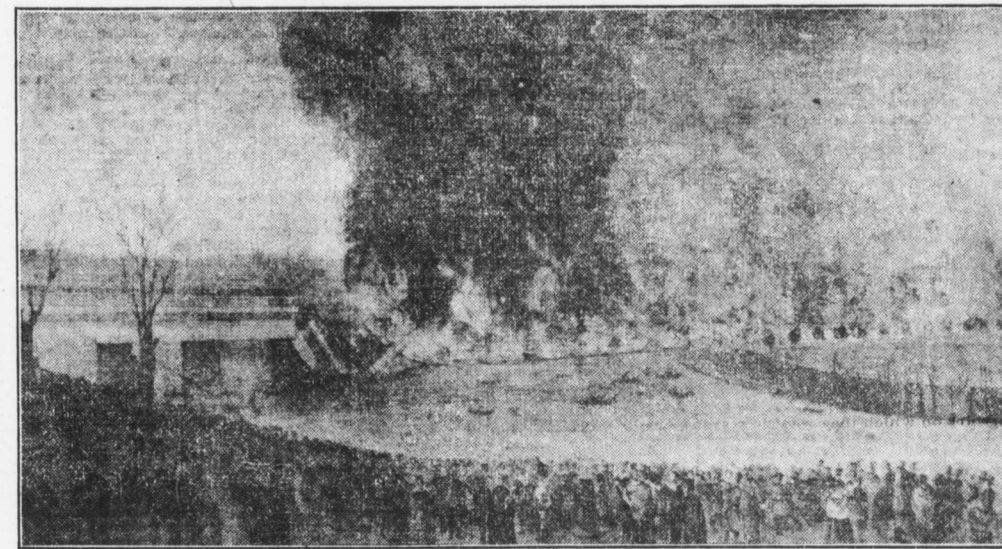
FIRST ROCKVILLE BRIDGE ACROSS SUSQUEHANNA RIVER



PRESENT STATION AND PHILADELPHIA DIVISION HEADQUARTERS



SAMUEL REA
Present Head of the Big Railroad System.



THE BURNING OF OLD CUMBERLAND VALLEY BRIDGE, 1844

PENNA. RAILROAD IS 70 YEARS OLD

[Continued From First Page.]

Francis Rawns Shunk, April 13, 1846. The original line was known as the Philadelphia-Columbia railroad. Later came the Harrisburg, Portsmouth and Mt. Joy branch between Harrisburg and Lancaster, the Columbia branch, and the purchase of the various lines of the Chesapeake and Ohio railroad company, and other lines giving the Pennsylvania a route to Altoona and Pittsburgh. The Pennsylvania Canal

company was a big branch of the Pennsylvania railroad for many years. The first officers of the company were: President, Samuel Vaughn Merrick; directors, Robert Toland, David S. Brown, James Magee, Richard D. Wood, Stephen Colwell, George W. Carpenter, Christian E. Spangler, Thomas T. Lea, Henry C. Corbett, John A. Wright and William C. Patterson. Colonel William Bender Wilson in a series of articles now running in the Mutual Magazine, the official journal of the Mutual Beneficial Association of Pennsylvania Railroad Employees, gives many interesting facts about Harrisburg's part in the history of the Pennsy. He was a former Harrisburger and has compiled a complete

history of the Company. Some of this history is as follows: Original Line "The practical working of the Philadelphia and Columbia canals, now the Philadelphia division, after the purchase, demonstrated by 1859 the necessity for a redistribution of motive power and operating the whole line of the Pennsylvania railroad to Pittsburgh in three divisions. This caused the erection of general repair shops at Harrisburg and the abandonment of the smaller ones between Altoona and Philadelphia. On March 1, 1861, the enginehouse, machine and car shops at Harrisburg were completed, the shops being occupied on April 1. Between those dates the men and machinery from the Parkersburg

shops were transferred to Harrisburg, and the shops being thus abandoned reverted to the former owners of the land in accordance with the terms of the grant. Harrisburg Branch "The next important corporation whose property forms part of the Pennsylvania line between Philadelphia and Harrisburg is the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad company. "By the provisions of an Act of Assembly, approved June 9, 1832, incorporating the Portsmouth and Lancaster Railroad company, twelve commissioners named from Philadelphia, ten from Dauphin and six from Lancaster county, were authorized to receive subscriptions towards the capital

stock of the company for the purpose of constructing and operating a railroad from Portsmouth, the junction of the Union and Pennsylvania canals, through Mt. Joy to Lancaster City. "The inhabitants of Harrisburg and the residents of the Cumberland Valley, who were looking forward to a rail outlet to the seaboard, began urging Harrisburg as a terminal of the road and the consequence was that the Legislature by an act which was approved March 11, 1835, changed the name of the road to the Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad company, and authorized its extension to Harrisburg. "The road was located in 1835 and put under contract, and by August, 1835, that portion of it between Ports-

mouth and Harrisburg was completed. The terminus at Harrisburg was at Paxton street, from which point a car drawn by horse power ran over the road. The car was constructed by Eben Miltimore in his coach and wagon shop at the corner of Third and Mulberry streets, Harrisburg, and was a small, open-sided, four-wheel car, resembling triple coach bodies on wheels. It was the first of many others of the same kind built for William Calder, Sr., & Company and other transporters. It was given a trial over the new laid tracks and carried some distinguished passengers. There being no ballast between the rails, a towing line was attached to the car and to a pair of horses, which were driven on the horse path by the side of the

tracks. "In September, 1836, the 'John Bull,' not having proven a success on the Philadelphia and Columbia railroad, was sent to Portsmouth by canal from Columbia, and with it two double-decked coaches. It excited the liveliest interest and was the source of great edification to the people of Harrisburg and vicinity, who congregated around it by hundreds. It was the first locomotive to draw cars into Harrisburg, and its arrival was signaled by a popular ovation. "On December 29, 1860 the Pennsylvania Railroad company by lease took over this branch and all other branches between Philadelphia and Pittsburgh; and the rapid growth of the big system followed:

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"THE MAN WHO FORGOT"
Special to the Telegraph
Hummelstown, Pa., April 13. —Mrs. Katharine Oliver McCoy, a well-known reader, assisted by the Rev. J. J. Davies, soloist, will present "The Man Who Forgot" in the Lutheran Parish House Sunday afternoon. The committee on arrangements are: The Rev. A. S. Lehman, the Rev. Herbert S. Barnes, Mrs. William Grill, Miss Beatrice Leiters, Miss Emma Landis, and William C. Dags. Mrs. McCoy appears in the interests of the Flying Squadron which has been doing great work in favor of prohibition.

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