SIXTH ANNUAL REPORT

OF THE

Board of Directors

OF THE

PACIFIC RAILROAD

TO THE STOCKHOLDERS.

ST. LOUIS, MO.

PRINTED AT THE REPUBLICAN BOOK AND JOB OFFICE.

1856.

BOARD OF DIRECTORS,

PACIFIC RAILROAD, APRIL, 1856.

JAMES H. LUCAS,
JAMES E. YEATMAN,
HUDSON E. BRIDGE,
GEORGE R. SMITH,
JOHN HOW,
PHILIP S. LANHAM,
WM. M. McPHERSON,
CHAS. K. DICKSON,
HARRY I. BODLEY,
JOHN G. PRIEST,
ROBERT K. WOODS,
JOHN C. RUST,
GEORGE KNAPP.

OFFICERS, APRIL, 1856.

JAMES H. LUCAS, *President.*
WM. McPHERSON, *Vice President.*
SAMUEL COPP, JR., *Secretary and Treasurer.*
EDWARD MILLER, *Chief Engineer*, (Elect.)
Superintendent.
CHAS. F. BROWN, *Acting Chief Eng. and Sup't.*

SIXTH ANNUAL REPORT.

OFFICE PACIFIC RAILROAD,

St. Louis, March 31, 1856.

In obedience to the charter, the Directors of the Pacific Railroad herewith submit to the stockholders an exhibit of its affairs, and the condition of the Company, ending the first of March, inst.

Since our last annual meeting, many great and important changes have marked the history of our enterprise. The road was then in operation to Washington, fifty-five miles, and the balance of the Second Division, (seventy miles) to Jefferson City, was in such an advanced stage of progress, that it was confidently expected that the road would be open to that point early in the ensuing fall, provided that the necessary means could be raised for that purpose, of which there was then a deficiency. It was so manifestly to the interest of the Company that this desirable end should be accomplished, that no efforts on the part of your directory were left untried to effect it. Notwithstanding all these efforts, it became apparent to them, early in August, that the Company had not sufficient credit on which to borrow the necessary funds, to accomplish the desirable object in view.

After a full and mature deliberation, your directory determined to interpose their individual credit to effect it, feeling confident, that as the State had so large an interest in the success of the enterprise, that the Legislative body then soon to convene, would not only take such action as to relieve them, but also devise means for the further prosecution of the work. In this they were not disappointed. The State, in its corporate capacity, has nobly reached forth a helping hand, changing the former basis from dollar for dollar, to two to one, on which basis it has extended aid to the amount of $3,000,000 for the construction of the Kansas line, and on similar conditions has agreed to guarantee $3,000,000 of the construction bonds of the Southwestern Branch; at the same time, authorizing the issue by the Company of seven millions of first mortgage bonds, based on the land grant of one million of acres of land along that road.

It was found to be necessary for the Directors to become personally liable, either by advancing money, or endorsing the paper of the Company, for about $350,000, in order to open the Second Division of the road to Jefferson City. After concluding to do this, the most earnest efforts of the Chief Engineer and the directory were exerted to accomplish it, at as early a day as had been anticipated. But delays, from unforeseen causes, arose, so that the road was only opened to Hermann, eighty-one miles from St. Louis, on the 6th of August. It was then hoped that the balance of the road would be open to Jefferson City some time in October. But finally the first day of November was set for that purpose. A fatal, fearful day was that! It spread a pall of gloom over our city and State, which will not soon be forgotten. The time had come which had been set apart to witness the celebration of the accomplishment of a great public enterprise, for which we had long been toiling. Hundreds of our best citizens, with joyous countenances and happy hearts, had met to testify by their presence, their interest and pleasure in the event, and to join in the festivities of the occasion. Thousands of others wished them God speed, and but regretted that they, too, could not have been of the number. On, with the wings of the wind, sped the noble locomotive with its ponderous load. Nothing occurred to mar the pleasure of the occasion until we reached the fatal Gasconade. A crash—a plunge—instantaneous, like the flash of a gun, and that ponderous train with its precious freight, was a crushed, confused mass of ruins. No eye that witnessed that terrible scene can ever forget it—no pen adequately describe it—it beggars all description. The groans of the dying, the shrieks of the wounded, amid the peltings of that pitiless storm—the lightning's flash—the deafening roar of the hoarse thunder, as peal after peal burst upon the startled ear, and was echoed and re-echoed from the lofty hills, formed a scene sufficient to appal the stoutest heart. Death had met us, and claimed a rich harvest of blood. In a moment the strong and vigorous man had become silent and helpless. Many a happy fireside was in that fearful moment made desolate, and our city and State called to mourn for some of its best and most honored citizens. Thirty-one names were on the list of those killed, and a much larger number on that of the wounded. On the former was that of your Chief Engineer, Mr. Thomas S. O'Sullivan, who had so long and earnestly labored to bring your enterprise to a successful termination. He was at his post, and without a moment's warning or thought of danger, was taken from time to eternity. That he was an accomplished gentleman, a ripe scholar, an ornament as well as a devotee to his profession, none who knew him will deny.

The causes which produced this terrible disaster, were fully examined into by a committee appointed by your Board of Directors, for that purpose. The same may be found in their report, which has been made public.

This disaster, together with the loss of the trestle work of several unfinished bridges, by a severe freshet, which occurred immediately afterwards—(the most prominent of which was that at the Moreau,) put it out of the power of the Directors to open the road, until the final completion of the bridges at the Gasconade and Moreau. The last of which was accomplished on the first day of March; since which time trains have been running regularly, to and from Jefferson City, without a failure. Some little delays have been experienced from the newness of the track, and from the frost disappearing from the ground, which will soon be remedied, as the frost will soon disappear. Then the road will receive its ballast, which will prevent every thing of that kind for the future. The material for this purpose is so convenient, that this can be done at a comparative small outlay. This will render it one of the best and safest roads in the Union.

The cost of its construction has greatly exceeded the highest estimates of the engineers, and has thus demonstrated, that however carefully such estimates are made, they can not be explicitly relied upon. This is perhaps owing in part to the contingencies constantly arising in the progress of the work, which can not be foreseen previous to its final completion. It is, however, but just to remark, that an engineer in making an estimate of the cost of a particular piece of work, makes it for what it will cost in cash. He does not take into account, unless especially directed to do so, the interest on the money to be invested while the work is in progress, nor the discount and commission, which are but other names for interest, paid for the negotiation of the securities of the Company. These enter largely into the cost of your road, arising partly from the length of time which has transpired since its construction was commenced, and the difficulty of negotiating bonds for a portion of that time. By reference to the Auditor's report you will see that these items sum up, to the 10th of March, to the large aggregate of $633,941 55. A large part of this was, of course, unforeseen by your Engineer, or indeed by any one else, at the commencement of your enterprise. Still, the cost of the road compares favorably with that of other roads, built in other sections of our country, where similar obstacles had to be overcome. The physical difficulties to be surmounted were very great: extensive tunnels had to be excavated from the solid rock; deep ravines to be filled; rocky hills to be leveled; navigable streams to be crossed, requiring expensive

bridges. An immense amount of masonry was also required for the drainage of the vast scope of country, whose waters debouche into the Missouri river from the South.

After the passage of the act of December 10th, granting aid to certain railroads in this State, then under construction, the general expectation was, that the same would go on to rapid completion.

Difficulties, however, arose in the mind of the Chief Executive of the State, as to the constitutionality of the law. It had, therefore, to be submitted to the Supreme Court for its decision. The law was sustained. Then other difficulties presented themselves, as to when the law went into operation, &c., all of which took time to settle. In this state of uncertainty, your Directors could not take any decided steps, as to the future progress of the work under their charge. All these difficulties are now happily settled, and the Governor has issued to this Company the bonds which it applied for under the provisions of the act of December 10th; a part of which have been delivered to the Treasurer of this Company, and the balance are in the hands of the State Treasurer for execution and delivery.

Now, however, a new question presents itself to your Board, and it is this: That from causes beyond our control, the six per cent. bonds of our State are selling at about eighty-five cents on the dollar! At this great sacrifice, are we justified in going on with our public works? Is there not danger, that in the language of Poor Richard, we shall be "paying too dear for the whistle." We must make the necessary sacrifices to meet our existing liabilities, created under past contracts, which were beyond our control. But would it not be the part of wisdom to pause, before adding to these liabilities, on contracts now under our control? Would it not be well to husband our resources until such time as the securities we have to offer are better appreciated abroad, or the enactment of such laws by our Legislature as will make them sought after by our own citizens? These considerations deserve the most careful and serious consideration of those to whom you are about to entrust the interests of this Company; and should they, after such consideration, conclude to suspend, or partially suspend, active operations in the construction of your road, for the time being, we trust that all will see the necessity and wisdom of the course, and readily acquiesce in what cannot be avoided, unless at too great a sacrifice.

Some further outlay will be absolutely necessary to finish and properly equip the road to Jefferson City, so as to make it complete and efficient for the business that may be offered to it. It will require an outlay of about $67,000 to finish and ballast and fence the road. You also need eight additional locomotives and six more first class passenger cars.

Also some seventy-five hand, cattle and platform cars. The cost of this rolling stock will be about $200,000. This will fully equip the road to Jefferson City. Its prospects for business are flattering; its receipts show a steady and constant increase. For the present month, the first of its opening to Jefferson City, they will not fall much, if any, short of thirty thousand dollars. A contract has lately been entered into, by which we expect to make a daily connection with a line of packet boats from Jefferson City to Kansas, or, perhaps to a point still higher up the river. This we confidently anticipate will nearly double its present receipts. This contract is to go into operation on the 1st of May next. The vast increase of business and travel up the valley of the Missouri since the commencement of this enterprise, must satisfy the most skeptical mind, that if the road was completed to the State line, even at a cost of twelve millions of dollars, that it would be a paying investment, in itself considered, while its incidental advantages to the citizens of our State, none could with certainty compute. When the next twenty-five miles are completed, the great physical obstacles to its progress will be overcome. It then traverses, for the most part, an open prairie country, which is in a high state of cultivation, and where the cost of constructing the road will certainly not be one-half as much as the first and second divisions.

The total amount expended by the Company at the date of the last annual report, in the construction and equipment of the road, was $4,970,266 83. The amount since expended is $2,223,897 86. Total, $7,194,164 69, of which about $200,000 has been expended west of Jefferson City, and $78,215 19 in the construction of the Southwest Branch. All of which will more fully appear from the following exhibit of the trial balance of the General Ledger, made up to the 10th inst.

Trial Balance, General Ledger Pacific Railroad Company, ending March 10, 1856, *and embracing all entries up to folio* 528, *inclusive of Journal.*

DEBITS.

Interest and exchange account	$286,502 48
Discount on bonds	244,487 50
Commission account	102,950 57
Contractors' account	2,280,320 94
Graduation and masonry	1,348,696 99
Superstructure	1,085,789 80
Engineering, &c.	220,533 29
Office expenses and stationery	39,877 11
Contingencies	32,180 66
Land and damages	214,964 55

Amount brought forward	$5,286,303 89	
Real estate	13,922 92	
Seventh Street Depot bonds	120,000 00	
Interest on stock	83,759 42	
Preliminary surveys, I. M. B	1,853 58	
Ballasting account	70,771 07	
Fences and gates	42,664 97	
Turn-tables	11,927 54	
Bridges	51,796 88	
Cattle guards and road crossings	2,347 18	
Machine shops and engine houses	61,862 22	
Station buildings	53,804 18	
Wood and water stations	26,509 20	
Locomotives and tenders	109,595 56	
Passenger and baggage cars	73,305 23	
Freight cars	61,930 06	
Gravel, iron and hand cars	19,242 73	
Tools and machinery	27,365 85	
Maramec ice house	211 81	
General supply store	28,824 05	
Engineer of construction	351,804 80	
Master mechanic	25,121 05	
Road master	11,864 37	
Master of bridges and buildings	9,160 94	
Construction		$7,115,949 50
Land grant, South-west Branch	21,611 32	
Engineering, &c.	44,572 22	
Office expenses and stationery	44 48	
Contingencies	5,565 27	
Lands and damages	707 15	
Contractor's account	5,000 00	
Graduation and masonry	47 75	
Superstructure	625 75	
Interest account	41 25	
Construction of South-west Branch		78,215 19
Bills receivable	74,064 39	
Bonds town of Hermann	1,400 00	
Schuchardt & Gebhard, New York	97,705 92	
Thos. L. Price, agent	104 11	
Balance due on stock subscription	798;596 98	
Balance due on stock subscribed S. W. Branch	344,531 67	
Miscellaneous		1,316,403 07
Repairs of engines and tenders	4,738 77	
Repairs of passenger and baggage cars	683 62	
Repairs of freight cars	890 56	
Repairs of gravel, iron and hand cars	200 32	

Amount brought forward		$6,513 27
Repairs of tools and machinery		663 78
Repairs of road-bed		3,830 94
Repairs of track		2,912 44
Repairs of bridges		2,563 81
Repairs of fences and gates		35 53
Repairs of cattle guards and road crossings		169 55
Repairs of station buildings		815 15
Repairs of engine houses and machine shops		103 51
Repairs of wood and water stations		299 61
Repairs of turn tables		59 20
Fuel consumed		4,059 35
Oil and waste for engines and tenders		630 53
Oil and waste for passenger and baggage cars		39 93
Oil and waste for freight cars		118 16
Incidental shop expenses		432 49
General superintendence		1,299 33
Agents and clerks		2,908 70
Conductors, baggage and brakemen		4,292 32
Enginemen and firemen		2,433 08
Flagmen		2,529 35
Porters, watchmen and switchmen		1,370 40
Water attendance		872 45
Freight, loading and unloading		2,567 80
Printing and advertising transportation		126 75
Office expenses and stationery do		165 60
Tools for trains	303 47	
Transportation of mails	138 70	
Loss and damage of goods and baggage	43 63	
Damages to persons	13 30	
Income account	45,244 74	
Interest account, transportation	52,087 00	
Gasconade bridge disaster	5,539 28	
Repairs and running		145,183 15

Construction	$7,115,949 50
Construction South-west Branch	78,215 19
Repairs and running	145,183 15
Miscellaneous	1,316,403 07
Debts	$8,655,750 91

CREDITS.

Capital stock subscription	$2,658,000 00
Capital stock paid up in full	1,075,900 00
Capital stock subscription, S. W. Branch	353,300 00
Pacific Railroad depot bonds	90,000 00
Pacific Railroad anticipation bonds	5,000 00
State of Missouri	3,000,000 00

Amount brought forward	$7,182,200 00	
Bills payable	1,227,528 41	
Premium on bonds	57,914 30	
Transportation of passengers	24,471 55	
Transportation of freight	26,043 32	
Income from rents	461 50	
Forfeited stock account	1,312 50	
Interest scrip	8,721 03	
Land grant sales	1,713 01	
Land grant rents	15 00	
Accounts audited	67,121 68	
George R. Smith, agent	14,996 68	
Samuel Copp, Jr., treasurer	43,251 93	
Credits		$8,655,750 91

By this exhibit it will be seen that the entire indebtedness of the Company at that date (with the exception of its bonded debt) was $1,337,828 16, as follows: Bills payable, $1,227,528 41; accounts audited, $67,121 68, and Treasurer for overdraft on bankers, $75,000, (less short county bonds and cash items in his hands, $31,748 07—$43,178 07.) To meet which the Company have bonds of the State of Missouri, $1,700,000; bills receivable, $74,064 39. And short county bonds and the proceeds of same in the hands of Messrs. Schuchardt & Gebhard, New York, $97,705 92, and bonds of the town of Hermann, $1,400. Total, $1,873,170 31. This is exclusive of all subscriptions, and any additional bonds to be issued by the State, whenever the Company shall be entitled to them. But it is not to be disguised, that the Company will have to raise a large amount of money from other sources than the sale of State bonds, to enable it to avail itself of the balance of these bonds, $1,300,000, for the construction of the Kansas line. Additional subscriptions to the capital stock must be relied on for this purpose. Without these additional subscriptions, and the prompt payment of those heretofore made, the progress of construction cannot but be slow.

The balance due on stock subscriptions are as follows: On the Kansas line, $778,596 98, of which $300,000 are conditional. The unconditional subscriptions to the South-west Branch are $344,581 67.

SOUTH-WEST BRANCH.

After the passage of the law of December 10th, the previous contract with Messrs. A. S. Diven & Co. was cancelled, and a new one entered into with Messrs. Diven, Stancliff & Co., for the construction of that important enterprise. But the uncertainty attending the fate

of the law has in a great measure prevented much expenditure on that work. An organization has, however, been kept up on it, and some $60,000 has been expended on it, which does not appear in the present accounts, the return of the estimates not having been made to this office until after the first of March. The subscriptions to the capital stock for the construction of this work are mostly in county subscriptions made in accordance with, and under the provisions of the general rail-road law. They were made payable in four annual instalments. The first instalment of it was due at the commencement of this year. An agent, Mr. LACY, was especially employed to collect these subscriptions, and although he visited every county, we regret to have to inform you that only $8,333 from the county of Lawrence was collected by him. Nothing has been received from any other county on these subscriptions. Some negotiations are now pending for the more energetic prosecution of this great work. The great depression in Stat bonds, may, for the present, retard its progress. Should an advance, from any cause, take place, in these securities, this work must move on more rapidly than any other in the State, as it has a more substantial basis than any other of our roads. With $3,000,000 of seven per cent. bonds, guaranteed by the State, with the privilege of issuing $7,000,000 of first mortgage bonds, the whole secured by a grant of $1,000,000 acres of valuable agricultural and mineral lands, lying along the line of the road, and the road itself, must, in time, commend itself to the attention of capitalists, and secure its construction.

The Engineer's Report herewith submitted, will make you more fully acquainted with the details of the working of the road. To that I refer you for much valuable information.

The report of the Register of Lands, as also the joint report of the Register of Lands and the Land Agent is also herewith submitted. These will show you the condition of the same, and also the views of these officers as to a plan for disposing of the lands belonging to the Company.

All of which is respectfully submitted.

HUDSON E. BRIDGE, *President.*

ENGINEER'S REPORT.

ENGINEER'S OFFICE, PACIFIC RAILROAD OF MISSOURI.

March 21, 1856.

To the President and Directors
Of the Pacific Railroad Company of Missouri.

GENTLEMEN,—Since the date of the last Annual Report, March 21, 1855, the affairs of your Company have been progressing according to the following:

At that period you had just surmounted the obstacles encountered in the construction of your road between Franklin and the Missouri river, and had finally successfully opened it to Washington for freight and passengers, while, at the same time, the construction of the balance of the Second division was progressing, so that the friends of the road were sanguine that a connection could be made with Jefferson City by the fall of same year. The track for the balance of the division above Washington, was commenced in May, and successfully driven forward, although hindered by many obstacles, of sickness, tardy graduation and bridging, and low water in the Missouri river, which prevented an early shipment of iron, to a final completion in October.

The ardent desires of the Company and community interested, supported by the sanguine expectations of the Engineer, had determined the resolve, in order to effect a connection with the Capital of the State, and overcome the natural obstacles that seemed to have necessarily prevented the completion of the bridging in season for the first of November, the time set for the opening of the road, to erect a system of trestle work over the smaller and some of the principal streams that cross your line of road, and which have rendered the engineering obstacles, from the vast drainage of nearly one-half of the State being debouched into the Missouri river, immediately upon the line of road, within a distance of sixty miles in length, through its various channels, so peculiarly difficult and expensive. In order to overcome these natural difficulties and save time, a resort was had to use this temporary trestle work until the permanent structures could be erected, which at the same time were being pressed forward with all possible dispatch. By this temporary resort your Company were enabled to open the road

to Hermann, eighty-one miles from St. Louis, on the 6th of August, and over them to operate it until about the 1st of November. At which time, also adopting the same policy, the track was laid to Jefferson City, continuous, excepting at the Moro river, where it was contemplated to break the trains until the bridge could be erected. Accordingly, on the 1st of November, the first train, an excursion one, started from St. Louis for the City of Jefferson, making most rapid speed, until its arrival at the trestle work over the Gasconade river; a structure generally similar in design and execution to others that the trains had previously been successfully driven across; at this point the excursion train met a most disastrous accident from the breaking through of the first span. An accident so disastrous and sad that it turned a city, rejoicing in the accomplishment of a great object, for which it had ardently longed and bounteously contributed, to one of mourning for their best and noblest departed. The immediate cause of the failure of the structure has been amply investigated by a special committee of competent persons appointed for that object, fully commented upon by the press generally, and is familiar to almost every person in the community, and requires from me no further remarks; suffice it to say, in connection, that it was followed up by a succession of violent storms and high freshets, that swept away nearly all of the trestle work on the line within the coming week, and the operations of your road were necessarily discontinued west of Washington. I would here beg to be allowed, in justice to the memory of the eminent Engineer who guided your affairs in that department, to state that, in my opinion, had this system of trestle work been adopted upon almost any other road in the country, (as it has been for temporary use upon many,) or even had it been put in operation upon this in any year that he had been in the State except the last, it would have been successful, and answered the end for which it was intended, so far as its destruction from freshets was concerned; in part proof of which I would state the year previous to the fall of 1855, was one of continuous drought, which was (and naturally) followed up from the first of November by a season of continued rains, which swelled the streams to an unprecedented height, bringing down immense quantities of timber and driftwood, to resist which the Engineer never calculated nor supposed that they would be able; but, to use his own words when I once remarked to him that the connection might be broken by a heavy freshet, he said that the exigencies of the case demanded the risk. Therefore, in consequence of the above mentioned causes, the operations of your road were partially suspended and remained so from the 3rd of November until the 17th of December, when all of the permanent structures

for bridging were finally erected to Hermann, and the road re-opened to that point on that day; at the same time the bridges were still driven forward with unusual vigor above Hermann, so that the road was opened continuous to Jefferson City, on the first of March, with the completion of all the bridges at this time except the one at Coles creek, which it is anticipated will be finished within two weeks. The road is now in successful operation to Jefferson City, doing a fair business which is rapidly increasing. Arrangements have been made with a Steamboat Company to put on a daily line of packets above Jefferson City, to run from thence to Weston or Atchison; and, when in regular operation, will undoubtedly materially increase the receipts of the Company, securing for her benefit a large portion of the through travel *via* the connecting lines from the East, North and South.

I have to congratulate you upon the settlement final of all of the construction accounts to Jefferson City, without a resort to a single suit at law, although many of the contractors accounts' were most difficult and intricate to close. It is shown that the cost of your road has exceeded greatly the estimates that have previously been made; but, on the other hand, you may be assured that it has been built with great regard to durability and for time, and does not exceed the cost of roads in other States, more favorable for cheap constructton, of similar charactered country. The masonry along the whole length of the line is generally of the most permanent character, and has withstood some of the most severe tests that could have been applied during the freshets of last fall, and especially in the breaking up of the ice of the present spring. No injuries have been sustained at any point in consequence, except at one of the piers at the Osage, which lost a small portion of its breakwater, without disturbing in the least the foundation of the masonry, and can be readily repaired; but still it may be necessary, in order to make the bridge perfectly secure, to erect some additional protection from the ice. Up to this time no slides have occurred to obstruct the trains materially, nor has the frost come out from the bluffs of the Missouri river; which, when it does, you may look for them occasionally, but to no permanent or embarrassing obstruction to the business of the road. It is estimated that the present rolling stock of the road will not be ample to provide for the increase of business that is expected will come to it by the latter part of summer, as well as the deficiency of passenger cars, from their destruction at the Gasconade, is also felt, to supply such deficiency a large number of cars, mostly freight, are in course of construction at your car shops, and it is hoped will be ready in time. Two more passenger locomotives, from the shops of Rogers, Ketchum & Grosvenor, have been ordered, while

there are six more previously ordered from the Lawrence machine shops, that have not as yet been received, and three from the shops of Palm & Robertson. When the number is made good of those previously and the two more recently ordered, it is estimated that the power for operating the road to Jefferson City will be sufficient.

The construction of the road from Jefferson City to Kansas, which was contracted for by Kirkwood, Porter & Co., in September, 1854, has been progressing for the last year at a limited rate, according to the discretion of the Company, as their means would admit. There has been expended upon that portion of the line, to date, about $200,000, confined to the first twenty-five miles from Jefferson City.

The estimate to complete that portion now under course of construction to California is	$588,714 30
And from thence to a point opposite Round Hill, being about forty miles west of Jefferson City	300,040 88
And to a point fifty-two miles west of Jefferson City, additional	461,733 30
Making to complete the summit of grade west of Lamine, fifty-two miles from Jefferson City, ...	$1,350,488 48

I would urge upon the Company the importance of pressing forward the construction of this portion of the road the coming season, to the fortieth section, near Round Hill, as being the least outlay of capital for a great increase of business from the rich surrounding country through which the route of the road here traverses, and that then you would be in a position to cut off the South-west traffic that now goes to the river. All of this business would be sure to come to the road, and on it you would have no competition.

The contractors are in the field and ready to press forward the work as fast as the Company can wish, so soon as they may be directed to proceed.

The contract that was made with A. S. Diven & Co., in April, 1854, for the South-west branch, has since been remodeled and amended to conform with the act passed for its benefit at the last session of the legislature. The first division now extends one hundred and fourteen miles west of Franklin; a large portion of which has been partially worked over, but the work is now nearly suspended. The contractors are mostly upon the ground, ready to press forward the work, waiting for the necessary means. Up to this time the expenditures have been about $100,000.

The organization of the Engineering Department is as follows: The first division of the South-west branch is divided into four resi-

dences—the first under the charge of Mr. Clarendon Williams; the second, Mr. W. C. Bayley; the third, Mr. James Markey, and the fourth, Mr. G. B. Parsell. The latter gentleman with a party is now in the field, locating the last twenty-five miles of the first division, and it is hoped and expected will be able to avoid some of the heavy work that has previously been reported as necessary, along the valley and in making the crossings of the Gasconade river; but his surveys have not as yet extended so far as to be able to report definitely upon the matter. The work above Jefferson City is under the general charge of Mr. Thomas A. Shenstone.

Below please find tabular statements of the Expenditures and Receipts of the road to date, in detail, with a list of the rolling stock now upon the road, with extract from the fiscal Report to the Secretary of State, showing the number of passengers carried and tons of freight transported over your road, with number of miles run, in year previous to November, 1855.

STATEMENT

Showing the Receipts and Expenditures of the Pacific Railroad, for Construction and other purposes, to February 29, 1856.

RECEIPTS.

Stock.			
Capital paid in in full			$1,075,900 00
" " in part	2,658,000 00		
Less due on same	783,600 30		
			1,874,399 70
Capital Forfeited stock		1,312 50	
" Interest scrip		8,721 03	
			2,960,333 23
South-west Branch.			
Capital paid in in part	353,300 00		
Less due on same	344,531 67		
			8,768 33
Bonds.			
State of Missouri Bonds		3,000,000 00	
Pacific Railroad Depot Bonds		90,000 00	
" " Anticipation Bonds		5,000 00	
Premium on Bonds		57,914 30	
			3,152,914 30
Land Grant.			
Sales, 1,713,01; Rents, $15			1,728 01
Floating Debt.			
Bills Payable,		1,227,528 41	
Accounts audited and not paid		67,121 68	
Due Samuel Copp, Jr., Treasurer		43,251 93	
			1,337,902 02
			$7,461,645 89

EXPENDITURES.

Construction.			
To Jefferson City, and engineering to Kansas, statement No. 1		$6,840,460 37	
On South-west Branch, statement No. 2		99,620 68	
On line west of Jefferson City, statement No. 3		167,900 00	
			7,107,981 05
Materials on hand.			
In the different departments, statement No. 4			85,624 00
Transportation Department.			
Deficiency in earnings to pay interest, statement No. 5			94,766 42
			7,288,371 47
Assets.			
Bills Receivable		74,064 39	
Due from Schuchard & Gebhard		97,705 92	
Bonds of the town of Hermann		1,400 00	
Due from Thomas L. Price, agent		104 11	
			173,274 42
			$7,461,645 89

STATEMENT, No. I.

Showing the cost of Construction of Road to Jefferson City including all Engineering to Kansas, to February 29, 1856.

Graduation and Masonry to Jefferson City	$3,288,247 93		
Bridging	223,320 69		
Ballasting	87,754 33		
Cattle guards and Road crossings	2,473 11		
		3,601,796	06
Superstructure		1,257,649	10
Land and Land damages	214,964 55		
Depot grounds, Seventh street	120,000 00		
Real Estate	13,922 92		
Fencing and Gates	53,154 12		
		402,041	59
Station buildings and fixtures	58,723 36		
Engine houses, machine shops, &c	66,434 03		
Wood and water stations	30,542 68		
Meramec ice house	234 36		
Tools and machinery	27,365 85		
Turn tables	17,012 79		
		200,313	07
Office expenses and stationery	39,877 11		
Contingencies	32,681 57		
Preliminary survey, Iron Mountain railroad	1,853 58		
		74,412	26
Engineering and agencies (to Kansas)		226,453	52
Locomotives and tenders		172,184	94
Passenger and baggage cars	82,235 22		
Freight cars	80,730 53		
Gravel, iron and Hand cars	21,502 94		
		184,468	69
		6,119,319	23
Interest and exchange	289,943,65		
Interest on stock	83,759 42		
Discount on bonds	244,487 50		
Commission account	102,950 57		
		721 141	14
		$6,840,460	37

STATEMENT, No. II.

Showing the Expenditures on the South-West Branch of the Pacific Railroad, to February 29, 1856.

For graduation masonry and superstructure, including payments to the contractors on account		$18,463 70
For Land grant	21,788 87	
For land and land damage	707 15	
		22,496 02
For office expenses and stationery	44 48	
For contingencies	5,565 27	
		5,609 75
For engineering and agencies		53,009 96
For interest account		41 25
		$99,620 68

STATEMENT, No. III.

Expenditures west of Jefferson City, to February 29, 1856.

For payments to Kirkwood, Porter & Co. on account of their contract	$167,900 00

STATEMENT, No. IV.

Expenditures for Materials, &c., on hand, in the different departments not distributed, to February 29, 1856.

Road Master's Department, balance	$15,728 58	
" " Contractors' acc't of wood	2,809 84	
		18,538 42
Master of Bridges and Buildings Department		45,808 71
Master of Machinery Department		12,402 02
Master of Transportation Department		518 75
Engineer of Construction Department		8,036 82
General Supply Agency Department		237 53
General Office Department		81 75
		$85,624 00

STATEMENT, No. V.

Showing the entire Receipts and Expenditures in the Transportation Department, to February 29, 1856.

RECEIPTS.

Transportation of passengers to December 31, 1852				$108 15	
"	"	"	" 1853	33,803 35	
"	"	"	" 1854	53,377 15	
"	"	Novem.	30, 1855	87,208 75	
"	"	Feb.	29, 1856	26,043 32	
					198,968 95
Transportation of merchandise to Dec.			31, 1853	7,519 94	
"	"	"	" 1854	32,947 08	
"	"	Nov.	30, 1855	61,049 07	
"	"	Feb.	29, 1856	26,043 32	
					127,559 41
Receipts from Rents, &c. to Nov. 30, 1854.....				1,591 64	
" " "		"	" 1855.....	1,640 84	
" " "		Feb.	29, 1855.....	461 50	
					3,693 98
Total amount of earnings.....					330,222 34

EXPENDITURES.

Expenses of Transpor. Dep't to Nov. 30, 1853				25,612 60	
"	"	"	" " 1854	61,689 36	
"	"	"	" " 1855	126,640 79	
"	"	"	Feb. 29, 1856	42,312 13	
					256,254 88
Nett earnings, to Feb. 29, 1856.....					73,967 46
Interest charged to Transportation Department to November 30, 1854.....				48,360 00	
Interest charged to Transportation Department to November 30, 1855.....				62,187 96	
Interest charged to Transportation Department to February 29, 1856.....				52,087 00	
					162,634 96
Deficiency in earnings to pay interest charged.....					88,667 50
Add expenses paid on account of Gasconade disaster.....					6,098 92
Total deficiency to February 29, 1856.....					$94,766 42

EXTRACT

From the Annual Report of the Secretary of State, showing the miles run by Locomotives, Passengers carried in Cars, and Tons and kinds of Freight moved during the year, ending Nov. 30, 1855.

Miles run by Locomotives.

With Passenger Trains	75,214	miles
With Freight Trains	37,418	"
With Gravel and Wood Trains	19,500	"
Total number of miles run	132,132	"

Passengers carried in Cars.

From December 1, 1854, to November 30, 1855	115,003	"
Passengers carried one mile in cars	3,115,428	

Tons of Freight moved.

Nett tons of Products of the Forests	20,810	tons
" " of Animals	413	"
" " of Vegetable food	85	"
" " of other Agricultural products	2,605	"
" " of Manufactures	3,608	"
" " of Merchandise	6,607	"
" " of Minerals	1,321	"
" " of Live Stock	925	"
" " of other articles	9,090	"
Total number of tons moved	45,464	
Number of tons carried one mile	1,409,294	

Cost of Running.

Transportation expenses for the year, ending Nov. 30, 1856	$126,640	79
Add for depreciation of Superstructure, Bridges, Buildings, Rolling Stock, &c., say one-twentieth of $15,000 per mile per annum, for the proportions of the length of road run during the year	44,365	00
Or 132,132 miles at $1 30 per mile (about)	$171,005	79

SCHEDULE

Of Engines and Cars belonging to Pacific Railroad, Feb. 29, 1856.

2	Locomotives	built by	the Patterson Locomotive works.
3	"	"	Rogers, Ketcham & Grosvenor.
2	"	"	Jameston Locomotive works.
6	"	"	Palm & Robertson.
4	"	"	Lawrence Locomotive works.
17			

11	8 wheel	Passenger	Cars,	1st class.
2	8 "	"	"	2d "
2	8 "	"	"	3d " and Mail.
3	8 "	Baggage	"	
18				

35	8 wheel	covered	Freight Cars.
19	8 "	"	Cattle "
57	8 "	Platform	Cars.
1	8 "	Magazine	Cars.
112			

47	4 wheel	Gravel	Cars.
40	4 "	Iron and Hand	Cars.
5	4 "	Cars for wood	sheds.
92			

I desire to bear testimony to the heads of the different departments, for the safety and promptness of the running of the road, Mr. D. C. H. Bordley, Master of Transportation; Mr. Charles Williams, the Master Machinist, and the Road Masters, Mr. John Packer and W. H. Decker.

Respectfully,

C. F. BROWN,

Acting Engineer and Superintendent.

REPORT OF REGISTER OF LANDS.

LAND DEPARTMENT, PACIFIC RAILROAD COMPANY.

St. Louis, Missouri, March 20, 1856.

SIR,—I have the honor to submit herewith a statement of the operations of the Land Department since the date of my last Report. At the date of that Report, all laws which had then been passed by Congress and our State Legislature, touching the donation of lands made to the State of Missouri, by the act of Congress, approved June 10th, 1852, had been complied with on the part of our Company.

On the 20th of March, 1855, the date of my last Report, notice of pre-emption claims, under the seventh section of the act of our Legislature, approved December 25th, 1852, had been received from the following counties, to-wit:

St. Louis county, Missouri			40,18 acres
Jefferson	"	"	257,01 "
Franklin	"	"	376,47 "
St. Charles	"	"	216,01 "
Barry	"	"	5,806,87 "
Crawford	"	"	7,785,91 "
Pulaski	"	"	3,800,00 "
Dallas	"	"	1,120,00 "
Jasper	"	"	2,800,00 "

Notices from the following received since that date, to-wit:

Lawrence county, Missouri			15,520,00 "
Polk	"	"	1,440,00 "
Stone	"	"	1,240,00 "
Green	"	"	40,952,00 "
Total amount			81,354,45

No notices have been received from the counties of Camden, Laclede, McDonald, Newton and Wright.

I have also been advised that no claims have been made under the act above mentioned, in the counties of Taney, Gasconade and Washington.

The seventeenth section of the act passed at the last session of the

Legislature, extends the pre-emption privilege to lands outside the six mile limits, in cases where improvements had been commenced innocently and in good faith, prior to the 3rd of March, 1855, and provides that the proof shall be made on or before the 10th day of December, 1856. This extension also permits an exchange of lands between the persons who claim the benefits of said act and the Company.

Provision is also made for a mortgage of the lands belonging to the South-western branch, being about one million of acres, and constitutes the Treasurer of State, and his successors in office, Trustees. It provides also that the Company may sell any of the land embraced in the mortgage, and that the purchase money shall be paid to the Trustee.

A list of the lands belonging to the Road between St. Louis and Franklin has been prepared.

Immediate steps should be taken to have a valuation made of all ands belonging to the Company, in order that we may act understandingly in making sale of them.

A competent person or persons should be employed in each county to make the valuation, and some inducement should be held out to insure a thorough examination of every forty acre tract.

It is believed that the lands along the line of our Road will (long before our Construction Bonds become due) sell for a sum sufficient to cover the cost of construction.

In addition to the fertility of the country in the south-west, immense deposits of lead mineral have recently been discovered, a great portion of which I am informed is found upon lands belonging to this Company.

Since the publication of the map of our lands, many inquiries have been made by persons from different sections of the country as to the character of those lands; and I have no doubt when it becomes more generally known that a large extent of country is open for settlement along our line of Road, it will rapidly draw the attention of emigrants to this part of our State.

All the public lands east of us have passed into private hands, and are now held at high prices. The lands in Iowa are mostly taken.

In Missouri a greater number of acres of the public lands have been disposed of within the last two years than at any former period of the same duration, and the lands of our citizens are rapidly advancing in value.

If the Bonds to be issued for the South-western Branch have twenty years to run, it will evidently be our policy to sell the lands included in the mortgage upon a long credit, requiring a small per cent. of the

purchase money to be paid at the date of contract, and a low rate of interest on the deferred payments.

Upon all agricultural lands we should require certain improvements to be made within certain periods.

The Illinois Central Railroad Company, I understand, sell their mortgaged lands on two, three, four, five and six years' credit, requiring two years' interest on the whole amount, to be paid at the date of contract, and stipulating that at least one-tenth of the land shall be brought into cultivation each year. Towns have been laid out about every ten miles upon their own land, and where this could not be done the land was purchased where it could be done to advantage.

It is important for us to ascertain, at as early a day as practicable, the location of depots on the South-western Branch, with a view of placing them upon our own lands; where this is found impracticable the sites for stations should be purchased.

By this means a good price may be obtained for those tracts, and the value of our lands in the immediate vicinity will be greatly enhanced.

The following map, showing each twenty miles, spoken of in the act of Congress, approved June 10th, 1852, has been prepared. In making these divisions it has been deemed best to conform to the lines of the Government surveys, running north and south. Upon this map is also colored the lands located for the first thirty-seven and a half miles of our Road, which terminates at Franklin, where the South-western Branch commences. These lands will be denominated free lands, and can be disposed of by the Company. As they cannot properly be embraced in the mortgage, this distinction must necessarily follow.

In order to form some idea of the value of land in the vicinity of the South-western Branch, the following table has been compiled from authentic sources:

TABLE

Showing the number Acres of Land Improved and Unimproved, the value of the whole, also the value per acre and the number of inhabitants in the Counties:

Counties.	Acres imp.	Acres unimp.	Total value.	Value per acre.	Populati'n in 1850.
Franklin	42,674	171,269	$1,074,030	$5 00	11,021
Washington	36,139	86,606	755,502	6 00	8,811
Gasconade	14,114	37,013	230,421	4 50	5,330
Crawford	26,912	39,594	316,667	4 75	6,397
Texas	6,991	7,576	98,793	6 75	2,312
Pulaski	15,500	18,928	226,676	6 50	3,998
Miller	13,434	26,308	183,641	4 50	3,834
Osage	23 324	50,232	354,286	4 80	6,704
Laclede	10,312	12,927	155,098	6 60	2,498
Camden	20,305	34,440	265,666	4 80	2,338
Dallas	16,414	17,589	171,726	5 00	3,648
Hickory	6,827	21,030	111,341	4 00	2,329
Polk	28,565	59,367	384,662	4 50	6,186
Wright	10,991	10,982	150,142	6 75	3,387
Ozark	7,191	1,284	82,328	9 75	2,294
Taney	13,544	22,534	224,690	6 25	4,373
Green	61,124	109,613	812,517	4 75	12,785
Barry	11,563	14,910	172,997	6 50	3,467
Lawrence	18,239	33,072	224,079	4 25	4,859
Dade	21,463	36,850	252,094	4 25	4,246
Cedar	13,176	22,563	178,858	5 00	3,361
McDonald	9,711	23,234	145,944	4 50	2,236
Newton	14,355	19,460	188,389	5 50	4,268
Jasper	22,613	43,838	325,234	5 00	4,223
Bates	20,828	27,660	202,584	4 25	3,669

From this data, we find that in the year 1850 the average price of land in the counties, on and adjacent to the line of our Road, was about five dollars per acre. This estimate was made before our system of railroads had been projected. The completion of many miles of rail road since that date, and the certainty that our main line to Kansas, and our South-western Branch, will in a few years be in active operation, has, at the lowest estimate, doubled the price of lands in the Counties above alluded to, and that which could not in 1850 be sold for five dollars per acre, is now commanding from ten to fifteen per acre, and meets with a ready sale.

All the elements to constitute us the greatest State in the Union are now to be found within our limits. The mountains of Iron, beds of Copper, caves of Saltpetre, and the immense deposits of Lead which

are known to exist in our State, need only to be developed to afford profitable employment to hundreds of thousands of people for generations to come. Complete our system of rail roads and these things will naturally follow.

On account of the Swamp Land Grant, we are yet entitled to select several thousand acres of land, and I am advised by the Commissioner of the General Land Office that we can make these selections at our earliest convenience. These selections should be made immediately, as the lands of the Government are being rapidly disposed of.

For the purpose of ascertaining the proper course to be pursued in the future management of our lands, I visited (about two weeks since) the Land Department of the Illinois Central Railroad.

A plan is being matured which, it is believed, will accomplish that end, which will be embraced in a joint report of the Land Agent and myself.

I have the honor to be, very respectfully, your ob't serv't,

SAMUEL M. COLMAN,
Register of Lands.

HUDSON E. BRIDGE, Esq.,
President Pacific Railroad Co., St. Louis, Mo.

NOTE.—Since the organization of the Board, the President, JAMES H. LUCAS, Esq., having determined to visit Europe, to be absent some months, resigned his seat in the Board; and, on the 5th of May,

WM. M. McPHERSON, *was elected President.*

CHARLES K. DICKSON, *Vice President.*

ROBERT CAMPBELL, *Director*, to fill the vacancy occasioned by the resignation of Mr. Lucas.