

REPORTS

OF THE SEVERAL

RAILROAD COMPANIES

OF

PENNSYLVANIA,

COMMUNICATED BY THE AUDITOR GENERAL,

TO THE LEGISLATURE, JANUARY 22, 1864.



HARRISBURG:

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1864.



H2996

COMMUNICATION.

AUDITOR GENERAL'S OFFICE,
Harrisburg, January 22, 1864. }

To the Speaker of the House of Representatives:

SIR:—I have the honor to transmit to you for presentation to the House of Representatives, the reports made to this Department by sundry railroad companies under the act of April 4, 1859, and of canal companies under the act of April 15, 1863, together with a report from this Department accompanying the same.

Respectfully, &c.,

ISAAC SLENKER,
Auditor General.

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REPORT OF THE AUDITOR GENERAL.

AUDITOR GENERAL'S OFFICE,
Harrisburg, January 22, 1864.

To the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania:

In obedience to the requirements of the first section of the act of April 4, 1859, entitled "An Act requiring railroad companies to make uniform reports to the Auditor General," and the act of April 15, 1863, entitled "An Act requiring canal companies to make yearly reports to the Auditor General," I transmit herewith copies of the several reports made to this Department in pursuance of said acts.

The character and usefulness of these reports are no doubt improving with each succeeding year. Many of them, however, might be much better than they are. The failure is no doubt attributable, in a great measure, to an aversion on the part of some companies, and negligence on the part of others, to respond to the requirements of the law. A table accompanying these reports, will exhibit the names of the companies to which blank forms have been forwarded, of those by which reports were made, the time when the reports were received, and also of those which have failed to report.

By referring to this table it will be seen that a large number of these reports are not forwarded to this office until long after the first day of December,—the time fixed by the act of 1859. This prevents the printing of the reports in a collected form for distribution, at as early a period as is desirable. This delay, it has been suggested, is occasioned, in a great measure, by the provision in the second section of the act of 1859, requiring the reports "to embrace in detail the operations and affairs of said corporations during the preceding year, up to and including the 30th day of October," &c. Now, it is said that but few of these companies close their financial year with that date. Hence, it becomes necessary for those whose accounts do not close on that day, in order to conform to the act of Assembly, to collect the items and results from the fractional parts of two of their financial years.

RAILROAD REPORT.

This they say is attended with a good deal of trouble and liability to err. As these reports are not required for the purpose of taxation, but only for information principally for the purposes of legislation, it is submitted whether they might not be permitted to make their reports respectively to conform to their financial year.

ISAAC SLENKER,
Auditor General.

REPORTS.

PENNSYLVANIA.

[FOR THE YEAR PRECEDING OCTOBER 31, 1863.]

STATE OF PENNSYLVANIA, } ss:
Philadelphia City, }

Personally appeared H. J. Lombaert, vice president, and Thomas T. Firth, treasurer, of the Pennsylvania railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) HERMAN J. LOMBAERT, *Vice Pres't.*
THOMAS T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this fourteenth day of December, 1863.
JAMES M'CAHAN, J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$20,000,000 00
Amount paid in as by last report.....	13,274,600 00
Total amount now paid in of capital stock.....	13,430,250 00
Funded debt, as per last report.....	9,527,400 00
Total amount now of funded debt.....	9,684,840 00
Floating debt, as by last report.....	43,000 00
The amount now of floating debt.....	Note.
Total amount now of floating and funded debt.....	9,684,840 00
Average rate per cent. per annum, of interest on funded debt.....	6 per cent.
Date of each dividend: May 1, 1863, 4 per cent.; November 1, 1863, 5 per cent.	
Amount of capital on which the respective dividends were declared: May, \$13,363,700; November, \$13,430,250.	

PENNSYLVANIA

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$17,641,048 80	\$17,563,902 86
Equipment.....	4,165,803 96	4,494,193 10
Total cost.....	21,806,852 76	22,058,095 96

Characteristics of Road.

Length of main line of road, from Philadelphia to Pittsburg, (including Harrisburg and Lancaster railroad).....	355 $\frac{66}{100}$ miles
Length of road laid.....	411 $\frac{7}{10}$ "
Length of double track, including sidings.....	329 "
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60, 64, 67 and 83 lbs.
Branch roads owned by company, viz: Hollidaysburg branch and Indiana branch.....	2
Roads leased by the company, viz: West Chester railroad, East Brandywine and Waynesburg, Harrisburg and Lancaster railroad and branch, Tyrone and Clearfield railroad, Bald Eagle Valley railroad, Ebensburg and Cresson railroad, Philadelphia and Erie railroad.	
Number of engine houses and shops.....	7
Number of engines.....	320
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,000).....	120
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,200).....	50
Number of freight cars, rated as eight wheel cars, (average cost of each \$750).....	4,224
Number of coal cars, (average cost of each \$600).....	550
Number of iron bridges.....	89
Number of wooden bridges.....	49
Number of stone bridges, of 24 feet span and upwards.....	17
Number of railroads crossed at grade.....	3
Number of depots on main road: 56 passenger and 46 freight.	
Number of wood and water stations on main road: 41 wood and 65 water stations.	
Value of real estate held by the company, exclusive of road- way.....	\$1,900,000

RAILROAD REPORT.

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Number of tunnels, 8; length of each, 200, 900, 1,200, 3,612, 650, 300, 450 and 450 feet.

How is track laid, and on what foundation? On cross ties, laid on broken stone ballast, twelve inches in depth.

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	1,250,255
Number of miles run by freight and coal and distributing trains, Coal trains not run separately.	4,060,947
Number of passengers, all classes, carried in cars.....	1,501,730
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	484,975
Gross amount of tonnage for the year.....	2,256,347
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	24
Average rate of speed adopted by express trains, (including stops).....	27
Average rate of speed adopted by freight trains, (including stops)....	12
Average weight in tons of passenger trains, exclusive of pas- sengers and baggage.....	120
Average weight in tons of freight trains, exclusive of freight,	250

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	134,417
Bituminous coal.....	780,568
Pig iron.....	143,260
Railroad iron.....	26,313
Other iron or castings.....	48,589
Iron and other ores.....	45,721
Lime and limestone.....	33,016
Agricultural products.....	280,229
Merchandize.....	251,951
Manufactures.....	46,272
Live stock.....	212,164
Lumber.....	118,612
Other articles.....	135,235
Total	2,256,347

PENNSYLVANIA

*The rate of fare for Passengers charged for the respective classes per mile,
as follows :*

For first class through passengers.....	3 cents.
For first class way passengers.....	2½ to 3 "
For second class through passengers, not including United States Government tax.....	1½ "
For second class way passengers.....	Have none.

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. Trans.	Freight Trans.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings, except iron rails.....	\$909,020 57	\$868,608 22	\$545,412 85
Taxes on real estate.....	86,072 57	14,409 02	21,668 56
Iron rails.....	885,854 08	184,141 60	201,212 48
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	500,660 90	100,182 90	400,528 00
Repairs of passenger and baggage cars.....	118,424 80	118,424 80	.....
Repairs of freight cars.....	269,095 84	.....	269,095 84
Repairs of tools and machinery in shops.....	44,545 82	17,818 12	26,727 20
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	266,828 67	106,681 46	159,797 21
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	53,827 86	21,585 14	82,802 72
Agents and clerks.....	156,946 51	62,778 60	94,167 91
Labor—loading and unloading freight.....	106,683 85	12,943 25	93,740 10
Porters, watchmen and switch tenders.....	125,871 48	50,848 59	75,622 89
Wood and water station attendance.....	20,248 20	8,099 28	12,148 92
Conductors, baggage masters and brakemen.....	829,498 84	60,109 28	269,889 06
Engineermen and firemen.....	258,283 62	49,047 09	204,236 53
Fuel—cost of labor for preparing for use.....	890,966 70	156,886 68	234,580 02
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	110,105 61	44,042 24	66,063 37
Loss and damage of goods and baggage.....	78,880 97	5,807 27	68,073 70
Shoveling snow.....	6,885 64	2,534 24	8,801 40
General superintendence.....	68,999 88	25,599 75	88,899 68
Contingencies.....	770,486 16	308,174 46	462,261 70
Total expenses.....	4,941,596 02	1,662,471 49	8,279,124 58
Extraordinary expenses, (rated as 40 to 60 per cent.).....	1,469,543 47	568,817 89	845,728 08
	6,851,189 49	2,225,288 88	4,124,850 61

PENNSYLVANIA

Cost of Transportation.

Cost per passenger per mile, approximate average.....	2	¹⁸⁴ / ₁₀₀₀	cents.
Cost per ton freight per mile.....do	1	⁹⁴¹ / ₁₀₀₀	"

Receipts from all Sources.

From Passengers	\$2,442,889	56
Freight	8,588,737	89
Mail transportation.....	75,577	47
Interest.....	116,072	17
Other sources.....	623,320	15
Total.....	11,846,597	24

Payments other than for Construction.

For Maintaining and operating the road.....	\$1,941,596	02
Dividends	1,119,634	50
Interest.....	650,491	40
Other payments, or extraordinary expenses in main- taining and operating the road.....	1,409,543	47
Total.....	8,121,255	39

NOTE.—Total number of passengers carried—1,501,730, of which number, but one was killed and ten injured.

Accidents for year ending October 31, 1863.

	A		B		C		TOTAL	
	PASSENGERS.		EMPLOYEES.		OTHERS.			
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
November, 1862.....		1	6	6	3	3	9	10
December...do.....			1	1	3	1	4	2
January...1863.....			3	7	2	3	5	10
February...do.....			2	3	1		3	3
March...do.....	*1	7	2	3	2	2	5	12
April...do.....			1	4	6	1	7	5
May...do.....		1	1	7	4	1	5	9
June...do.....			6	6	5	5	11	11
July...do.....			3	6	5	3	8	9
August...do.....			4	9	3	6	7	15
September...do.....				8	5	3	5	11
October...do.....		1	6	2	4	3	10	6
	1	10	35	62	43	31	79	103

* Soldier.

RAILROAD REPORT.

Names and Residence of Officers.

Directors.	Post office address.
J. EDGAR THOMSON.....	PHILADELPHIA.
JOSIAH BACON.....	do.
THOMAS MELLON.....	do.
JOHN HULME.....	do.
G. D. ROSENGARTEN.....	do.
WISTAR MORRIS.....	do.
G. W. CASS.....	PITTSBURG.
W. H. SMITH.....	do.
SAMUEL T. BODINE.....	PHILADELPHIA.
JOSEPH B. MYERS.....	do.
DAVID SALOMON.....	do.
HUGH CRAIG.....	do.
SYLVESTER J. MEGARGEE.....	do.
THOMAS A. SCOTT.....	do.
HERMAN J. LOMBAERT.....	do.
J. EDGAR THOMSON, PRESIDENT.....	PHILADELPHIA.
THOS. T. FIRTH, TREASURER.....	do.
EDMUND SMITH, SECRETARY.....	do.
ENOCH LEWIS, GENERAL SUPERINTENDENT.....	ALTOONA, BLAIR CO., PA.

BEDFORD.

STATE OF PENNSYLVANIA, } ss:
Bedford County.

Personally appeared Samuel L. Russell, president, and John P. Reed, treasurer, of the Bedford railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) S. L. RUSSELL, *President.*
 JOHN P. REED, *Treasurer.*

Sworn and subscribed before me, this 15th day of December, 1863.

H. NICODEMUS, *J. P.*

Stock and Debt.

Capital stock, as authorized by law	\$250,000 00
Amount of stock subscribed	104,950 00
Amount paid in, as by last report	89,979 21
Total amount now paid in of capital stock	98,250 00
Funded debt, as per last report	90,000 00
Total amount now of funded debt	93,772 75
Floating debt, as by last report	3,250 00
The amount now of floating debt—about	1,500 00
Total amount now of floating and funded debt—about	95,272 75
Average rate per cent. per annum, of interest on funded debt,	6 per cent.
No dividend has ever been declared.	

Cost of Road and Equipment.

Construction, by present report, (as near as can be ascertained,) \$192,589 72
 Equipment. There has been nothing expended for this item, as the road has been operated by the Huntingdon and Broadtop railroad company.)

Characteristics of Road.

Length of main line of road, from Hopewell to Bedford—about	19 $\frac{3}{4}$ miles.
Length of road laid—about	12 $\frac{1}{2}$ miles.
Length of double track, including sidings—about	13 miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.

RAILROAD REPORT.

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Weight of rail per yard on main track.....	45	pounds.
Branch roads owned by company		None.
Roads leased by the company.....		None.
Number of wooden bridges.....		2
Number of stone bridges.....		None.
Number of depots on main road.....		1
Number of wood and water stations on main road.....		1
Value of real estate held by the company, exclusive of road-way—about		\$700 00
Number of tunnels.....		None.
How is track laid, and on what foundation? On cross ties—partly ballasted.		

Doings of the year in Transportation.

The road having been operated by the Huntingdon and Broadtop railroad company, accurate answers to these interrogatories cannot be given.

The rate of fare for Passengers, charged for the respective classes, per mile, as follows:

For first class through passengers—about.....	3½	cents.
For first class way passengers.....		3¼ cents.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way.....	\$1,150	14
Taxes on real estate.....		5 35

Repairs of Machinery.

Repairs of passenger and baggage cars.....	\$16	72
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Operating the Road.

No settlement has been made with the Huntingdon and Broadtop railroad company, and the cost of operating the road cannot be told. The amount paid for maintaining the road is given above.

Receipts from all Sources.

Receipts from passengers.....	\$1,940	68
freight.....		1,154 62

The Huntingdon and Broadtop railroad company commenced running the road about the 1st of July. During the four months, ending on the

31st October, 1863, the receipts have been as stated, according to the returns made by that company.

Accidents.

None.

Names and Residence of Officers.

Directors.	Post office address.
ALEXANDER KING.....	BEDFORD, PA.
WILLIAM P. SCHELL.....	do.
JACOB REED.....	do.
VALENTINE STECKMAN.....	do.
JOHN ALSIP.....	do.
ESPY L. ANDERSON.....	do.
JOB MANN.....	do.
C. W. ASHCOM.....	HOPEWELL, PA.
THOMAS A. SCOTT.....	PHILADELPHIA.
WILLIAM G. MOORHEAD.....	do.
S. L. RUSSELL, PRESIDENT.....	BEDFORD, PA.
JOHN P. REED, TREASURER AND SECRETARY.....	do.

Have no special Superintendent.

Two vacancies on the 31st October, 1863.

ATLANTIC AND GREAT WESTERN.

STATE OF PENNSYLVANIA,)
 Crawford County,) ss:

Personally appeared William Reynolds, president, and William Thorp, treasurer, of the Atlantic and Great Western railroad company, and in due form of law made oath, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

(Signed) WM. REYNOLDS, *President.*
 WM. THORP, *Treasurer.*

Sworn and subscribed before me, this 15th day of November, 1863.

A. CLARK, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$2, 000, 000 00
Amount of stock subscribed.....	1, 411, 664 00
Total amount now paid in of capital stock.....	1, 362, 218 00
Total amount now of funded debt.....	*3, 849, 500 00
The amount now of floating debt.....	41, 864 26
Total amount now of floating and funded debt.....	3, 891, 364 26
Average rate per cent. per annum, of interest on funded debt.....	7 per cent.

Cost of Road and Equipment.

	By present report.
Construction.....	\$3, 169, 515 89
Equipment.....	525, 000 00
Total cost.....	<u>3, 694, 515 89</u>

Characteristics of Road.

Length of main line road, from State line of New York to State line of Ohio.....	91 $\frac{11}{100}$ miles.
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*First mortgage, \$1,494,000 00.

Second mortgage, \$955,500 00.

Eastern Coal Field branch and extension, \$400,000 00.

Length of road laid.....	91 $\frac{11}{100}$ miles.
Length of double track, including sidings.....	8 $\frac{1}{2}$ "
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	56 pounds.
Branch road owned by company, viz: Eastern Coal Field branch and extension.....	25 miles.
Number of engine houses and shops.....	2
Number of engines.....	20
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,000).....	8
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,800).....	4
Number of freight cars, rated as eight wheel cars, (average cost of each \$690).....	254
Number of coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (truss).....	11
Number of stone bridges	None.
Number of railroads crossed at grade.....	2
Number of depots on main road.....	13
Number of wood and water stations on main road.....	7
Value of real estate held by the company, exclusive of roadway.....	\$15,087 81
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross ties laid on gravel.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	53,636
Number of miles run by freight trains.....	102,296
Number of passengers (all classes) carried in cars.....	80,723
Gross amount of tonnage for the year.....	167,205 $\frac{85}{100}$ tons.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.).....	20
Average rate of speed adopted by express trains, (including stops).....	28
Average rate of speed adopted by freight trains, (including stops).....	10
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	45
Average weight in tons of freight trains, exclusive of freight	180

RAILROAD REPORT.

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The amount of Freight, specifying the quantity in Tons.

Products of the forest.....	1, 099, 176
Products of animals.....	335, 385
Products of vegetable food.....	1, 063, 745
Other agricultural products.....	106, 861
*Manufactures.....	10, 853, 680
Merchandise.....	969, 239
Miscellaneous.....	2, 289, 799
	16, 720, 585

NOTE—This account has been kept on our books as above, and could not be changed in time for this report.

The rate of Fare for Passengers charged for the respective Classes per mile, as follows:

For first class through passengers.....	2 $\frac{1}{4}$ to 3 cents.
For first class way passengers.....	3 “

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

	Amount.	Pass. Transp.	Freight Transp.
Repairs or maintenance of way, including buildings.....	\$53, 015 92	\$17, 671 97	\$35, 343 95

Operating the Road.

Office, expenses, stationery, &c.....	\$3, 835 17
Agents and clerks.....	5, 206 70
Labor—loading and unloading freight.....	4, 103 36
Porters, watchmen and switch tenders.....	1, 764 73
Wood and water station attendance.....	630 85
Damages to property, including damages by fire, and cattle killed on road.....	656 00
General superintendence.....	810 60
Contingencies.....	715 37

*Under this head is included petroleum.

NOTE—The eastern portion of the road prior to May last, was operated by the Atlantic and Great Western railroad in New York. Since that date the accounts here mentioned have been so connected with construction and with the transportation accounts of the Atlantic and Great Western railroad in New York, and the Atlantic and Great Western railroad in Ohio, that it has been impossible to separate them in time for this report.

Receipts from all Sources.

Mail transportation..... \$2, 449, 10

Accidents.

KILLED—employees.....	2
“ others.....	2
Total.....	<u>4</u>
INJURED—employees.....	1
“ others.....	1
Total.....	<u>2</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1863.

- May 29. Alexander Smock, laborer, fell between cars while walking over train—killed instantly.
- June 26. Unknown insane man was walking on the track when engine struck him—died from accident.
- Aug. 8. O. Hicks, brakeman, fell under train while coupling cars, seven cars passing over him.
- Aug. 26. James M'Lean, struck by train while sitting on end of ties—arm and shoulder bruised.
- Sept. 9. Mrs. Amanda Low, was walking upon trestle work, train coming around curve, could not stop in time to save her—killed instantly.
- Sept. 17. John Newham, track master, jumped from train on account of a collision, breaking his leg—recovering.

RAILROAD REPORT.

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Names and Residence of Officers.

Directors.	Post office address.
WM. REYNOLDS.....	MEADVILLE, PA.
G. CHURCH.....	do.
JOHN DICK.....	do.
J. J. SNEYOCK.....	do.
JOHN M'FARLAND.....	do.
JAMES E. M'FARLAND.....	do.
THOS. W. KENNARD.....	NEW YORK CITY.
W. THORP.....	MEADVILLE, PA.
O. HASTINGS.....	do.
M. KENT.....	FRANKLIN MILLS, OHIO.
A. W. MUMFORD.....	MEADVILLE, PA.
G. A. BITTENBANNER.....	WEST GREENVILLE, PA.
JULES LEVITA.....	PARIS, FRANCE.
WM. REYNOLDS, PRESIDENT.....	MEADVILLE, PA.
W. THORP, TREASURER.....	do.
W. THORP, SECRETARY.....	do.
H. F. SWEETSER, SUPERINTENDENT.....	do.

LITTLE SAW MILL RUN.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Marshall, president, and Jacob Henrici, treasurer, of the Little Saw Mill Run railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) WILLIAM MARSHALL, *President.*
 JACOB HENRICI, *Treasurer.*

Sworn and subscribed before me, this 19th day of December, 1863.
 THOMAS OWSTON, *Alderman.*

Stock and Debt.

Capital stock, as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	83,562 00
Total amount now paid in of capital stock.....	83,562 00
Funded debt, as per last report.....	84,166 67
Total amount now of funded debt.....	80,166 67
Floating debt, as by last report.....	4,968 57
The amount now of floating debt.....	1,873 46
Total amount now of floating and funded debt.....	82,040 13
Average rate per cent. per annum of interest on funded debt,	7 per cent.

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment.....	\$83,044, 13	\$83,044 13

Characteristics of Road.

Length of main line of road, from the Ohio river to mines.....	3 miles.
Length of road laid.....	3 "
Gauge of road.....	4 $\frac{8}{12}$ feet.
Number of engine houses and shops.....	2
Number of engines.....	2
Number of coal cars, (average cost of each \$190).....	40
Number of wooden bridges.....	2

RAILROAD REPORT.

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Value of real estate held by the company, exclusive of roadway, \$23, 625 00
 How is track laid, and on what foundation? With wooden rail
 and strap iron, trestle and clay foundation.

Total Miles Run.

Number of miles run by coal trains..... 12, 636

The amount of Freight, specifying the quantity in Tons.

Bituminous coal.. 121, 455

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings..... \$7, 081 45
 Taxes on real estate..... 508 74

Repairs of Machinery.

Repairs of engines and tenders..... 3, 874 21
 Repairs of freight cars..... 388 05

Operating the Road.

Office expenses, stationery, &c..... 17 48
 Agents and clerks..... 600 00
 Labor—loading and unloading freight..... 2, 560 40
 Wood and water station attendance..... 233 37
 Engineers and firemen..... 1, 924 60
 Fuel—cost of labor for preparing for use..... 121 31
 Oil and waste for engines and tenders, passenger, baggage
 and freight cars..... 100 00
 General superintendence..... 749 90
 Contingencies..... 1, 527 93

Receipts from all Sources.

Freight..... ' 32, 197 63
 Other sources..... 5, 732 13
 Total..... 37, 929 76

LITTLE SAW MILL RUN

Payments other than for Construction.

For maintaining and operating the road.....	\$19,360 36
For interest.....	327 08
For surplus funds.....	10,823 08
For other payments.....	17,441 77
	<hr/>
Total.....	47,952 29
	<hr/>
Total amount of surplus fund.....	<u>\$10,823 08</u>

Accidents.

No accidents.

Names and Residence of Officers.

Directors.	Post Office address.
JACOB HENRICI.....	ECONOMY, PA.
JOHN HAWORTH.....	PITTSBURG, PA.
RICHARD DEWHURST.....	ALLEGHENY CITY.
JOHN H. PAGE.....	ONMSBY P. O.
N. P. FETTERMAN.....	PITTSBURG, PA.
JAMES WATT.....	PITTSBURG, PA.
WILLIAM MARSHALL, PRESIDENT.....	PITTSBURG, PA.
JACOB HENRICI, TREASURER.....	ECONOMY.
N. P. FETTERMAN, SECRETARY.....	PITTSBURG.

EAST MAHANAY.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Alex. J. Derbyshire, president, and Thomas Hart, treasurer, of the East Mahanoy railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ALEX. J. DERBYSHIRE, *President.*
 THOMAS HART, *Treasurer.*

Sworn and subscribed before me, this 10th day of December, 1863.

JOHN WHITE, *J. P. and Alderman.*

Stock and Debt.

Capital stock, as authorized by law	\$500, 000 00
Amount of stock subscribed	380, 415 00
Amount paid in as by last report—(no report was given, as our road was unfinished.)	
Total amount now paid in of capital stock.....	380, 415 00
Total amount now of floating and funded debt.....	None.
Date of each dividend—July 1st—(this is the first dividend declared.)	
Rate per cent. per annum of dividend—6 per cent., clear of State tax.	
Amount of capital on which the respective dividends were declared.....	380, 415 00

Characteristics of Road.

Length of main line of road, from Barnesville to Waste House Run	8 miles.
Length of road laid	8 "
Length of double track, including sidings.	$\frac{1}{4}$ mile.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60 pounds.

EAST MAHANAY

Number of iron bridges.....	1
Number of depots on main road.....	1
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of road-way	\$600 00
Number of tunnels—one, (about 3,500 feet.)	

Doings of the year in Transportation.

Will be given by the Philadelphia and Reading railroad company, to whom this road is re-leased.

Names and Residence of Officers.

Directors.	Post office address.
A. J. DERBYSHIRE.....	
J. PEMBERTON HUTCHINSON.....	
THOMAS A. BIDDLE.....	
J. W. STONE.....	
H. DUHRING.....	
C. W. TROTTER.....	
A. E. BORIE.....	
JAS. MILLIKEN.....	
D. C. WHARTON.....	
E. H. TROTTER.....	
A. J. DERBYSHIRE, PRESIDENT.....	PHILADELPHIA.
THOS. HART, TREASURER AND SECRETARY.....	do.
J. F. BLANDY, SUPERINTENDENT.....	do.

LITTLE SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Alexander J. Derbyshire, president, and Thomas Hart, treasurer, of the Little Schuylkill navigation, railroad and coal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ALEX. J. DERBYSHIRE, *President pro tem.*
THOMAS HART, *Treasurer.*

Sworn and subscribed before me, this 10th day of December, 1863.

JOHN WHITE, *J. P. and Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$2,646,100 00
Amount of stock subscribed.....	2,646,100 00
Amount paid in as by last report.....	2,256 100 00
Total amount now paid in of capital stock.....	2,646,100 00
Funded debt, as per last report.....	960,000 00
Total amount now of funded debt.....	960,000 00
Floating debt, as by last report.....	*72,600 00
The amount now of floating debt.....	†62,227 57
Total amount now of floating and funded debt.....	1,022,228 57
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date of each dividend, July 6, 1863.	
Rate per cent. per annum of dividend, 3½ per cent. for 6 months; 7 per cent. per annum.	
Amount of capital on which the respective dividends were declared.....	2,646,100 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	\$1,371,868 41	\$1,371,868 41

£15,000.

†£12,867 2s. and 10d, 1-7 of the above being paid.

LITTLE SCHUYLKILL NAVIGATION

Characteristics of Road.

Length of main line of road, from Port Clinton to Tamaqua,	28½ miles.
Length of road laid.....	33 "
Length of double track, including sidings.....	8 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by company.....	2
Roads leased by the company, viz: East Mahanoy railroad.	
Number of engine houses and shops: 2 engine houses and 1 machine shop.	
Number of wooden bridges.....	23
Number of depots on main road.....	2
Number of wood and water stations on main road.....	7
Number of tunnels—one, 900 feet long.	
How is track laid, and on what foundation? Cross ties 6 by 8—gravel beds and gravel ballast.	

Doings of the year in Transportation.

Leased to the Philadelphia and Reading railroad company, and worked by them as a branch road.

Names and Residence of Officers.

Directors.	Post office address.
A. J. DERBYSHIRE.....	
JAMES MILLIKEN.....	
A. E. BORIE.....	
E. W. TROTTER.....	
D. C. WHARTON.....	
H. DUHRING.....	
A. J. DERBYSHIRE, PRESIDENT PRO TEM.....	PHILADELPHIA.
THOMAS HART, TREASURER.....	do.
THOMAS HART, SECRETARY.....	do.
F. BLANDY, SUPERINTENDENT.....	TAMAQUA.

IRONTON.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Eli J. Saeger, president, and Morton M'Michael, Jr., treasurer, of the Ironton railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ELI J. SAEGER, *President.*

MORTON M'MICHAEL, JR., *Treasurer.*

Sworn and subscribed before me, this 5th day of December, 1863.

WM. J. DELLEKER, *Notary Public.*

Stock and Debt.

Capital stock, as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	400,000 00
Total amount now paid in of capital stock.....	400,000 00
The amount now of floating debt.....	11,200 00
Average rate per centum per annum of interest on funded debt,	6
Date of each dividend, January 20, and October 15, 1863.	
Rate per centum per annum of dividend.....	5 per cent.
Amount of capital on which the respective dividends were de-	
clared—January 20, 1863.....	\$394,350 00
October 15, 1863.....	400,000 00

Cost of Road and Equipment.

	<i>By present report.</i>
Locomotives and fixtures, and snow-plows.....	\$20,054 50
Total cost of road and equipment.....	241,821 77

Characteristics of Road.

Length of main line of road, from Lehigh Valley railroad to Ironton.....	9 ⁶⁸ / ₁₀₀ miles.
Length of road laid.....	9 ⁶⁸ / ₁₀₀ "
Length of double track, including sidings.....	5 "

Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 to 57 lbs.
Number of engines.....	2
Value of real estate held by the company, exclusive of road-way	159, 130 47

Doings of the year in Transportation.

Number of tons of 2,000 lbs. of through freight, for the year on main road.....	108, 017 tons.
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The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	3, 309 ¹ / ₂₀
Iron ore.....	64, 113 ⁹ / ₂₀
Limestone.....	28, 822 ¹⁸ / ₈
Other articles—about.....	200
Total	<u>96, 445 ⁹/₂₀</u>

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Maintaining road bed and railway.....	\$1, 951 22
Taxes on real estate.....	180 51
	<u> </u>

Repairs of Machinery.

Repairs of engines and tenders.....	<u>\$987 18</u>
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Operating the Road.

Office expenses, salaries, stationery, &c.....	\$2, 750 84
Labor.	6, 692 92
Fuel—cost of.....	2, 046 69
Total	<u>11, 490 45</u>

Receipts from all Sources.

Receipts from freight.....	\$24, 955 91
other sources.....	37, 131 28
Total	<u>72, 087 19</u>

RAILROAD REPORT.

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Payments other than for Construction.

For transportation expenses.....	\$2,600 39
For dividends.....	19,830 50
For interest.....	649 63
For other payments.....	23,788 46
Total.....	46,868 98

Names and Residence of Officers.

Directors.	Post office address.
C. H. CLARK.....	PHILADELPHIA.
TIMBLEY JOTER.....	BETHLEHEM.
GEO. B. ROBERTS.....	PHILADELPHIA.
WM. G. MOORHEAD.....	do.
JOS. H. DULLES.....	do.
ELI J. SAEGER, PRESIDENT..... CATASAUQUA.	
M. M'MICHAEL, JR., TREASURER AND SECRETARY..... PHILADELPHIA.	
G. H. MORRISON, SUPERINTENDENT..... IRONTON.	

PITTSBURG, FORT WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared John B. Jervis, general superintendent, and Thos. D. Messler, comptroller, of the Pittsburg, Fort Wayne and Chicago railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN B. JERVIS, *General Superintendent.*
 THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this 10th day of December, 1863.

LEONARD S. JOHNS, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$6,500,000 00
Amount of stock subscribed.....	6,124,336 36
Amount paid in as by last report.....	5,351,062 90
Total amount now paid in of capital stock.....	6,124,336 36
Funded debt, as per last report.....	12,935,173 00
Total amount now of funded debt.....	12,935,173 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	12,935,173 00
Average rate per ct. per annum of interest on funded debt,	5 ⁹ / ₁₀ per cent.
No dividend declared.	

Cost of Road and Equipment.

By last report.....	\$17,448,687 16
By present report.....	18,766,871 43

Characteristics of Road.

Length of main line of road, from Pittsburg to Chicago.....	468 ¹ / ₂ miles.
Length of road laid.....	468 ¹ / ₂ "
Length of double track, including sidings.....	83 ⁷ / ₁₀ "

RAILROAD REPORT.

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Gauge of road.....	4 feet 10 in.
Weight of rail per yard on main track—a small portion 71 and 56 lbs. per yard, mostly 58 pounds.	
Branch roads owned by company.....	None.
Roads leased by the company.....	“
Number of engine houses and shops.....	16
Number of engines.....	139
Number of steam cars.....	2
Number of first class passenger cars, rated as eight wheel cars (average cost of each \$2,350).....	65
Number of second class and smoking cars (average cost of each \$1,400).....	24
Number of baggage, mail and express cars, rated as eight wheel cars (average cost of each \$1,250).....	33
Number of freight cars, rated as eight wheel cars (average cost of each \$550).....	1,591
Number of iron bridges.....	4
Number of wooden bridges.....	183
Number of stone bridges.....	37
Number of railroads crossed at grade.....	15
Number of depots on main road.....	80
Number of wood and water stations on main road.....	45
Real estate held by the company, included in construction and equipments.	
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross ties, with gravel and sand ballast, and in part, now with fishing plate joints.	

Doings of the Year in Transportation and total Miles Run.

Number of miles run by passenger trains.....	1,013,428
Number of miles run by freight trains.....	2,050,507
Number of through passengers for the year on main road...	36,391
Number of passengers (all classes) carried in cars.....	638,601
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	514,285
Gross amount of tonnage for the year.....	801,528
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	18½
Average rate of speed adopted by express trains, including stops, (miles per hour).....	25¾

3 RAILROAD REP.

Average rate of speed adopted by freight trains, including stops, (miles per hour).....	11
Average weight in tons of passenger trains, exclusive of passengers and baggage.	96
Av'g weight in tons of freight trains, exclusive of freight,	148

The amount of Freight, Specifying the Quantity in Tons.

Bituminous coal.....	137,988
Agricultural products.....	25,295
Merchandize.....	106,272
Manufactures.....	127,119
Live stock.....	156,787
Lumber.....	52,472
Other articles.....	195,595
Total.....	<u>801,528</u>

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	2 $\frac{5}{10}$ cents.
For first class way passengers.....	.03 “
For second class through passengers.....	.01 $\frac{9}{16}$ “
For second class way passengers.....	.02 $\frac{1}{16}$ “

EXPENSES.—“ October, estimated.”

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$940,890 20	\$376,356 08	\$564,534 12
Taxes on real estate.....	55,415 28	22,166 11	33,249 17
Total	996,305 48	398,522 19	597,783 29
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$202,194 47	\$66,742 79	\$135,451 68
Repairs of passenger and baggage cars.....	65,823 13	65,823 13	.....
Repairs of freight cars.....	145,238 70	.....	145,238 70
Repairs of tools and machinery in shops.....	26,791 52	10,719 80	16,071 72
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	25,081 55	10,032 62	15,048 93
Total	465,137 37	153,318 34	311,819 03

RAILROAD REPORT.

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Office expenses, stationery, &c.....	\$35,555 26	\$14,022 10	\$21,533 16
Agents and clerks.....	196,565 58	78,626 63	117,938 95
Labor—loading and unloading freight.....	87,539 88		87,539 88
Porters, watchmen and switch tenders.....	68,014 54	27,205 81	40,808 73
Wood and water station attendance	37,138 13	14,855 25	22,282 88
Conductors, baggage masters and brakemen.....	142,489 01	54,729 57	87,759 44
Engineermen and firemen.....	163,842 03	45,971 65	117,870 38
Fuel—cost of labor for preparing for use.....	293,544 57	70,230 42	223,314 15
Oil and waste for engines and tenders, passenger, baggage and freight cars,	70,298 83	28,119 53	42,179 30
Loss and damage of goods and baggage.....	34,998 60	281 60	34,717 00
Damages to property, including damages by fire, and cattle killed on road...	13,071 79	9,803 85	3,267 94
General superintendence.....	27,551 56	4,665 59	22,885 97
Contingencies.....	123,026 01	49,210 40	73,815 61
General expenses.....	142,275 76	56,910 30	85,365 46
Total.....	1,435,911 55	454,632 70	981,278 85
Total expenses maintaining and operating road.....	2,897,354 40	1,006,473 23	1,890,881 17

RAILROAD REPORT.

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Cost of Transportation.

Cost per passenger per mile.....	14
Cost per ton freight per mile.....	11

Receipts from all Sources.

From passengers.....	\$1,481,305 36
freight.....	3,201,691 04
mail transportation.....	93,900 00
use of freight cars.....	37,961 07
other sources.....	169,832 20
Total.....	<u>4,984,689 67</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$2,897,354 40
For interest.....	763,528 10
Total.....	<u>3,660,882 50</u>

Accidents.

Injured—passengers, 6. Killed—employees, 17; injured, 18. Killed—others, 15; injured, 9. Total—killed, 32; injured, 33.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

- Dec. 2. James Graham, engineman, and R. Day, fireman, scalded by engine being thrown from track near Wooster. Both recovered.
- Dec. 10. W. Rossington, freight brakeman, head and wrist badly mashed; coupling cars at Bourbon. Recovered.
- Dec. 25. Fred. Smith, track watchman, instantly killed by being struck by passenger train near Orrville. Supposed to have been asleep on track.
- Dec. 27. J. Cunningham, brakeman, killed at outer depot, Pittsburg, by being caught between two cars while coupling.
- Oct. 29. Geo. Evaas, driving a butcher wagon in Allegheny city, was run into, at crossing of Anderson street, by a shifting engine, and badly bruised. Recovered.
- Nov. 24. Track watchman, named J. Quinlan, killed by express train No. 4, west of Columbia; asleep on track.

1863.

- Jan. 26.** John Clarke, killed by engine No. 106, running without a train, about three-fourths of a mile east of Maples. Not an employee.
- Jan. 23.** J. M'Caferly, killed by passenger train while walking on track one-half mile west of Lafayette. Not an employee.
- Jan. 23.** John May, knocked off the train by passenger train one-half mile west of Lafayette; shoulder broken.
- Jan. 27.** E. Wilder, brakeman, slightly injured coupling cars in Fort Wayne yards.
- Jan. 12.** M. Phelan, freight brakeman, bruised by being caught between cars while coupling at Orrville. Fully recovered.
- Feb. 10.** Jno. Baker, a boy, was struck by engine of transfer train in Pittsburg, while attempting to get on, and badly bruised.
- Feb. 14.** John Smith and James Roan, two soldiers of an Indiana regiment, were walking on the double track; stepped from south track to avoid an up train, and were struck by down freight train. Smith not hurt. James Roan was fatally injured, and died in a few hours.
- Feb. 19.** John Roe, of Massillon, being intoxicated, attempted to get on passenger train while in motion; fell across track, was run over and killed.
- Feb. 28.** John Grant, night shifter, Pittsburg, had arm broken; caught between ears in coupling.
- March 3.** A man named W. Crawford, while walking on double track, near Manchester, was struck by accommodation train and killed.
- March 5.** Garswood, slightly injured by passenger train, near Pierceton; knocked off the track. Not an employee.
- March 7.** John Alderberrie, watchman, killed near Bucyrus. He was struck by a freight train; setting on the end of a tie asleep.
- March 23.** S. Sterling, trackman, had his leg broken by hand-car running over it, near Monroeville.
- March 24.** J. Cauklin, engineman, killed at Johnstown. He fell under tender in attempting to get on engine.
- March 28.** W. U. Burogra, killed at Pierceton. He was intoxicated, and fell under caboose. Not an employee.
- April 7.** J. R. Hart, brakeman, slightly injured in collision of freight train near Elida.
- April 8.** W. Kiley, brakeman, killed at Delphos; freight train run into canal.

- April 27.** D. B. May, freight brakeman, had both legs broken in jumping from train to avoid a falling car, near Columbiana. One leg had compound fracture. Partially recovered.
- May 20.** John Blackford, freight conductor, seriously injured at Enon by being caught between cars in coupling. Fully recovered.
- May 20.** Tim. Murphy, watchman, killed by passenger train, while asleep on the track, near Dixon.
- May 26.** A. Gilson, freight brakeman, instantly killed, at Fairview, by falling from train and being run over.
- May 27.** Little girl, (name not known,) slightly injured by paymaster's car near Fort Wayne.
- May 29.** A. P. Johnson, killed near Hanna; said to have been intoxicated; was killed by a freight train in the night. Not an employee.
- June 10.** Jas. Peebles, freight brakeman, had a leg cut off at Massillon by falling from train and being run over. Recovered with loss of one leg.
- June 15.** Boy named Shinn, killed at Warsaw; run over by passenger train. Not an employee.
- June 19.** John C Boles, of Alliance, run over by a freight train in attempting to pass under it just as it was starting; instantly killed.
- June 20.** John Andrews, trackman, killed by being struck by passenger train, one mile west of Enon. He was sitting on track, and a hard rain prevented engineman from seeing him.
- July 3.** W. H. Vining and A. Vining, two little boys, killed by extra passenger train, about six miles east of Fort Wayne.
- July 4.** At Mansfield station, a man named C. Whorton, who was intoxicated and asleep when the train stopped, attempted to jump from the train after it had started; fell under train; was run over and fatally injured.
- July 13.** R. Robinson had his leg crushed in attempting to get through between cars in Chicago yard. Not an employee.
- July 31.** Boy named Rady, killed at Columbia. He was under cars that engine took off siding.
- Aug. 6.** James Shaup, coupler, injured in shoulders; coupling cars in Chicago yard.
- Aug. 10.** J. V. Shurtz, freight brakeman, killed at Tollestone. He fell from the top of the train between the cars, and was run over.
- Aug. 11.** James Graham, engineman, scalded in wreck of passenger train No. 3, one-half mile west of Fort Wayne station.
- Aug. 11.** John Dowd, fireman, badly scalded in the above wreck.

- Aug. 27. John Sheets, freight brakeman, struck at the Manchester bridge and instantly killed.
- Aug. 31. Jas. Faloon, carpenter at outer depot, was instantly killed by cars falling on him in moving a wreck.
- Sept. 11. Mr. Baker, killed at Lima in attempting to get on mail train. Not an employee.
- Sept. 28. A man named Kleinstine was struck by accommodation train on double track, near Courtneys, breaking one leg and otherwise injuring him. He died in about a week.
- Sept. 30. Mrs. Joshua Robinson, of Allegheny city, while attempting to get on platform of market train as it was being shifted, fell to the track; was run over and instantly killed.
- Oct. 2. By collision between mail train eastward and a freight train, one mile east of Wooster, Mr. ——— had his hand cut; not serious.
- Oct. 2. By collision between mail and freight train, one mile east of Wooster, Frank Kero, mail agent, head cut and back bruised; Frank Whiting, express messenger, rib broken and badly bruised; D. Alexander, baggage master, back hurt and considerably bruised; Thomas Devinney, passenger brakeman, both legs fractured; is recovering. The others are all recovered fully.
- Oct. 5. John Kelker, engineman, scalded in wreck of passenger train No. 1, near Warsaw.
- Oct. 5. T. Titus, fireman, scalded in the above wreck.
- Oct. 11. J. King, a boy eleven years old, attempting to get on a freight train between outer depot and Allegheny station, became timid and waited for it to pass. While standing on a hillock of earth, very near the train, his foot slipped, and one wheel passed over his ankle, crushing it so as to render amputation necessary.
- Oct. 12. An unknown man, sitting on track near Franklin, was struck by eastward express train and fatally injured. Supposed to have been intoxicated. He died within two hours.
- Oct. 14. By collision between two passenger trains, at Lucas, caused by very slippery rails, the following named passengers were injured:
- Mr. T. M. Isitt, of Muscatine, Iowa, cut on the head, thigh bruised and back hurt.
- Mr. W. H. Pritchard, of St. Louis, Mo., two ribs broken and body and limbs badly bruised.

- Oct. 14. Mr. J. W. Peck, of Chicago, left thigh and arm fractured; injuries fatal. Mrs. A. Fletcher, of Massillon, Ohio, arm cut and person bruised.
All of the injured parties were on platform, or had got off No person hurt on either trains.
- Oct. 24. Warren Oyer, freight conductor, instantly killed by being run over by his own train near the outer depot, Allegheny. Supposed to have been struck by bridge and knocked off his train.
- Oct. 25. A. Dumm, engineman, fatally injured by explosion of a freight engine at Lucas. Died October 29th.
- Oct. 28. James Barnes, fatally injured at Wooster while pushing a car on siding, by being caught by a train moving.
- Oct. 31. E. Mulahy, trackman, killed near Crestline; run over by freight train.
- Oct. 31. Jos. Culbertson, freight conductor, killed at Johnstown coupling cars.
- Oct. 31. Andrew Danlin, trackman, killed at Calumet bridge. He was knocked off the bridge by passenger train No. 2.

Names and Residence of Officers.

Directors.	Post office address.
GEO. W. CASS.....	PITTSBURG.
SPRINGER HARBAUGH.....	do.
J. EDGAR THOMSON.....	PHILADELPHIA.
KENT JARVIS.....	MASSILLON, O.
W. MERIMAN.....	BUCKEYS, O.
ROBERT M. McKELLY.....	UPPER SANDUSKY, O.
Hon. SAMUEL HANNA.....	FORT WAYNE, IND.
P. HOAGLAND.....	do.
J. L. WILLIAMS.....	do.
W. B. OGDEN.....	CHICAGO, ILL.
J. P. D. LANIER.....	NEW YORK.
L. H. MEYER.....	do.
F. J. TILDEN.....	do.
GEO. W. CASS, PRESIDENT.....	PITTSBURG.
Hon. SAMUEL HANNA, VICE PRESIDENT.....	FORT WAYNE.
JOHN B. JERVIS, GENERAL SUPERINTENDENT.....	PITTSBURG.
THOS. D. MESSLER, COMPTROLLER.....	do.
J. P. HENDERSON, TREASURER.....	do.
W. H. BARNES, SECRETARY.....	do.

WEST CHESTER AND PHILADELPHIA.

STATE OF PENNSYLVANIA, }
 Chester County, } ss:

Personally appeared M. B. Hickman, president, and William M'Cullough, treasurer, of the West Chester and Philadelphia railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

M. B. HICKMAN, *President.*

WM. M'CULLOUGH, *Treasurer.*

Sworn and subscribed before me, this 9th day of November, 1862.

WM. WHITEHEAD, *J. P.*

Stock and Debt.

Capital stock, as authorized by law.....	\$1,600,000 00
Amount of stock subscribed—11,142 unpreferred shares, and 6,588 preferred shares.	
Amount paid in as by last report.....	683,430 83
Total amount now paid in of capital stock.....	683,530 83
Funded debt, as per last report.....	1,020,855 24
Total amount now of funded debt, (including interest due,)	1,002,402 00
Floating debt, as by last report.....	None.
The amount now of floating debt, (of which \$119,370 was borrowed for the purchase of stock of the West Chester railroad company).....	122,225 95
Total amount now of floating and funded debt.....	1,124,657 95
Average rate per cent. per annum of interest on funded debt,	7½ per cent.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,304,847 98	\$1,308,146 42
Equipment.....	81,985 62	81,985 62
Total cost.....	<u>1,386,833 60</u>	<u>1,390,132 04</u>

Characteristics of Road.

Length of main line of road, from Philadelphia to West Chester,	26.38 miles.
Length of road laid.....	26.38 "
Length of double track, including sidings.....	3 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	64 and 50 lbs.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	3
Number of engines.....	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,250).....	11
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,750).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$550).....	19
Number of coal cars.....	None.
Number of iron bridges.....	1
Number of wooden bridges.....	16
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	1
Number of depots on main road.....	22
Number of wood and water stations on main road.....	3
How is track laid, and on what foundation? About 15 miles on stone ballast; the balance on wooden sills, on earth bed.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	88, 043
Number of miles run by freight trains.....	20, 296
Number of miles run by gravel trains.....	2, 474
Number of through passengers for the year on main road.....	46, 594
Number of passengers (all classes) carried in cars.....	347, 975
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	3, 359, 132 ² / ₁₀₀₀
Gross amount of tonnage for the year.....	69, 775, 735 ⁵ / ₁₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20
Average rate of speed adopted by freight trains, (including stops).....	10
Average weight in tons of passenger trains, exclusive of pas- sengers and baggage.....	35
Average weight in tons of freight trains, exclusive of freight,	175

WEST CHESTER AND PHILADELPHIA

The amount of Freight, specifying the quantity in Tons.

Anthracite coal..... 27,673⁵⁷¹/₂₀₀₀

The rate of fare for Passengers, charged for the respective classes per mile, as follows :

For first class through passengers..... 2 $\frac{1}{3}$ cents.

For first class way passengers..... 2 $\frac{1}{2}$ "

EXPENSES.

<i>Maintaining the Road or Real Estate of the Corporation.</i>	AMOUNT.	ALLOTTED TO	
		Pass. Trans.	Freight Trans.
Repairs or maintenance of way, including buildings.....	\$26,971 27	\$20,228 46	\$6,742 81
Taxes on real estate.....	525 68	350 46	175 22
<i>Repairs of Machinery.</i>			
Repairs of engines and tenders.....	3,180 42	2,347 82	782 60
Repairs of passenger and baggage cars.....	3,514 92	3,514 92	.....
Repairs of freight cars.....	822 96	.....	822 96
Repairs of tools and machinery in shops.....	43 86	31 86	12 50
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,887 10	1,415 80	471 80
<i>Operating the Road.</i>			
Office expenses, stationery, &c.....	1,808 40	1,106 20	697 20
Agents and clerks.....	3,505 18	1,519 88	1,985 18
Labor—loading and unloading freight.....	2,394 81	.....	2,394 81
Porters, watchmen and switch tenders.....	883 29	555 52	277 77
Wood and water station attendance.....	537 92	403 44	134 48
Conductors, baggage masters and brakemen.....	5,297 09	3,375 77	1,921 32
Engineermen and firemen.....	5,088 93	3,498 23	1,540 70
Fuel—cost of labor for preparing for use.....	10,565 65	7,924 24	2,641 41
Loss and damage of goods and baggage.....	151 59	.....	151 59
Tolls and teaming.....	9,526 17	7,620 06	1,906 11
Shoveling snow.....	68 92	63 92	.....
General superintendence and salaries.....	3,199 97	2,533 33	666 64
Contingencies.....	4,914 48	3,238 56	1,675 87
Total.....	84,728 54	59,727 58	25,000 97

RAILROAD REPORT.

WEST CHESTER AND PHILADELPHIA

Receipts from all Sources.

From Passengers.....	\$109,725 24
Freight.....	45,457 01
Mail transportation.....	1,463 00
Other sources.....	149,458 04
Total.....	306,103 29

Payments other than for Construction

For Maintaining and operating the road.....	\$88,510 32
Interest.....	68,841 55
Other payments.....	144,693 16
Total.....	302,045 03

Accidents.

One "others" injured.

The following is a statement of the accident, the place where it occurred, the cause and extent of the injuries inflicted upon the person, and the name, as follows:

James M'Namara, an employee of the American telegraph company, was run over by a passenger train near Media, and so injured that he died afterward. It was the result of his own carelessness.

Names and Residence of Officers.

Directors.	Post office address.	
M. B. HICKMAN.....	WEST CHESTER,	PENNA.
WM. APPLE.....	do.	do.
DAVID MECONKEY.....	do.	do.
N. MENDENHALL.....	do.	do.
JOHN BENNINGTON.....	GLEN MILLS,	do.
SAMUEL RIDDLE.....	GLEN RIDDLE,	do.
ABM. PENNELL.....	do.	do.
MARK WILCOX.....	PHILADELPHIA,	do.
JOHN FALLON.....	do.	do.
MICHAEL MALONE.....	LANCASTER,	do.
M. B. HICKMAN, PRESIDENT.....	WEST CHESTER,	do.
WM. McCULLOUGH, TREASURER.....	do.	do.
A. LEWIS SMITH, SECRETARY.....	PHILADELPHIA,	do.
HENRY WOOD, SUPERINTENDENT.....	do.	do.

BALD EAGLE VALLEY.

STATE OF PENNSYLVANIA, }
 Clinton County, } ss:

Personally appeared Philip M. Price, president, and L. A. Mackey, treasurer, of the Bald Eagle Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) PHILIP M. PRICE, *President.*
 L. A. MACKEY, *Treasurer.*

Sworn and subscribed before me, this 15th day of November, 1863.

ORIN T. NOBLE, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Total amount now paid in of capital stock.....	500,000 00
Total amount now of funded debt.....	267,700 00
Total amount now of floating and funded debt.....	267,700 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
No dividend ever made.	

Cost of Road.

Construction.....	\$767,700 00
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Characteristics of Road.

Length of main line of road, from Lock Haven to junction with the Tyrone and Clearfield railroad, near Tyrone.....	51 miles.
Length of road laid.....	34 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by company, viz : branch from Milesburg to Bellefonte.....	2 miles.

BALD EAGLE VALLEY

Value of real estate held by the company, exclusive of roadway—about..... \$1,000 00

No tunnels.

How is track laid, and on what foundation? Laid on wooden cross ties, mostly ballasted with stone.

The Bald Eagle Valley railroad is operated by the Pennsylvania railroad company, under a lease.

Names and Residence of Officers.

Directors.	Post office address.
PHILIP M. PRICE.....	LOCK HAVEN.
THOMAS A. SCOTT.....	PHILADELPHIA.
JAMES GAMBLE.....	WILLIAMSPORT.
WM. W. WILLARD.....	do.
EDWARD BLANCHARD.....	BELLEFONTE.
H. T. BEARDSLEY.....	LOCK HAVEN.
JAMES CHATHAM.....	do.
PHILIP M. PRICE, PRESIDENT.....	LOCK HAVEN.
L. A. MACKEY, TREASURER AND SECRETARY.....	do.
GEO. W. LEUFFER, CHIEF ENGINEER.....	PHILADELPHIA.

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared L. T. Wattson, president, and J. P. Aertsen, treasurer, of the Huntingdon and Broad Top Mountain railroad and coal company, and in due form of law made oath, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

(Signed) L. T. WATTSON, *President.*
J. P. AERTSEN, *Treasurer.*

Sworn and subscribed before me, this 25th day of November, 1863.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law, \$800,000, and preferred stock \$300,000.
Amount of stock subscribed, 11,795 shares capital, and 3,217 shares preferred.
Amount paid in as by last report, \$425,610 97 capital, and \$148,350 preferred.
Total amount now paid in of capital stock, \$461,495 03 capital, and 160,850 preferred.
Funded debt, as per last report..... \$1, 166, 000 00
Total amount now of funded debt..... 1, 325, 992 50
The amount now of floating debt..... 223, 090 00
Total amount now of floating and funded debt..... 1, 549, 082 50
Average rate per cent. per annum, of interest on funded debt—7 per cent.
on bonds and 6 per cent. on funded coupons.
No dividend declared.

Cost of Road and Equipment.

	By last report.	By present report.
Total cost, being balance of construction and equipment account on books.....	\$1, 423, 481 31	\$1, 927, 246 26

4 RAILROAD REP.

Characteristics of Road.

Length of main line of road, from Huntingdon to Hopewell,	31 miles.
Length of road laid.....	All laid.
Siding.....	10½ miles.
Gauge of road..	4 ft. 8 in.
Weight of rail per yard on main track.....	56 and 60 lbs.
Branch roads owned by company, viz: Shoup's Run, 9¼ miles; Six Mile Run, 4¼ miles, and Sandy Run, 1 mile.	
Roads leased by the company.....	None.
Number of engine houses and shops: 2 engine houses, 1 machine shop, 1 carpenter shop.	
Number of engines.....	14
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,800).....	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,250).....	2
Number of coal cars, (average cost of each \$185.).....	100
Number of iron bridges.....	None.
Number of wooden bridges.....	40
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	10
Number of wood and water stations on main road.....	7
Number of tunnels.....	None.
How track is laid, and on what foundation? On white oak cross ties, with sandstone and slate ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger and freight trains.....	33,354
Number of miles run by coal trains.....	110,221
Number of through passengers for the year on main road....	14,450
Number of passengers (all classes) carried in cars.....	25,536
Gross amount of tonnage for the year.....	348,818
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	15
Average rate of speed adopted by freight trains, (including stops).....	10
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	30
Average weight in tons of freight trains, exclusive of freight,	1,514

RAILROAD REPORT.

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The amount of Freight, specifying the quantity in Tons.

Bituminous coal, (tons of 200 lbs.).....	338,575
Pig iron.....	276
Railroad iron.....	1,352
Iron and other ores.....	713
Lime and limestone.....	232
Agricultural products.....	283
Merchandise.....	5,062
Live stock.....	6
Lumber.....	2,036
Other articles.....	283
Total.....	<u>348,818</u>

The rate of fare for Passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "

EXPENSES TO OCTOBER 1, 1863.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$62,114 71
Taxes on real estate.....	455 58
Total	<u>62,570 29</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$17,883 92
Repairs of passenger and baggage cars.....	1,434 47
Repairs of freight cars.....	3,114 16
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	10,214 30
Total.....	<u>32,646 85</u>

EXPENSES—Continued.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Trans.	Freight Trans.
Office expenses, stationery, &c.....	\$639 89	\$269 53	\$370 36
Agents and clerks.....	1,522 50	491 75	1,030 75
Wood and water station attendance.....	866 88	.....	866 88
Conductors, baggage masters and brakemen.....	15,019 93	1,668 94	13,380 99
Engineermen and firemen.....	11,312 50	1,615 40	9,697 10
Fuel—cost of labor for preparing for use.....	652 77	54 40	598 37
Oil and waste for engines and tenders, passenger, baggage and freight cars,	3,322 75	255 62	3,067 13
Loss and damage of goods and baggage.....	1,526 32	67 06	1,459 26
Use of freight cars.....	564 00	.....	564 00
General superintendence.....	1,433 32	.....	1,433 32
Contingencies.....	25,950 95	1,638 11	24,312 84
Total.....	62,841 81	6,060 81	56,781 00

RAILROAD REPORT.

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Receipts from all Sources.

From passengers.....	\$16, 145 72
Freight.....	217, 487 68
Mail transportation.....	1, 800 00
Interest.....	2, 447 00
Other sources.....	21, 748 71

Payments other than for Construction.

For maintaining and operating the road	\$158, 058 95
Interest and coupons..	115, 394 00
Other payments—office at Philadelphia.....	\$5, 969 10
Drawbacks.....	6, 919 66
	12, 888 76

Accidents.

KILLED —employees.....	1
“ others.....	1
Total	2
INJURED —employees.....	3

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1863.

- March 27. Berkstresser, intoxicated, run over by passenger train, near north end of Stonerstown bridge—instantly killed.
- July 17. Wm. Knode, engineer, was lying asleep on bridge at Huntingdon, killed by Pennsylvania engine, which was passing over. It is supposed he was under the influence of liquor.
- July 18. Geo. D. Knee, conductor, John Leffard, and John Leary, brakemen, seriously injured by the bottom of a car falling down, on which they were standing. Leary and Leffard each had leg broken.

HUNTINGDON AND BROAD TOP MOUNTAIN

Names and Residence of Officers.

Directors.	Post office address.
B. MORRIS WALN.....	PHILADELPHIA.
WM. CUMMINGS.....	do.
JAMES W. PAUL.....	do.
JAMES LONY.....	do.
RATHBELL WILSON.....	do.
JOHN DEVEREAUX.....	do.
S. J. CHRISTIAN.....	do.
GUSTAVUS ENGLISH.....	do.
M. C. WOOD.....	do.
D. HADDOCK, JR.....	do.
A. P. WILSON.....	HUNTINGDON.
L. T. WATSON, PRESIDENT.....	PHILADELPHIA.
J. P. ABERTSEN, TREASURER AND SECRETARY.....	do.
JAMES LEWIS, SUPERINTENDENT.....	HUNTINGDON.

BELLEFONTE AND SNOWSHOE.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared Richard H. Downing, president, and Daniel Rhoads, treasurer, of the Bellefonte and Snowshoe railroad company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

R. H. DOWNING, *President.*

DANIEL RHOADS, *Treasurer.*

Affirmed and subscribed before me, this 28th day of November, 1863..

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law,.....	\$600,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt, as per last report.....	9,500 00
Total amount now of funded debt.....	58,000 00
Floating debt, as by last report.....	4,500 00
The amount now of floating debt.....	7,535 47
Total amount now of floating and funded debt.....	65,535 47
Average rate per cent. per annum of interest on funded debt,	6 per cent.
No dividends declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$242,200 96	\$283,560 76
Equipment.....	26,428 29	38,518 29
	<hr/>	<hr/>
Total cost.....	268,629 25	322,079 05

BELLEFONTE AND SNOWSHOE

Characteristics of Road.

Length of main line of road, from intersection with Bald Eagle Valley road to Snowshoe.....	20½ miles.
Length of road laid.....	20 "
Length of double track, including sidings.....	½ mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by company, viz:—1, one and a half miles long.	
Roads leased by the company, viz:—1, four miles in length.	
Number of engine houses and shops ..	2
Number of engines.....	2
Number of second class passenger cars, (rated as eight wheel cars,) one, cost.....	\$1,000 00
Number of baggage, mail and express cars, 3 four wheel cars, average cost of each	225 00
Number of freight cars, (rated as four wheel cars,) 6 charcoal and 30 lumber trucks, average cost of each.....	136 00
Number of coal cars 56, average cost of each.....	145 00
Number of iron bridges.....	None.
Number of wooden trestle bridges	9
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	None.
Number of depots on main road	3
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road-way	Cannot say.
Number of tunnels.....	None.

Doings of the year in Transportation, and total Miles Run.

No passenger train ; a passenger car attached to and run with coal trains.	
Number of miles run by coal trains.....	12,465
Number of through passengers for the year on main road....	4,029
Number of passengers (all classes) carried in cars.....	5,247
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	18,018 tons, 1,906 lbs.
Gross amount of tonnage for the year	18,018 tons, 1,906 lbs.
Average rate of speed adopted by freight trains, (including stops).....	8 miles per hour.
Average weight in tons of freight trains, exclusive of freight.....	70 tons.

RAILROAD REPORT.

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The amount of Freight, specifying the quantity in Tons.

Bituminous coal.....	12,039 tons, 720 lbs.
Iron and other ores.....	50 "
Lime and limestone.....	10 "
Agricultural products.....	652 " 897 lbs.
Merchandise and manufactures.....	500 " 1,049 "
Sawed lumber, square timber and logs, estimated at	2,924 " 740 "
Other articles, (coke, charcoal, &c.).....	1,842 " 500 "
Total.....	<u>18,018 " 1,906 "</u>

The rate of fare for Passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	2 $\frac{3}{4}$ cents.
For first class way passengers.....	2 $\frac{3}{4}$ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$5,556 82
Taxes on real estate.....	125 70
Total.....	<u>5,682 52</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$1,154 76
Repairs of passenger, baggage and freight cars, &c.....	958 82
Total.....	<u>2,113 58</u>

Operating the Road.

Office expenses, stationery, &c.....	\$162 06
Agents and clerks.....	750 00
Labor—loading and unloading freight.....	150 00
Porters, watchmen and switch tenders.....	153 14
Conductors, baggage masters and brakemen.....	1,581 43
Engineermen and firemen.....	1,209 50
Fuel—cost of labor for preparing for use.....	376 31
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	860 07

BELLEFONTE AND SNOWSHOE

Loss and damage of goods and baggage.....	\$8 50
General superintendence.....	1,000 00
Contingencies.....	223 79
Total.....	<u>6,474 80</u>

Receipts from all Sources.

From passengers.....	\$3,001 72
freight.....	15,651 12
use of freight cars.....	83 17
interest.....	680 56
other sources.....	1,395 90
Total.....	<u>20,812 47</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$13,270 90
interest.....	2,952 52
surplus fund.....	4,254 25
other payments.....	334 80
Total.....	<u>20,812 47</u>
Total amount of surplus fund.....	<u>\$4,254 25</u>

Accidents.

No accident has occurred.

*Names and Residence of Officers.***Directors.****Post Office address.**

E. H. DOWNING.....	PHILADELPHIA.
JACOB P. JONES.....	do.
WISTAR MORRIS.....	do.
F. C. YARNALL.....	do.
M. T. MILLIKEN.....	BELLEFONTE.
E. H. DOWNING, PRESIDENT.....	1608 MARKET ST., PHILADELPHIA.
DANIEL RHOADS, TREASURER.....	BELLEFONTE.
F. C. YARNALL, SECRETARY.....	1608 MARKET ST., PHILADELPHIA.
DANIEL RHOADS, SUPERINTENDENT.....	BELLEFONTE.

WEST CHESTER.

STATE OF PENNSYLVANIA, }
 Chester County, } ss:

Personally appeared Marshall B. Hickman, president, and Thomas H. Hall, treasurer, of the West Chester railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) M. B. HICKMAN, *President.*
 THOS. H. HALL, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1863.

WM. WHITEHEAD, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$165,000 00
Amount of stock subscribed.....	165,000 00
Amount paid in as by last report.....	165,000 00
Total amount now paid in of capital stock.....	165,000 00
Funded debt, as per last report, (ground rents).....	13,333 00
Avg rate per cent. per annum of interest on funded debt....	6 per cent.
Date of each dividend: January and July.	
Rate per cent. per annum of dividend.....	4 per cent.
Amount of capital on which the respective dividends were declared.....	165,000 00

Cost of Road and Equipment.

We have no means of furnishing a satisfactory report to this. Our branch was the first finished in the State, and cost about \$178,000.—*Report of '62.*

Characteristics of Road.

Length of main line of road, from West Chester to Intersection, Pennsylvania railroad	9 miles.
Length of road laid	9 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.

WEST CHESTER

EXPENSES.

Road leased to Pennsylvania railroad company. We have no means of answering the questions left blank; they will be included in the report of that company.

Receipts from all sources..... \$9,805 83

Payments other than for Construction.

For dividends.....	\$6,600 00
For interest (and ground rents).....	816 66
For other payments.....	2,478 21
Total.....	<u>9,894 87</u>

Names and Residence of Officers.

Directors.	Post office address.
M. B. HICKMAN.....	WEST CHESTER.
WILLIAM APPLE.....	do.
DAVID MECONKEY.....	do.
M. MENDENHALL.....	do.
MARK WILLCOX.....	PHILADELPHIA.
SAMUEL RIDDLE.....	GLEN RIDDLE, DELAWARE Co.
MICHAEL MALONE.....	LANCASTER, PA.
M. B. HICKMAN, PRESIDENT..... WEST CHESTER.	
THOS. H. HALL, TREASURER AND SECRETARY..... do.	

CLEVELAND, PAINESVILLE AND ASHTABULA.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared Amasa Stone, Jr., president, and Geo. B. Ely, treasurer, of the Cleveland, Painesville and Ashtabula railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) A. STONE, JR., *President.*
GEO. B. ELY, *Treasurer.*

Sworn and subscribed before me, this 27th day of November, 1863.

NICHOLAS BARTLETT, *Notary Public.*

Stock and Debt.

Capital stock as authorized by law.....	\$4,000,000 00
Amount of stock subscribed.....	4,000,000 00
Amount paid in as by last report.....	3,300,000 00
Total amount now paid in of capital stock.....	3,600,000 00
Funded debt, as per last report.....	1,507,000 00
Total amount now of funded debt.....	1,503,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,503,000 00
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date of each dividend—January 1, and July 1, 1863.	
Rate per cent. per annum of dividend—January 1, 1863, 8 per cent. July 1, 1863, 5 per cent. cash, and 10 per cent. applied on new stock.	
Amount of capital on which the respective dividends were declared.....	3,300,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$3,452,143 76	\$3,566,896 16
Equipment	590,343 83	738,202 15
Total cost.....	4,042,487 59	4,305,098 31

Characteristics of Road.

Length of main line of road, from Cleveland, Ohio, to Erie, Pennsylvania.....	95½ miles.
Length of road laid.....	95½ "
Length of double track, including sidings.....	31½ "
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	57 pounds.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	4
Number of engines.....	31
Number of first class passenger cars—rated as eight wheel cars—(average cost of each \$2,300).....	21
Number of second class passenger cars.....	8
Number of baggage, mail and express cars—rated as eight wheel cars—(average cost of each \$1,200).....	8
Number of freight cars—rated as eight wheel cars—(average cost of each \$650).....	801
Number of coal cars.....	None.
Number of iron bridges.....	One being constructed.
Number of wooden bridges.....	4
Number of stone bridges.....	6
Number of railroads crossed at grade.....	One in Ohio.
Number of depots on main road.....	17
Number of wood and water stations on main road.....	12
Value of real estate held by the company, exclusive of roadway. No real estate owned by the company, except such as is needed for depots, shops and gravel pits.	
Number of tunnels.....	None.
How is track laid, and on what foundation? On common cross ties and gravel.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	202, 904
Number of miles run by freight trains.....	346, 567
Number of miles run by wood trains.....	12, 925
Number of through passengers for the year on main road...	137, 409
Number of passengers (all classes) carried in the cars.....	253, 479
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	544, 842
Gross amount of tonnage for the year.....	590, 033
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	28
Average rate of speed adopted by express trains, (including stops).....	32
Average rate of speed adopted by freight trains, (including stops).....	10½
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	90
Average weight in tons of freight trains, exclusive of freight,	225

The amount of Freight, specifying the quantity in Tons.

Bituminous coal.....	656
Railroad iron.....	3, 969
Other iron or castings, including pig, &c.....	9, 024
Agricultural products.....	78, 740
Merchandise.....	180, 643
Manufactures.....	59, 407
Live stock.....	149, 907
Lumber.....	9, 428
Other articles.....	98, 264
Total.....	<u>590, 033</u>

The rate of fare for Passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	2½ cents.
For first class way passengers.....	2 ⁷⁸ / ₁₀₀ "
For second class through passengers.....	2 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$258,413 13	\$80,108 06	\$178,305 07
Taxes on real estate and personal property, and government taxes.....	52,967 19	16,419 82	36,547 37
Total.....	311,380 32	96,527 88	214,852 44
REPAIRS OF MACHINERY.			
Repairs of engines and tenders, and other work done in shop for station buildings, bridges and road repairs.....	\$81,464 71	\$24,440 41	\$57,024 30
Repairs of passenger, baggage and freight cars.....	78,405 58	24,305 55	54,100 03
Total.....	159,870 29	48,745 96	111,124 33

EXPENSES—CONTINUED.

5 RAILROAD REP.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Office expenses, stationery, &c.....	\$28,900 00	\$8,959 00	\$19,941 00
Agents and clerks.....	27,500 00	8,525 00	18,975 00
Labor—loading and unloading freight.....	42,500 00	13,175 00	29,325 00
Porters, watchmen and switch tenders.....	12,750 00	3,952 50	8,797 50
Wood and water station attendance.....	8,500 00	2,635 00	5,865 00
Conductors, baggage masters and brakemen.....	38,750 00	12,012 50	26,737 50
Engineermen and firemen.....	19,000 00	5,890 00	13,110 00
Fuel—cost of labor for preparing for use.....	54,669 47	16,947 53	37,721 94
Oil and waste for engines and tenders, passenger, baggage and freight cars,	9,532 32	2,955 01	6,577 31
Loss and damage of goods and baggage.....	4,015 57	1,244 82	2,770 75
Use of freight cars.....	16,609 23	5,148 86	11,460 37
Damages to property, including damages by fire, and cattle killed on road....	3,136 07	972 18	2,163 89
General superintendence.....	5,000 00	1,550 00	3,450 00
Contingencies.....	55,724 09	17,274 65	38,450 64
Total.....	326,587 35	101,242 05	225,345 30

RAILROAD REPORT.

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Cost of Transportation.

Cost per passenger per mile.....	1- ² / ₁₀₀ cent.
Cost per ton freight per mile.....	1- ¹² / ₁₀₀ "

Receipts from all Sources.

Receipts from passengers.....	\$602,691 13
freight.....	1,347,482 21
mail transportation.....	21,600 00
interest.....	24,876 34
other sources.....	69,973 17
Total.....	<u>2,066,622 85</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$797,837 96
For dividends.....	759,000 00
For interest.....	105,000 00
For other payments, construction and new cars.....	263,610 72
Total.....	<u>1,925,448 68</u>
Total amount of surplus fund.....	<u>\$141,174 17</u>

Accidents.

KILLED—one employee, and four "others."

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

- Dec. 5. John B. Foster, brakeman, fell from freight car, and was run over and killed by pony engine, which was assisting train up grade, near Cleveland.
- Dec. 18. Michael Brody was killed near Cleveland, by jumping from the accommodation train when in motion.

1863.

- June 1. Wm. Biffin was killed at Conneaut by the Cineinnati express train going east. He was intoxicated, and attempted to cross the track in front of train when passing the station.

Jan. 23. E. B. Mack was killed near Willoughby, Ohio, by day express west; was walking upon track just at dusk; either did not hear the whistle, or thought he could reach a farm crossing before the train overtook him.

July 13. Warren Seely was killed by being struck by the engine of the accommodation train; was walking upon the track near Springfield, Pa.

Names and Residence of Officers.

Directors.	Post office address.
A. STONE, JR.....	CLEVELAND, OHIO.
H. WILT.....	do.
H. B. PAYNE.....	do.
T. M. KELLY.....	do.
WM. COLLINS.....	do.
GEO. B. ELY.....	do.
H. E. PARSONS.....	ASHTABULA, OHIO.
JAMES MILES.....	GIRARD, PA.
J. W. WETMORE.....	ERIE, PA.
SAMUEL J. RANDALL.....	PHILADELPHIA.
C. G. DENNIS.....	AUBURN, N. Y.
HAMILTON WHITE.....	SYRACUSE, do.
E. M. GILBERT.....	UTICA, do.
A. STONE, JR., PRESIDENT..... CLEVELAND, OHIO.	
GEO. B. ELY, TREASURER AND SECRETARY..... do.	
HENRY H. NOTTINGHAM, SUPERINTENDENT..... do.	

ERIE AND NORTH-EAST.

STATE OF PENNSYLVANIA, }
Erie County, } ss :

Personally appeared John A. Tracy, president, and William S. Brown, treasurer, of the Erie and North-East railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JOHN A. TRACY, *President.*

WILLIAM S. BROWN, *Treasurer.*

Sworn and subscribed before me, this 28th day of November, 1863.

E. P. BENNETT, *J. P.*

Stock and Debt.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt, as per last report	400,000 00
Total amount now of funded debt	400,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	400,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend: February, 5 per cent. cash; August,	
5 per cent. cash and 30 per cent. Erie and Pittsburg rail-	
road first mortgage bonds.	
Rate per cent. per annum of dividend, 40 per cent, viz: 10	
per cent. cash and 30 per cent. Erie and Pittsburg railroad	
first mortgage bonds.	
Amount of capital on which the respective dividends were	
declared.....	\$600,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$700,000 00	\$700,000 00

Characteristics of Road.

Length of main line of road, from Erie to State line.....	18½ miles.
Length of road laid.....	18½ "
Length of double track, including sidings.....	4½ "
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	56 and 60 lbs.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	1
This road is operated by the Buffalo and State Line railroad company.	
Number of iron bridges.....	None.
Number of wooden bridges.....	4
Number of stone bridges.....	3
Number of railroads crossed at grade.....	1
Number of depots on main road.....	3
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of roadway,	\$9,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation ? Gravel and ties.	

Doings of the year in Transportation and total Miles Run.

Number of miles run by passenger trains.....	44,320
Number of miles run by freight trains.....	100,551
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	688,663
Gross amount of tonnage for the year.....	688,663
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20
Average rate of speed adopted by express trains, (including stops).....	28
Average rate of speed adopted by freight trains, (including stops).....	10
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	75
Average weight in tons of freight trains, exclusive of freight,	200

The amount of Freight, specifying the quantity in Tons.

Vegetable food.....	73,766
Agricultural products.....	52,721

ERIE AND NORTH-EAST

Merchandise.....	132, 104
Manufactures.....	72, 017
Live stock.....	264, 756
Lumber.....	25, 216
Other articles.....	68, 083
Total	<u><u>688, 663</u></u>

The rate of fare for Passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	2 $\frac{7}{10}$ cents.
For first class way passengers.....	3 "
For second class through passengers.....	1 $\frac{6}{10}$ "
For second class way passengers.....	1 $\frac{2}{10}$ "

EXPENSES.

Operated in common with the Buffalo and State Line railroad.

No separate accounts kept..... \$264, 090 14

Receipts from all Sources.

From passengers.....	\$143, 447 08
From freight.....	275, 810 99
From other sources.....	4, 100 00
Total	<u><u>423, 358 07</u></u>

Payments other than for Construction.

For maintaining and operating the road.....	\$264, 090 14
For dividends, (embraces extra dividend from surplus earnings of past years).....	240, 000 00
For interest.....	28, 000 00
Total	<u><u>532, 090 14</u></u>

Accidents.

"Others"—2 killed.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

- Dec. 29. Freight train bound east run over and killed a man named Wm. Shotte, of Philadelphia, on main track, one mile east of Erie. This was a case of suicide, as the man threw himself in front of the engine. He was insane—no blame attached to the company or employees.

1863.

- Aug. 14. Boy named Henry Crane, while attempting to get on freight train while in motion near Harbor Creek station, slipped and fell under the train. The train passed over him, cutting off both legs. He died the same night. No blame attached to the company or its employees.

Names and Residences of Officers.

Directors.	Post office address.
John A. Tracy.....	Erie, Pa.
John H. Walker.....	do.
Prescott Metcalf.....	do.
William L. Scott.....	do.
Dean Richmond.....	Batavia, N. Y.
George Palmer.....	Buffalo, N. Y.
Charles H. Lee.....	Silver Creek, N. Y.
John A. Tracy.....	President.
Wm. S. Brown.....	Treasurer and Secretary.
Robert A. Brown.....	Superintendent.

FRANKLIN

FRANKLIN.

STATE OF PENNSYLVANIA, }
Cumberland County, } ss:

Personally appeared Frederick Watts, president, and Edward M. Biddle, treasurer, of the Franklin railroad company, and in due form of law made oath, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

(Signed)

FREDERICK WATTS, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 10th day of November, 1863.

A. S. SPONSLER, *J. P.*

Stock and Debt.

Amount paid in as by last report.....	\$360,000 00
Total amount now paid in of capital stock.....	360,000 00
Funded debt as per last report.....	200,000 00
Total amount now of funded debt.....	200,000 00
The amount now of floating debt.....	10,353 52
Average rate per cent. per annum of interest on funded debt.....	7 per cent.

Cost of Road and Equipment.

Construction.....	By present report. \$223,127 11
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Characteristics of Road.

Length of main line of road, from Chambersburg to Hagers town.....	22 miles.
Length of road laid.....	22 "
Length of double track, including sidings.....	$\frac{5}{8}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 pounds.
Number of engine houses.....	1
Number of stone bridges.....	4
Number of depots on main road.....	2

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Number of wood and water stations on main road..... 2
 How is track laid, and on what foundation? On cross ties
 laid on stone ballast.

Receipts from all Sources.

From passengers.....	\$22,304 69
Freight.....	14,346 95
Mail transportation.....	1,100 00
	37,751 64

Payments other than for Construction.

This road is leased by the Cumberland Valley railroad company, in whose accounts are included all the expenses for repairing and operating it.

Names and Residence of Officers.

Directors.	Post office address.
Frederick Watts.....	Carlisle, Pa.
Thos. A. Biddle.....	Philadelphia.
Thomas A. Scott.....	do.
J. W. Seymour.....	Hagerstown.
John Hulme.....	Philadelphia.
D. O. Gehr.....	Chambersburg.
Wister Morris.....	Philadelphia.
Josiah Bacon.....	do.
Thomas B. Kennedy.....	Chambersburg.
David M. Mahon.....	Carlisle.
John B. Parker.....	do.
Frederick Watts, President.....	Carlisle, Pa.
E. M. Biddle, Treasurer and Secretary.....	do.

PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward F. Gay, vice president, and George P. Little, treasurer, of the Philadelphia and Erie railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) EDWARD F. GAY, *Vice President.*
 GEORGE P. LITTLE, *Treasurer.*

Sworn and subscribed before me, this eighth day of December, 1863.

JAMES M'CAHAN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$10,000,000 00
Amount of stock subscribed.....	5,084,385 00
Amount paid in as by last report.....	4,822,459 00
Total amount now paid in of capital stock.....	5,010,944 00
Funded debt, as per last report.....	6,981,000 00
Total amount now of funded debt.....	8,528,000 00
Floating debt, as by last report.....	157,739 00
The amount now of floating debt.....	80,151 00
Total amount now of floating and funded debt.....	8,608,151 00
Average rate per cent. per annum of interest on funded debt,	6½ per cent.
No dividends declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$12,129,857 00	\$13,930,319 00
Equipment furnished by Pennsylvania railroad company, lessee.		

Characteristics of Road.

Length of main line of road, from Sunbury to Erie.....	288 miles.
Length of road laid, single track.....	230 "
Length of double track, including sidings.....	21½ "

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Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 to 67 lbs.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	8
Number of engines.....	30
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,200).....	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,200).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each \$540).....	460
Number of coal cars, seventy part eight and part four wheel, (average cost of each \$390).....	70
Number of iron bridges.....	None.
Number of wooden bridges: 43 truss and 89 small string bridges.....	132
Number of stone bridges.....	5
Number of railroads crossed at grade.....	3
Number of depots on main road, 17 permanent and 17 temporary.....	34
Number of wood and water stations on main road.....	25
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross ties laid on broken stone or clean gravel.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	173, 502
Number of miles run by freight trains.....	255, 237
Number of through passengers for the year on main road. Road not completed.	
Number of passengers (all classes) carried in cars.....	371, 534
Number of tons of 2,000 lbs. of through freight for the year, on main road. Road not completed.	
Gross amount of tonnage for the year.....	369, 820, 600
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	21
Average rate of speed adopted by freight trains, (including stops).....	9
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	120
Average weight in tons of freight trains, exclusive of freight,	245

PHILADELPHIA AND ERIE

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	90,209
Bituminous coal.....	12,787 ⁴⁷³ ₁₀₀₀
Pig iron.....	12,229
Railroad iron.....	12,979
Other iron or castings.....	6,832 ⁴⁸² ₁₀₀₀
Iron and other ores.....	4,877
Lime and limestone.....	1,850 ¹⁴¹ ₁₀₀₀
Agricultural products.....	50,433 ¹⁴¹ ₁₀₀₀
Merchandise.....	19,004 ⁴⁸² ₁₀₀₀
Manufactures.....	25,311 ⁴¹⁷ ₁₀₀₀
Live stock.....	5,238
Lumber.....	85,209 ³⁷ ₁₀₀₀
Other articles.....	42,859 ²⁵⁴ ₁₀₀₀
Total.....	369,820⁶₁₀₀₀

The rate of fare for Passengers charged for the respective classes per mile as follows:

For first class through passengers.....	3 cents.
For military travel passengers.....	2½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$104, 159 42	\$41, 663 76	\$62, 495 66
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$16, 513 72	\$6, 605 48	\$9, 908 24
Repairs of passenger and baggage cars.....	3, 036 76	1, 214 70	1, 822 06
Repairs of freight cars.....	6, 855 47	2, 742 18	4, 113 29
Repairs of tools and machinery in shops.....	1, 193 04	477 21	715 83
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	50, 137 10.	20, 054 84	30, 082 26
Total.....	77, 736 09	31, 094 41	46, 641 68

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Office expenses, stationery, &c.....	\$9,788 57	\$3,915 42	\$5,873 15
Agents and clerks.....	17,095 27	6,838 10	10,257 17
Labor—loading and unloading freight.....	3,380 82	1,352 32	2,028 50
Porters, watchmen and switch tenders.....	8,568 99	3,427 59	5,141 40
Wood and water station attendance.....	865 32	346 12	519 20
Conductors, baggage masters and brakemen.....	16,767 11	6,706 84	10,060 27
Enginemmen and firemen.....	14,944 56	5,977 82	8,966 74
Fuel—cost of labor for preparing for use.....	30,401 41	12,160 56	18,240 85
Oil and waste for engines and tenders, passenger, baggage and freight cars....	6,540 04	2,616 01	3,924 03
Loss and damage of goods and baggage.....	2,142 05	856 82	1,285 23
Use of freight cars.....	5,686 45	2,274 58	3,411 87
Shoveling snow.....	913 28	365 31	547 97
General superintendence.....	10,334 92	4,133 96	6,200 96
Contingencies.....	196,390 10	78,556 04	117,834 06
Total.....	323,818 89	129,527 49	194,291 40

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Receipts from all Sources.

From passengers	\$276, 187 20
From freight.....	364, 996 66
From mail transportation.....	13, 324 96
From use of freight cars.....	9, 625 87
From other sources.....	35, 165 01
Total	<u>699, 299 70</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$505, 714 40
For interest on funded debt.....	241, 500 00
For other payments, floating debt	77, 588 00
Total	<u>824, 802 40</u>

Accidents.

KILLED —passengers.....	1
employees.....	1
others.....	2
Total	<u>4</u>
INJURED —employees.....	5
others	1
Total.....	<u>6</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1862.

Dec. 8. A. Eschenbach, agent of Wallower's line, lost his foot at Berger's station, by breaking of wheel under N. C. car.

1863.

March 9. J. F. Winslow, a brakeman, lost his hand while coupling cars at Driftwood.

March 11. R. E. Thompson, a brakeman, had his leg crushed while coupling cars at Sunbury.

March 12. Charles Miller, a boy, was killed while playing about a coal train at Williamsport.

March 26. Hugh M'Culloch, a brakeman, had his hand mashed while coupling cars at Warren.

PHILADELPHIA AND ERIE

- July 14. Samuel Dunlap, a boy, was killed while lying asleep on the track at Cook's run.
- Aug. 7. Matthew Hamm, a passenger, was killed by a passenger train running over a cart at Farrandsville, overturning.
- Aug. 20. George Vollmer, a shop hand in the Erie shop, had his hand mashed by being caught in machinery.
- Aug. 28. Lewis Hutchings, an engineer, hurt his head by falling off his engine at the Erie shop.
- Sept. 30. Curtis E. Stacton, a brakeman, was killed by falling of train while in motion, at Chillisquaque.

Names and Residence of Officers.

Directors.	Post office address.
William G. Moorhead.....	Philadelphia.
Edward F. Gay.....	do.
Ellis Lewis.....	do.
Henry Duhring.....	do.
S. G. Thompson.....	do.
Charles B. Wright.....	do.
D. K. Jackman.....	do.
J. D. Whetham.....	do.
Thomas E. Gaskill.....	do.
Alexander Convery.....	do.
H. W. Catherwood.....	do.
John S. Brown.....	Erie.
Prescott Metcalf.....	do.
W. G. Moorhead..... President.	
E. F. Gay..... Vice President and Secretary.	
George T. Little..... Treasurer.	
Joseph D. Potts..... General Manager.	

CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, }
 Cumberland County, } ss:

Personally appeared Frederick Watts, president, and E. M. Biddle, treasurer, of the Cumberland Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) FREDERICK WATTS, *President*
 E. M. BIDDLE, *Treasurer*.

Sworn and subscribed before me, this 10th day of November, 1863.

A. L. SPONSLER, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,750,000 00	
Amount of stock subscribed.....	1,280,000 00	
Amount paid in as by last report.....	956,900 00	
Total amount now paid in of capital stock.....	956,900 00	
Funded debt, as per last report.....	270,500 00	
Total amount now of funded debt.....	270,500 00	
Floating debt, as by last report, (expenses for Sept., 1862,)	9,008 00	
The amount now of floating debt, (expenses for Sept., 1863,)	16,481 37	
Total amount now of floating and funded debt.....	286,981 37	
Average rate per cent. per annum of interest on funded debt,	8 per cent.	
Date of each dividend—1st April and 1st October.		
Rate per cent. per annum of dividend.....	8 per cent.	
Amount of capital on which the respective dividends were declared.....	881,900 00	
	By last report.	By present report.
Total cost of road and equipment.....	\$1,128,687 05	\$1,131,037 05

Characteristics of Road.

Length of main line of road, from Chambersburg to Bridgeport, 51 miles, and 5 miles additional allowed by law for bridge from Bridgeport to Harrisburg—in all 56 miles.

CUMBERLAND VALLEY

Length of road laid.....	52 miles.
Length of double track, including sidings.....	4½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 lbs.
Roads leased by the company, viz: Franklin railroad, extending from Chambersburg, Pa., to Hagerstown, Md.,	22 miles long.
Number of engine houses and shops.....	3
Number of engines.....	12
Number of first class passenger cars, (rated as eight wheel cars).....	8
Number of baggage, mail and express cars, rated as eight wheel cars, (nine four wheel).....	66
Number of iron bridges.....	1
Number of wooden bridges.....	3
Number of stone bridges.....	2
Number of railroads crossed at grade.....	1
Number of wood and water stations on main road.....	6
How is track laid, and on what foundation? On cross ties and longitudinal stone ballast, 2 feet wide, 1 foot deep, clay filling.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	83,244
Number of miles run by freight trains.....	82,468
Number of passengers (all classes) carried in cars.....	256,926½
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	22
Average rate of speed adopted by freight trains, (including stops).....	10

The amount of Freight, specifying the quantity in Pounds.

Anthracite and bituminous coal.....	45,961,900
Pig iron.....	319,800
Railroad iron.....	1,380,000
Other iron or castings.....	3,995,500
Iron and other ores.....	22,314,100
Agricultural products.....	49,492,450
Merchandise.....	12,364,900
Manufactures.....	47,362,662
Live stock.....	2,362,000

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Lumber.....	10,729,200
Other articles.....	17,161,000
	<u>213,443,512</u>

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$28,250 17
Taxes on real estate.....	261 39

Repairs of Machinery.

Repairs of engines and tenders.....	1,999 82
Repairs of passenger and baggage cars.....	998 32
Repairs of freight cars.....	3,044 88
Repairs of tools and machinery in shops.....	1,083 87
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	4,667 83

Operating the Road.

Office expenses, stationery, &c.....	999 22
Agents and clerks.....	4,924 62
Porters, watchmen and switch tenders.....	2,343 09
Wood and water station attendance.....	1,104 57
Conductors, baggage masters and brakemen.....	7,053 74
Engineermen and firemen.....	8,718 63
Fuel—cost of labor for preparing for use.....	3,274 34
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	877 89
Shoveling snow.....	105 70
Damages to property, including damages by fire, and cattle killed on road.....	54,358 81
General superintendence.....	2,500 00
Contingencies.....	31,477 49
Total.....	<u>158,044 38</u>

CUMBERLAND VALLEY

Receipts from all Sources.

From passengers.....	\$125, 222 06
freight.....	124, 943 50
mail transportation.....	5, 200 00
other sources	20, 872 24
Total	<u>276, 237 80</u>

Payments other than for Construction.

Dividends	\$70, 552 00
Interest on bonds.....	21, 640 00

Names and Residence of Officers.

Directors.	Post office address.
Josiah Bacon	Philadelphia.
Thomas A. Biddle.....	do.
Daniel O. Gehr	Chambersburg.
John Hulme.....	Philadelphia.
William M. Henderson.....	Carlisle.
Thomas B. Kennedy.....	Chambersburg.
H. J. Lombaert.....	Philadelphia.
Wistar Morris.....	do.
E. C. Knight.....	do.
Thomas A. Scott.....	do.
Edmund Smith.....	do.
J. E. Thomson.....	do.
Frederick Waits, President	Carlisle.
E. M. Biddle, Treasurer and Secretary.....	do.
O. N. Lull, Superintendent.....	Chambersburg.

DELAWARE AND HUDSON CANAL COMPANY.

STATE OF NEW YORK, }
 City and County of New York, } ss:

Personally appeared Geo. Talbot Olyphant, president, and Isaac N. Seymour, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) GEO. TALBOT OLYPHANT, *President.*
 I. N. SEYMOUR, *Treasurer.*

Sworn and subscribed before me, this 10th day of December, 1863.

J. S. MIRNAM, *Notary Public.*

Stock and Debt.

Capital stock as authorized by law, (or more at the discretion of the stockholders.)	\$7,500,000 00
Amount of stock subscribed.	7,500,000 00
Amount paid in as by last report.	7,500,000 00
Total amount now paid in of capital stock, (invested in canal and appurtenances, as well as railroad).	7,500,000 00
No railroad debt of any kind.	
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend—June and December of each year.	
Amount of capital on which the respective dividends were declared.	<u>\$7,500,000 00</u>

Cost of Road and Equipment.

	By last report.	By present report.
Construction		\$1,650,245 96
Equipment		265,350 00
Total cost	<u>\$1,907,654 72</u>	<u>1,915,595 96</u>

Characteristics of Road.

Length of main line of road, from Honesdale to Scranton.....	32 miles.
Length of road laid.....	32 "
Length of double track, including sidings.....	29 "
Gauge of road.....	4 ft. 3 in.
Weight of rail per yard on main track.....	40 lbs.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops—1 locomotive house and 3 shops.	
Number of engines—4 locomotives, 20 stationary, 2 water and 4 gravity planes.	
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$475).....	4
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$250).....	2
Number of freight and coal cars, (average cost of each \$140,) about.....	1,850
Number of iron bridges.....	None.
Number of wooden bridges.....	12
Number of stone bridges.....	None.
How is track laid, and on what foundation? On cross ties on gravel bed.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	16,800
Number of through passengers for the year on main road.....	8,502
Number of passengers (all classes) carried in cars.....	17,409
Gross amount of tonnage for the year.....	863,576
Average rate of speed adopted by ordinary passenger trains, in stops, (miles per hour).....	15
Average rate of speed adopted by freight trains, (including stops,).....	10

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	856,234
Other articles.....	7,342
Total.....	<u>863,576</u>

RAILROAD REPORT.

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EXPENSES FOR BUSINESS OF 1862.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$59,299 52
Taxes on real estate	6,683 04
Total	65,982 56

Repairs of Machinery.

Repairs of engines and tenders, stationary engines, &c.	\$40,257 31
Repairs of freight and coal cars.....	64,624 11
Total	104,881 42

Total transportation expenses..... **\$125,505 39**

Receipts from all sources—from passengers..... **\$9,136 35**

Names and Residence of Officers.

Directors.	Post office address.
William S. Herriman.....	New York city.
Charles N. Talbot.....	do.
Edward J. Woolsey.....	do.
G. Talbot Olyphant.....	do.
Robert Ray.....	do.
Samuel B. Schieffelin.....	do.
Abel A. Low.....	do.
Robert L. Kennedy.....	do.
James M. Halsted.....	do.
LeGrand B. Cannon.....	do.
John L. Aspinwall.....	do.
John J. Crane.....	do.
Geo. Talbot Olyphant, President.....	New York city.
Isaac N. Seymour, Treasurer.....	do.
James C. Hartt, Secretary.....	do.
Charles F. Wurts, Superintendent.....	Carbondale.

OIL CREEK.

STATE OF PENNSYLVANIA, } 88:
Erie County,

Personally appeared Thomas Struthers, president, and John F. M'Pherson, treasurer, of the Oil Creek railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

THOMAS STRUTHERS, *President.*

JNO. F. M'PHERSON, *Treasurer.*

Sworn and subscribed before me, this 10th day of December, 1863.

U. L. WYMAN, *J. P.*

Stock and Debt.

Capital stock as authorized by law, (with right to increase)...	\$100,000 00
Amount of stock subscribed.....	100,000 00
Total amount now paid in of capital stock.....	473,100 00
Total amount now of funded debt.....	420,000 00
The amount now of floating debt.....	55,538 12
Total amount now of floating and funded debt.....	475,538 12
Average rate per cent. per annum of interest on funded debt,	7 per cent.

Cost of Road and Equipment.

	By present report.
Construction.....	\$798,100 00
Equipment.....	59,805 00
Total cost.....	<u>857,905 00</u>

Characteristics of Road.

Length of main line of road, from Corry to Franklin.....	54 miles.
Length of road laid.....	27 "
Length of double track, including sidings.....	2½ "
Gauge of road.....	6 feet.

RAILROAD REPORT.

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Weight of rail per yard on main track.....	56 lbs.
Number of engine houses and shops.....	2
Number of engines.....	2
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,800).....	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,000)..	3
Number of freight cars, rated as eight wheel cars, (average cost of each \$520)..	51
Number of hand and gravel cars, (average cost of each \$80)..	10
Number of wooden bridges.....	9
Number of depots on main road.....	7
Number of wood and water stations on main road.....	4
Value of real estate held by the company, exclusive of road- way.....	\$3,500 00

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger and freight trains, (no ex- clusive passenger trains run).....	37,476
Number of passengers (all classes) carried in cars.....	47,061
Gross amount of tonnage for the year, 23,883; and 397,093 barrels petroleum.	

The amount of Freight, specifying the quantity in Tons.

Merchandise.....	23,883
Barrels of petroleum.....	397,093

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$41,903 09
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Repairs of Machinery.

Repairs of engines and tenders.....	\$4,461 67
Repairs of passenger and baggage cars.....	1,501 92
Repairs of freight cars.....	6,599 68
Repairs of tools and machinery in shops.....	2,282 52

Total.....	<u>14,845 79</u>
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OIL CREEK

Operating the Road.

Office expenses, stationery, &c.....	\$2,828 63
Agents and clerks, labor, porters, watchmen, &c., &c.....	8,953 12
Wood and water station attendance.....	1,515 32
Conductors, baggage masters and brakemen.....	4,371 01
Engineermen and firemen.....	4,246 05
Fuel—cost of labor for preparing for use.....	7,162 23
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,964 40
Loss and damage of goods and baggage.....	766 21
Use of freight cars.....	1,840 08
Damages to property, including damages by fire, and cattle killed on road.....	135 70
General superintendence.....	13,278 75
Contingencies.....	3,383 90
	<hr/>
Total.....	50,445 20
	<hr/> <hr/>

This road runs no exclusive passenger trains—all its trains are mixed freight and passenger.

Receipts from all Sources.

From passengers, (including U. S. revenue tax).....	\$37,783 75
freight.....	295,547 87
mail transportation.....	867 80
use of freight cars.....	17 01
other sources.....	3,253 64
	<hr/>
Total.....	337,453 06
	<hr/> <hr/>

Payments other than for Construction.

For maintaining and operating the road.....	\$107,197 08
interest.....	43,511 04
surplus funds.....	104,690 34
other payments.....	82,054 60
	<hr/>
Total.....	337,453 06
	<hr/> <hr/>

Accidents.

INJURED—Employee.....	1
Others.....	1

RAILROAD REPORT.

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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

June, 1863. A boy, name unknown, was on the pilot of the locomotive at Corry, without the knowledge of the engineer, and was killed in attempting to jump off when the train started.

July, 1863. A Mrs. Dupey was fatally injured while riding on the locomotive of the gravel train, which came in collision with a freight train about five miles from Corry.

A man named Martin Quigley, a laborer, was slightly injured while riding on the same gravel train.

Names and Residence of Officers.

Directors.	Post office address.
G. W. Scofield.....	Warren, Penna.
Boon Mead.....	do.
Chapin Hall.....	do.
L. D. Wetmore.....	do.
S. Olney, Jr.....	do.
J. S. Alden.....	do.
Orris Hall.....	do.
Myron Waters.....	do.
R. Brown.....	do.
R. Cowan.....	do.
James H. Eddy.....	do.
H. A. Kent.....	New York.
Thomas Struthers, President.....	Corry, Penna.
John F. M'Pherson, Treasurer and Secretary.....	do.
W. S. Streater, Superintendent.....	do.

LYKENS VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Geo. E. Hoffman, president, and Isaac A. Storm, treasurer, of the Lykens Valley railroad and coal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

GEO. E. HOFFMAN, *President.*

ISAAC A. STORM, *Treasurer.*

Sworn and subscribed before me, this 5th day of November, 1863.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	\$400,000 00
Amount of stock subscribed	400,000 00
Amount paid in as by last report	400,000 00
Total amount now paid in of capital stock	400,000 00
Funded debt, as per last report	None.
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Date of each dividend: One dividend in February, of 5 per cent., from earnings to December 31, 1862.	
Rate per cent. per annum of dividend: One dividend in September, of 3 per cent., from earnings to August 31, 1863.	
Amount of capital on which the respective dividends were declared	400,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$394,041 63	\$394,041 63
Equipment	21,000 00	21,000 00
Total cost.....	<u>415,041 63</u>	<u>415,041 63</u>
KILLED—Others.....		1

Characteristics of Road.

Length of main line of road, from Wiconisco to Millersburg..	16 miles.
Length of road laid.....	16 "
Length of double track, including sidings.....	2½ "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 lbs.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	3
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$575).....	1 four wheel car.
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$200).....	1 four wheel car.
Number of freight cars, rated as eight wheel cars, (average cost of each \$500).....	1 four wheel car.
No coal cars.	
Number of iron bridges.....	1
Number of wooden bridges.....	3
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	1
Number of depots on main road.....	1
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of road-way—depot at Millersburg.....	\$1, 114 35
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross ties on bearing timber filled with stone.	

Doings of the year in Transportation, and total Miles Run.

No account kept of miles run by trains.

Number of through passengers for the year on main road—
about..... 3, 200

Gross amount of tonnage for the year; anthracite
coal, (tons of 2,240 lbs)..... 141, 581
Other tonnage, (tons of 2,240 lbs)..... 1, 200

142, 781.

Average rate of speed adopted by ordinary passenger trains,
including stops, (miles per hour)..... 8

Average rate of speed adopted by freight trains, including
stops..... 8

Average weight in tons of freight trains, exclusive of freight, 160 to 240

LYKENS VALLEY

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	141,581
Other articles.....	1,200
Total—tons of 2,240 lbs.....	<u>142,781</u>

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3½ cents.
For first class way passengers.....	3¼ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$4,018 96
Taxes on real estate.....	32 42
Total	<u>4,051 32</u>

No allotment made.

Repairs of machinery.....	<u>\$2,939 40</u>
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Operating the Road.

Office expenses, stationery, &c.....	\$328 67
Agents and clerks.....	800 00
Engineermen and firemen, labor, porters, watchmen, conductors, &c.....	7,649 39
Fuel—cost of labor for preparing for use.....	3,450 29
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	977 46
General superintendence.....	1,200 00
Total	<u>14,405 81</u>

Receipts from all Sources.

From passengers.....	\$1,610 78
freight.....	54,125 99
mail transportation	No charge.
other sources.....	1,161 18
surplus, October 31, 1862.....	15,244 09
Total	<u>72,141 95</u>

RAILROAD REPORT.

Payments other than for Construction.

For maintaining and operating the road.....	\$21,396 53
dividends.....	32,000 00
interest.....	47 00
surplus funds.....	13,212 01
State tax on stock.....	\$1,600 00
U. S. tax on dividends and passengers.....	1,046 74
miscellaneous.....	2,839 67
	5,486 41
 Total.....	72,141 95
 Total amount of surplus fund.....	\$13,212 01

Accidents.

No person injured during the year.

Names and Residence of Officers.

Directors.	Post office address.
Alexander H. Grant.....	New York.
Edward H. Owen.....	do.
Alexander M. Lawrence.....	do.
Isaac A. Storm.....	do.
Daniel S. Miller.....	do.
Charles E. Lex.....	Philadelphia.
Edward Gratz.....	do.
George H. Hoffman, President.....	Philadelphia.
Isaac A. Storm, Treasurer.....	New York.
A. B. Young, Secretary.....	Lykens.
John L. Foster, Superintendent.....	do.

EAST BRANDYWINE AND WAYNESBURG.

STATE OF PENNSYLVANIA, } ss:
Chester County, }

Personally appeared John Cornog, president, and John G. Lewis, treasurer, of the East Brandywine and Waynesburg railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN CORNOG, President.
JOHN G. LEWIS, Treasurer.

Sworn and subscribed before me, this 1st day of December, 1863.

PETER DAMPMAN, J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$285,000 00
Amount of stock subscribed.....	91,150 00
Amount paid in as by last report.....	88,000 00
Total amount now paid in of capital stock.....	88,600 00
Funded debt, as per last report.....	152,000 00
Total amount now of funded debt.....	168,000 00
Floating debt, as by last report.....	17,000 00
The amount now of floating debt—about.....	*5,000 00
Total amount now of floating and funded debt.....	173,000 00

Cost of Road and Equipment.

Construction (land damages not all settled).....	By present report. \$256,000 00
Of this, \$140,000 is 7 per cent. bonds.	
Equipped by Pennsylvania railroad company.	

Characteristics of Road.

Length of main line of road, from Downingtown to Waynesburg	17½ miles.
Length of road laid (single track).....	17½ "
Gauge of road.....	4 ft. 8½ in.

* Land damages not all settled.

RAILROAD REPORT.

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Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	1
Number of wooden bridges.....	6
Number of depots on main road.....	8
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road-way.....	None.
How is track laid, and on what foundation? Wood cross ties 6 by 8 inches, on 6 inches broken stone.	

EXPENSES.

The East Brandywine and Waynesburg railroad is leased by the Pennsylvania railroad company, by whom all repairs are made and to whom we respectfully refer for particulars.

Names and Residence of Officers.

Directors.	Post office address.
John Wood.....	Philadelphia.
James McClune.....	do.
Jos. M. McClure.....	Downingtown.
James Moore.....	Wallace.
Leonard F. Roberts.....	Long's.
Samuel Jones, Sr.....	Rockville.
William F. Buchanan.....	Honeybrook.
William Morton.....	do.
Joseph Davis.....	do.
William Buchanan.....	Cambridge, Lancaster co.
John Cornog, President.....	Wallace.
John G. Lewis, Treasurer.....	Honeybrook.
Charles M'Ilvaine, Secretary.....	Brandywine Manor.

ERIE AND PITTSBURG.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared John A. Tracy, president, and P. Arbuckle, treasurer, of the Erie and Pittsburg railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN A. TRACY, *President.*
 P. ARBUCKLE, *Treasurer.*

Sworn and subscribed before me, this 28th day of November, 1863.
 E. P. BENNETT, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,500,000 00
Total amount now of funded debt.....	900,000 00
The amount now of floating debt.....	None.
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividend declared.	

Characteristics of Road.

Length of main line of road, from Girard, Erie county, to New Castle, Lawrence county.....	80½ miles.
Length of road laid.....	66 "
Gauge of road.....	4 feet 10 in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	3
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$800).....	2
Number of baggage, mail and express cars, rated as eight wheel cars, (cost \$1,200).....	1
Number of freight cars, rated as eight wheel cars.....	None.

RAILROAD REPORT.

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Number of coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	10
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	2
Number of depots on main road.....	6
Number of wood and water stations on main road.....	1
No tunnels.	
How is track laid, and on what foundation? With cross ties, on gravel and clay.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger and freight trains—about,	25,000
The road is in course of construction; no account kept of the business.	

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first and second class through passengers.....	3 cents.
For first and second class way passengers.....	3 "

EXPENSES.

The road being unfinished and in course of construction, no classification of expenditures has been made.	
Total expenses.....	\$27,336 79

Receipts from all Sources.

From passengers.....	\$21,720 51
From freight.....	18,960 10
From mail transportation.....	1,000 00
Total.....	41,680 61

Accidents.

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
Dean Richmond.....	Batavia, N. Y.
Charles H. Lee.....	Silver Creek, N. Y.
John H. Walker.....	Erie, Pa.
William L. Scott.....	do.
William S. Brown.....	do.
Alanson Robeson.....	Buffalo, N. Y.
John A. Tracy, President..... Erie, Pa.	
P. Arbuckle, Treasurer and Secretary..... do.	
R. N. Brown, Superintendent..... Buffalo, N. Y.	

HEMPFIELD.

STATE OF PENNSYLVANIA, } ss:
 Washington County, }

Personally appeared Colin M. Reed, president, and Joseph Henderson, treasurer, of the Hempfield railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

COLIN M. REED, *President.*

JOS. HENDERSON, *Treasurer.*

Sworn and subscribed before me, this 4th day of December, 1863.

JOHN GRAYSON, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	unlimited.
Amount of stock subscribed.....	\$1, 880, 365 00
Amount paid in, as by last report.....	1, 809, 565 13
Total amount now paid in of capital stock.....	1, 809, 565 13
Funded debt, as per last report, (mortgage bonds as collateral for \$500,000 00).....	1, 000, 000 00
Total amount now of funded debt.....	1, 000, 000 00
Floating debt, as by last report—about.....	100, 000 00
The amount now of floating debt.....	100, 000 00
Total amount now of floating and funded debt.....	600, 000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
No dividend ever made.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1, 616, 458 93	\$1, 616, 458 93
Equipment.....	41, 340 01	41, 340 01
Total cost.....	1, 657, 798 94	1, 657, 798 94

Characteristics of Road.

Length of main line of road, from Wheeling to Greensburg, Pa.,	76 miles.
Length of road laid, from Wheeling to Washington, Pa.....	32 "
Length of double track, including sidings.	1 $\frac{1721}{5280}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by company... ..	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	3
Number of first class passenger cars, (rated as eight wheel cars.)	2
Number of baggage, mail and express cars, (rated as eight wheel cars).....	1
Number of freight cars, rated as eight wheel cars, (one four wheel).....	13
Number of coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	7
Number of stone bridges.....	1
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	6
Number of wood and water stations on main road.....	4
Value of real estate held by the company, exclusive of road-way.....	\$104, 899 96
Number of tunnels (aggregate length 3,073 feet).....	6
How is track laid, and on what foundation? On cross ties and broken stone ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger, freight and coal trains, (mixed train).....	27, 600 miles.
Number of passengers, all classes, carried in cars, (mixed train).....	15, 366
Average rate of speed adopted by mixed trains, including stops, (miles per hour).....	16 miles.

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	5 cents.
For first class way passengers.....	5 "

HEMPFIELD

EXPENSES

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$11,238 42
Repairs of machinery.....	8,209 09
Operating the road.....	13,436 87
	<hr/>
Total.....	32,884 38
	<hr/> <hr/>

Receipts from all Sources.

From passengers.....	\$15,594 89
From freight.....	16,787 94
From mail transportation.....	3,234 00
From other sources.....	1,430 67
	<hr/>
Total.....	37,047 50
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Payments other than for Construction.

For maintaining and operating the road.....	\$32,884 38
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Names and Residence of Officers.

Directors.	Post office address.
C. M. Reed.....	Washington, Pa.
Joseph Henderson.....	do.
Wm. M'Kennan.....	do.
James C. Clark.....	Greensburg, Pa.
Thomas Sweeney.....	Wheeling, Va.
S. Brady.....	do.
J. C. Ahlison.....	do.
O. M. Reed, President.....	Washington, Pa.
Joseph Henderson, Treasurer and Secretary....	do.
W. D. Barton, Superintendent.....	Wheeling, Va.

MINE HILL AND SCHUYLKILL HAVEN.

STATE OF PENNSYLVANIA, } ss:
Philadelphia City,

Personally appeared John C. Cresson, president, and Samuel Mason, treasurer, of the Mine Hill and Schuylkill Haven railroad company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN C. CRESSON, *President.*
 SAMUEL MASON, *Treasurer.*

Affirmed and subscribed before me, this 28th day of November, 1863.

WILLIAMS OGLE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$4, 300, 000 00
Amount of stock subscribed.....	4, 300 000 00
Amount paid in as by last report.....	3, 250 000 00
Total amount now paid in of capital stock.....	4, 132, 935 47

Additional capital of the Schuylkill Haven and Lehigh River railroad company, which is now merged with the Mine Hill and Schuylkill Haven railroad company.

No floating or funded debt.

Rate per cent. per annum of dividend: 4 per ct. & 4 per ct.

Amount of capital on which the respective dividends were declared: \$3,250,000 in January, and \$3,300,000 in July, 1863.

Cost of Road and Equipment.

	By last report.	By present report
Construction and equipment.....	\$2, 352, 265 24	\$3, 311, 613 08
Road under construction by new capital, not completed.		

Characteristics of Road.

Length of road, including all track laid.....	130½ miles.
Length of double track, including sidings.....	63½ "
Gauge of road.....	4 ft. 8½ in.

Weight of rail per yard on main track	60 to 62 lbs.
Roads leased by the company	None.
Number of engine houses and shops : 2 engine houses, 7 shops.	
Number of engines : 31 in all ; 29 in coal trade, 1 passenger and 1 small express engine.	
Passenger, baggage and freight cars : owned by Union transportation company.	
Number of coal cars, for hauling company's supplies, (average cost of each \$175).....	51
Number of iron bridges.....	1
Number of wooden bridges.....	65
Number of stone bridges (large arched stone culverts).....	7
Number of railroads crossed at grade.....	2
Number of depots on main road.....	4
Number of wood and water stations on main road	15
Number of tunnels.....	None.
How is track laid, and on what foundation? Withed notched cross ties, on earth and stone foundation.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	25, 040
Number of miles run by coal trains.....	294, 122
Number of passengers (all classes) carried in cars	10, 635
Number of tons of 2,000 lbs. of through freight for the year on main road.....	18, 977 ⁵ / ₈
Gross amount of tonnage for the year.....	1, 576, 860 ⁵ / ₈
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	15
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	10
Average weight in tons of freight trains, exclusive of freight, about.....	350

The amount of Freight, specifying the quantity in Tons.

Anthracite coal..... net, 1,481,829.05, gross, 1,559,916 ⁵ / ₈	
Merchandise.....	16, 944

The rate of Fare for Passengers charged for the respective classes, per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

EXPENSES.

Motive Power Department.

Repairs of engines, fuel, oil, wages, &c.	\$178,574 61
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Road Department.

Repairs of road, salaries, wages, &c.—incidentals	\$94,801 81
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Receipts from all Sources.

From passengers	\$3,269 52
from freight on coal	349,460 50
freight on merchandize	5,649 64
other sources (Locust Gap railroad)	4,987 26
Total	363,366 92

Payments other than for Construction.

For dividends	\$262,000 00
Total amount of surplus fund	76,469 35

Accidents.

EMPLOYEES—1 killed, 1 injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

Dec. 8. John Roberts, a foreman of repairs, had his leg broken by jumping from an engine while in motion. He recovered and returned to his duties upon the road.

1863.

May 16. Solomon Eckroad, a conductor, fell under a coal train and had one leg and one arm injured. The arm mortified and caused his death in about ten days after the accident.

Names and Residence of Officers.

Directors.	Post office address.
Samuel Mason.....	Philadelphia.
John Livesey.....	do.
Jeremiah Hacker.....	do.
Mordecai L. Dawson.....	do.
J. Pemberton Hutchinson.....	do.
Joshua W. Ash.....	do.
Alexander J. Derbyshire.....	do.
Frederick Fraley.....	do.
Wistar Morris.....	do.
James H. Cresson.....	do.
John C. Cresson, President.....	Philadelphia.
Samuel Mason, Treasurer.....	do.
William Biddle, Secretary.....	do.
Rufus A Wilder, Superintendent.....	Cresson, Schuylkill co.

QUAKAKE.

LEHIGH AND MAHANAY RAILROAD Co., Office No. 418, S. }
DEL. AVENUE, PHILADELPHIA, Nov. 30, 1863. }

HON. ISAAC SLENKER,
Auditor General:

DEAR SIR:—I have received from your office a blank form of questions directed to me, as president of the late Quakake railroad company.

In order that there may be no apparent neglect, I desire to state, that that company went out of existence on September 30, 1862, by a sale of all its property and franchises under a foreclosure of mortgage. It was purchased by the bondholders, who were duly organized on November 11, 1862, into the Lehigh and Mahanoy railroad company, which company has made report to you as required.

Yours respectfully,
CHARLES HARTSHORNE, *President.*

PHILADELPHIA AND BALTIMORE CENTRAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Samuel M. Felton, vice president, and Daniel Stubbs, treasurer, of the Philadelphia and Baltimore Central railroad company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

S. M. FELTON, *President.*

DANIEL STUBBS, *Treasurer.*

Affirmed and subscribed before me, this 28th day of December, 1863.

GEO. PATCHEL, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed.....	225,000 00
Amount paid in, as by last report.....	218,000 00
Total amount now paid in of capital stock.....	218,103 76
Funded debt, as per last report.....	575,000 00
Total amount now of funded debt.....	800,000 00
Floating debt, as by last report.....	175,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	800,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$900,000 00	\$900,000 00
Equipment.....	30,000 00	30,000 00
Total cost.....	<u>930,000 00</u>	<u>930,000 00</u>

Characteristics of Road.

Length of main line of road, from intersection W. C. and P. railroad to Port Deposit.....	50 miles.
Length of road laid.....	31 "
Length of double track, including sidings.....	$\frac{3}{4}$ "
Gauge of road.....	4 feet $8\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 and 57 lbs.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	2, and one in addition leased.
Number of first class passenger cars, rated as eight wheel cars, (cost \$2,300).....	1, and one in addition leased.
Number of baggage, mail and express cars, rated as eight wheel cars, (cost 1,500).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$600)	17, and 21 in addition leased.
Number of coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	18
Number of stone bridges.....	None.
Number of railroads crossed at grade	None.
Number of depots on main road.....	18
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of roadway	Not estimated.
No tunnels.	
How is track laid, and on what foundation? Sub grade, sand and gravel.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	38, 812
Number of miles run by freight trains.....	24, 406
No coal trains.	
Number of through passengers for the year on main road.....	12, 763
Number of passengers (all classes) carried in cars.....	80, 745
Gross amount of tonnage for the year.....	45, 058
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	16
No express trains.	
Average rate of speed adopted by freight trains, including stops.....	10

Average weight in tons of passenger trains, exclusive of passengers and baggage.	20
Av'g weight in tons of freight trains, exclusive of freight.	70

The rate of fare for Passengers charged for the respective classes per mile, as follows :

For first class through passengers	2½ cents.
For first class way passengers.	3 "

Total expenses of maintaining road, repair of machinery and operating the road.	\$51, 188 94
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Receipts from all Sources.

From passengers.	\$36, 699 02
freight.	40, 608 50
mail transportation.	962 50
other sources	272 81

Total	78, 542 83
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Net earnings.	\$27, 353 89
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Accidents.

One employee killed. The accident occurred in the month of May, 1863, caused by falling through a coal car, the bottom not being properly keyed.

Names and Residence of Officers.

Directors.	Post office address.
James R. Ramsey.	Oxford, Pa.
Samuel Dickey.	do.
Samuel J. Dickey.	Hopewell C. Works, Pa.
James A. Strawbridge.	Elkview, Pa.
Josiah Phillips.	Kennet Square, Pa.
Milton Conard.	West Grove, Pa.
David Woelper.	Chaddeford, Pa.
Caleb Brinton, Jr.	do.
Philip Quigley.	Wilmington, Del.
Jacob Tome	Port Deposit, Md.
Dr. S. B. Stubbs.	Rising Sun, Md.
Samuel M. Felton, President.	Philadelphia.
Daniel Stubbs, Treasurer.	Oxford.
Joseph Huddell, Assistant Treasurer.	Philadelphia.
Robert Hodgson, Secretary.	Oxford.
Henry Wood, Superintendent.	Philadelphia.

MIFFLIN AND CENTRE COUNTY.

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY, }
MILROY, *November 30, 1863.* }

ISAAC SLENKER, Esq.,

Auditor General :

DEAR SIR :—Your circular, enclosing blank form for report of railroad companies, has been duly received.

Twelve and a half miles of the Mifflin and Centre County railroad, from its junction with the Pennsylvania railroad, at Lewistown, to Milroy, Mifflin county, has been placed under contract, but no part of the road is yet completed or in use, and we are therefore unable to answer the questions proposed in the blank form of report.

The work, however, is in progress, and we hope to be able by next year to forward a more satisfactory report.

With respect, yours, &c.,

SAMUEL MACLAY,
President, Mifflin and Centre County R. R. Company.

MOUNT CARBON.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss :

Personally appeared John R. White, president, and William Robinson, Jr., treasurer, of the Mount Carbon railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) J. R. WHITE, *President.*
 WM. ROBINSON, JR, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1863.
 JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in as by last report	200,000 00
Total amount now paid in of capital stock.....	200,000 00
No debt.	
Date of each dividend—January 3, 1863, and July 3, 1863.	
Rate per cent. per annum of dividend—6 per cent., each dividend being 3 per cent.	
Amount of capital on which the respective dividends were declared.....	200,000 00
	By last report. By present report.
Total cost of road and equipment.....	<u>\$203,259 58</u> <u>\$203,259 58</u>

Characteristics of Road.

Length of main line of road, from Mount Carbon to Mine Hill, both branches included.....	7 miles.
Length of road laid.....	7 miles.
Length of double track, including sidings.....	4 miles.
Gauge of road.....	4 ft. 8½ in.

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Weight of rail per yard on main track.....	about 50 lbs.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
No equipment.	
No bridges of consequence.	
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	None.
Number of wood and water stations on main road.....	None.
Value of real estate held by the company	None.
How is track laid, and on what foundation? Stone ballast.	

Doings of the year in Transportation.

The transportation is in the hands of the Philadelphia and Reading railroad company, under an agreement which does not require them to render to the Mount Carbon railroad company these details, except only the gross amount of tonnage as given immediately below, viz: 190,473 $\frac{1}{2}$ tons of 2,000 pounds.

The amount of Freight, specifying the quantity in Tons.

The total tonnage of the year was 170,066 $\frac{1}{2}$ tons of 2,240 pounds, equal to 190,473 $\frac{1}{2}$ tons, of 2,000 pounds, all being anthracite coal, except small quantities of iron, building materials, &c., which pass at the same toll as coal, and therefore are not weighed separately from coal.

EXPENSES.

The Philadelphia and Reading railroad company maintain and work the road at their own expense.

Receipts from all Sources.

No receipts from passengers. Under agreement with the Philadelphia and Reading railroad company, our receipts, which are conditional on tonnage, are at present fourteen thousand dollars per annum.

Payments other than for Construction.

For maintaining and operating the road.....	None.
dividends	\$12,000 00
interest.....	None.
surplus fund.....	None.
other payments, to wit: taxes on dividends.....	971 14
Total.....	12,971 14
Total amount of surplus fund.....	\$4,509 05

No accidents.

MOUNT CARBON

Names and Residence of Officers.

Directors.	Post office address.
John A. Brown.....	Philadelphia.
George H. Boker.....	do.
William R. White.....	do.
Joseph Perot.....	do.
Henry D. Sherrard.....	do.
John F. Gilpin.....	do.
George E. Hoffman.....	do.
Alexander Brown.....	do.
John R. White, President.....	316 Walnut st., Philadelphia.
Wm. Robinson, Jr., Treasurer and Secretary.....	316 Walnut st., Philadelphia.
Michael Bright, Superintendent.....	Pottsville, Pa.

BUFFALO, BRADFORD AND PITTSBURG.

STATE OF PENNSYLVANIA, }
 Bradford, M'Kean County, } ss:

Personally appeared Daniel Kingsbury, president of the Buffalo, Bradford and Pittsburg railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of his knowledge and belief.

(Signed) DANIEL KINGSBURY, *President.*

Sworn and subscribed before me, this 6th day of November, 1863.

DAVID DEGOLIER, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$950,000 00
Amount of stock subscribed.....	348,800 00
Amount paid in as by last report.....	250,134 00
Total amount now paid in of capital stock.....	250,634 00
Total amount now of funded debt.....	239,000 00
The amount now of floating debt.....	59,487 99
Total amount now of floating and funded debt.....	298,487 99
• Average rate per cent. per annum of interest on funded debt,	7 per cent.

Cost of Road and Equipment.

Construction, including 5,000 acres mineral lands.....	\$412,767 93
Road in progress of construction.	

Characteristics of Road.

Length of main line of road, from Buffalo, N. Y. to Lafayette, M'Kean county, Pa.....	100 miles.
Length of road laid.....	12 "
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	45 pounds.
Number of wooden bridges.....	2
Value of real estate held by the company, exclusive of road- way.....	\$131,479 63
How is track laid, and on what foundation? On cross-ties.	

BUFFALO, BRADFORD AND PITTSBURG

Names and Residence of Officers.

Directors.	Post office address.	
Daniel Kingsbury.....	Bradford, M'Kean co., Pa.	
A. K. Johnston.....	do.	do.
Sylvanus Holmes.....	do.	do.
Sabinus Walker.....	do.	do.
Enos Parsons.....	do.	do.
A. J. Newell.....	do.	do.
James M. Welch.....	do.	do.
Orlando Allen.....	Buffalo, N. Y.	
P. C. Sherman.....	do.	
Daniel Smith.....	Limestone, N. Y.	
A. C. King.....	Middletown, N. Y.	
John S. King.....	New York.	
William S. Johnston.....	Ellicottville, N. Y.	
Daniel Kingsbury, President.....	Bradford, M'Kean co., Pa.	
A. K. Johnston, Assistant Secretary.....	do.	do.

JAMESTOWN AND FRANKLIN.

STATE OF PENNSYLVANIA, } ss:
Mercer County,

Personally appeared William Gibson, president, and T. H. Fulton, treasurer, of the Jamestown and Franklin railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) WILLIAM GIBSON, *President.*
 T. H. FULTON, *Treasurer.*

Sworn and subscribed before me, this 23d day of November, 1863.

JAMES THROOP, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	175,000 00
Amount paid in as by last report.....	56,200 00
Total amount now paid in of capital stock.....	95,345 00

Characteristics of Road.

Length of main line of road, from Jamestown to Franklin....	40 miles.
Gauge of road.....	4 ft. 10 in.
Number of railroads crossed at grade, (Atlantic and Great Western).....	1
Value of real estate held by the company, exclusive of roadway—5,000 acres of coal and mineral land, with mining privileges for mining purposes, has been secured, as granted under the supplement of the 9th of March, 1863. The amount of purchase is not included in the above exhibit of total amount now paid in of capital stock.	

JAMESTOWN AND FRANKLIN

Names and Residence of Officers.

Directors.	Post office address.
William Gibson.....	Jamestown, Pa.
George Palmer.....	Buffalo, New York.
A. Stone, Jr.....	Cleveland, Ohio.
S. A. Potter.....	Brownsville, Pa.
T. H. Fulton.....	do.
J. S. Myers.....	Franklin, Pa.
A. W. Raymond.....	do.
William Gibson, President.....	Jamestown, Pa.
T. H. Fulton, Treasurer.....	Brownsville.
S. A. Potter, Secretary.....	do.

LEHIGH LUZERNE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Algernon S. Roberts, president, and Edward Roberts, Jr., treasurer, of the Lehigh Luzerne railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ALGN. S. ROBERTS, *President.*
 EDWARD ROBERTS, JR., *Treasurer.*

Sworn and subscribed before me, this 25th day of November, 1863.

JAMES M'CAHAN, J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	261,850 00
Amount paid in as by last report.....	153,350 00
Total amount now paid in of capital stock.....	261,850 00
Funded debt, as per last report.....	159,000 00
Total amount now of funded debt.....	50,500 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend; January 17, and July 14, 1863.	
Rate per cent. per annum of dividend.....	8 per cent.
Amount of capital on which the respective dividends were declared—January, \$212,850; July, \$261,850.	

Cost of Road.

	By last report.	By present report.
Construction.....	\$311,495 71	\$315,828 68

Characteristics of Road.

Length of main line of road, from Hazleton railroad to Milensville.....	9½ miles.
Length of road laid, including branches.....	11½ "
Length of double track, including sidings.....	2 "

LEHIGH LUZERNE

Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by company.....	1
Roads leased by company.....	None.
No equipment and no bridges.	
Railroads crossed at grade.....	None.
Depots on main road.....	None.
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road-way.....	None.
One tunnel of 1,023 feet	
How is track laid, and on what foundation? With T rail and ballasted with broken stone and coal waste.	

Doings of the Year in Transportation.

No accounts kept other than coal.

The amount of Freight, specifying the quantity in Tons.

Anthracite coal, (tons of 2,240 lbs)..... 547,884 11

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs or maintenance of way, including buildings, (estimated,) \$3,040 09

Operating the Road.

Office expenses, stationery, &c., (estimated)..... \$1,248 35

Receipts from all Sources.

From freight..... \$47,241 11

Payments other than for Construction.

For dividends.....	\$18,988 00
Interest.....	4,500 00
other payments.....	1,023 09
Total.....	<u><u>24,511 09</u></u>

Names and Residence of Officers.

Directors.	Post office address.
Aris Pardee.....	Hasleton, Pa.
John Lelsenring.....	Mauch Chunk.
J. G. Fell.....	Philadelphia.
Edward Roberts.....	do.
George Jenkins.....	do.
W. A. Ingham.....	do.
Algernon S. Roberts, President.....	Philadelphia.
Edward Roberts, Jr., Treasurer and Secretary.....	do.
Thomas S. M'Nair, Superintendent.....	Hasleton, Pa.

HAZLETON COAL COMPANY.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Algernon S. Roberts, president, and Alexander G. Gaw, treasurer, of the Hazleton coal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ALGN. S. ROBERTS, *President.*
 ALEX. G. GAW, *Treasurer.*

Affirmed and subscribed before me, this 30th day of November, 1863.
 JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	1,615,000 00
Amount paid in as by last report.....	1,615,000 00
Total amount now paid in of capital stock.....	1,615,000 00
Funded debt, as per last report.....	150,000 00
Total amount now of funded debt.....	150,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Average rate per ct. per annum of interest on funded debt,	6 per cent.
Date of each dividend—February 12, and August 3, 1863.	
Rate per cent. per annum of dividend.....	8 per cent.
Amount of capital on which the respective dividends were declared.....	\$1,615,000 00

Characteristics of Road.

Length of main line of road, from Hazleton mines to Penn Haven—about.....	15 miles.
Length of double track, including sidings.....	7 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50, 56 and 57 lbs.
Branch road owned by company, viz: Clifton branch, about	3 miles.
Number of engine houses and shops.....	4

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Number of wooden bridges.....	1
Number of wood and water stations on main road.....	4
How is track laid, and on what foundation? Broken stone and coal waste.	

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	965,999 tons.
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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings, estimate,	\$45,000 00
Taxes on real estate, estimate.....	4,800 00

Payments other than for Construction.

For dividends.....	\$129,200 00
For interest.....	9,000 00

Names and Residence of Officers.

Directors.	Post office address.
Algernon S. Roberts.....	Philadelphia.
Benjamin Davis.....	do.
J. Gillingham Fell.....	do.
Jesse E. Burden.....	do.
Edward Roberts.....	do.
William A. Ingham.....	do.
Franklin Peale.....	do.
Clement A. Finley.....	do.
Francis Jenkins.....	New York.
Algernon S. Roberts, President.....	Philadelphia.
Alexander G. Gaw, Treasurer and Secretary.....	do.

PENNSYLVANIA COAL COMPANY.

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared John Ewen, president, and George A. Hoyt, treasurer, of the Pennsylvania coal company, and in due form of law made oath, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

(Signed)

JOHN EWEN, *President.*

GEO. A. HOYT, *Treasurer.*

Sworn and subscribed before me, this 25th day of November, 1863.

E. H. MEAD,

Commissioner for Pennsylvania.

Stock and Debt.

Capital stock as authorized by law.....	\$3, 350, 329 00
Amount of stock subscribed.....	3, 200, 000 00
Amount paid in as by last report.....	3, 200, 000 00
Total amount now paid in of capital stock.....	3, 200, 000 00
Funded debt, as per last report.....	586, 500 00
Total amount now of funded debt.....	597, 500 00
Floating debt, as by last report.....	191, 920 19
The amount now of floating debt.....	237, 455 28
Total amount now of floating and funded debt.....	834, 955 28
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date of each dividend—February 16, 1863, 3½ per cent., and August 15, 1863, 5 per cent.	
Rate per cent. per annum of dividends.....	8½ per cent.
Amount of capital on which the respective dividends were declared.....	\$3, 200, 000 00

Cost of Road and Equipment.

	By last report.	By present report.
Cost of road and equipment.....	\$2, 000, 000 00	\$2, 000, 000 00

Characteristics of Road.

Length of main line of road, from Port Griffith to Hawley:.	47 miles.
Length of road laid.....	47 "
Length of double track, including sidings.....	53 "
Gauge of road.....	4½ feet.
Weight of rail per yard on main track.....	15 pounds.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
The company has in course of construction an extension of its road to connect with the Erie railway, which will be completed the coming season.	
Number of machine shops.....	1
Number of repair shops.....	3
Gravity road worked by 23 stationary engines, for transportation of the company's production of coal.	
Number of coal cars.....	1,950
Number of iron bridges.....	None.
Number of wooden bridges.....	28
One tunnel of 800 feet.	
How is track laid, and on what foundation? On cross ties, on sleepers on the ground.	

Doings of the year in Transportation.

No passenger trains.	
Gross amount of tonnage for the year.....	754,983 ⁶⁸⁸
Average rate of speed adopted by coal trains, (including stops).....	10

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	748,069
Bituminous coal.....	179
Other iron or castings.....	56
Lime and limestone.....	8½
Agricultural products, (4,080 bbls. flour.).....	408
Merchandise.....	1,397½
Manufactures.....	1
Lumber.....	4,860
Other articles.....	4½
Total.....	<u>754,983½</u>

PENNSYLVANIA COAL COMPANY

Receipts.

Income from freight.....	\$9,062 41
Loss by cattle killed.....	.98 00

Names and Residence of Officers.

Directors.	Post office address.
John Ewen.....	New York.
Isaac L. Platt.....	do.
John Q. Jones.....	do.
Charles Morgan.....	do.
William F. Havemeyer.....	do.
William E. Griffith.....	Philadelphia.
Jonathan Thorne.....	New York.
Thomas W. Pearsall.....	do.
George L. Brown.....	do.
John Ewen, President.....	New York.
Geo. A. Hoyt, Treasurer.....	do.
Edwin H. Mead, Secretary.....	do.
John B. Smith, Superintendent.....	Dunmore, Pa.

NEW CASTLE AND BEAVER VALLEY.

STATE OF PENNSYLVANIA, }
Lawrence County, } ss:

Personally appeared A. L. Crawford, president, and J. W. Blanchard, treasurer, of the New Castle and Beaver Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

A. L. CRAWFORD, *President.*

J. W. BLANCHARD, *Treasurer.*

Sworn and subscribed before me, this 25th day of November, 1863.

DAVID TIDBALL, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$300,000 00
Amount of stock subscribed.....	107,700 00
Total amount now paid in of capital stock, (some paid in work and material, accounts not rendered yet,) about.....	90,000 00
Total amount now of funded debt.....	176,100 00
The amount now of floating debt, estimated.....	5,000 00
Average rate per centum per annum of interest on funded debt,	7

Cost of Road and Equipment.

The estimate of the cost of construction is based upon the whole cost of road when completed, estimated..... 300,000 00

It is impossible to tell exactly the cost of construction, as several contractors have not settled.

The road is operated by the P., Fort Wayne & C. R. R. company.

We have one engine and four gravel cars.

Characteristics of Road.

Length of main line of road, from New Castle to Homewood,	14 $\frac{92}{100}$ miles.
Length of road laid.....	14 $\frac{92}{100}$ "
Length of double track, including sidings.....	1 $\frac{48}{100}$ "

Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	56 lbs.
Number of engine houses and shops.....	1
Number of engines, (cost \$3,000).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$560.00).....	4
Number of wooden bridges.....	7
Number of depots on main road.....	1
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of roadway, (estimated).....	\$2,000 00
How is track laid, and on what foundation? Cross ties, to be ballasted with stone and gravel.	

Doings of the year in Transportation.

Did not open the road until the last of October.

Accidents.

Two employees killed.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

Robert Smith and William Zimmerman, both laborers on the construction train, were killed September 28, 1863, on the farm of David Zeigler, by being thrown from a car, caused by the car striking a rail fence at a "cattle guard," the fence having been placed too close to the track by Mr. Zeigler. Zimmerman was killed instantly—Smith lived about ten hours.

Names and Residence of Officers.

Directors.	Post office address.
John Elder.....	New Castle.
E. W. Cunningham.....	do.
Joseph Kiseick.....	do.
D. B. Keurtz.....	do.
William Patterson.....	do.
F. Reinholdt.....	do.
A. L. Crawford, President.....	New Castle.
J. W. Blanchard, Treasurer and Secretary.....	do.

TIOGA.

STATE OF PENNSYLVANIA, }
City of Philadelphia, } ss:

Personally appeared Joseph W. Ryerss, president, and Alexander E. Dougherty, treasurer, of the Tioga railroad company, and in due form of law made affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) J. W. RYERSS, *President.*
A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this 28th day of November, 1863.
JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law, (as explained in previous reports).....	\$125,000 00
Amount of stock subscribed, (as explained in previous reports),	124,950 00
Amount paid in as by last report, (as explained in previous reports).....	97,550 00
Total amount now paid in of capital stock, (as explained in previous reports).....	97,550 00
Funded debt, as per last report.....	396,500 00
Total amount now of funded debt.....	396,500 00
Floating debt, as by last report, (as explained in previous reports).....	65,826 17
The amount now of floating debt, (of this amount \$52,011 12 paid since Oct. 30, 1863).....	59,208 86
Total amount now of floating and funded debt.....	455,708 86
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend: December 2, 1862, 3 per cent.; June 2 1863, 4 per cent.	
Rate per cent. per annum of dividend.....	7 per cent.
Amount of capital on which the respective dividends were declared, (this amount as per act of 1850).....	367,300 00

Cost of Road and Equipment.

	By last report.	By present report.
Graduation, masonry and bridges, including iron and superstructure, (estimated).....	\$694,980 97	\$702,098 28
Passenger and freight stations, buildings and fixtures, (estimated).....	6,500 00	7,041 08
Engine and car houses, machine shops, machinery and fixtures, (estimated),.....	9,432 63	10,554 51
Land, land damages and fencing, (estimated)	9,000 00	9,173 75
New side tracks.....		2,100 00
Locomotives and fixtures.....	36,136 31	50,083 81
Passenger and baggage cars.....	5,406 49	5,406 49
Freight and other cars.....	36,456 50	51,062 62
Total cost.....	797,912 90	837,520 54

Characteristics of Road.

Length of main line of road, from State line, near Lawrenceville, to Morris run.....	29 $\frac{61}{100}$ miles.
Length of road laid.....	29 $\frac{61}{100}$ "
Length of double track, including sidings.....	3 $\frac{14}{100}$ "
Gauge of road.....	6 feet.
Weight of rail per yard on main track—57 $\frac{88}{100}$ lbs. on 26 $\frac{1}{2}$ miles, and 45 lbs. on 3 $\frac{11}{100}$ miles.	
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	3
Number of engines.....	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,802 16).....	3
Number of baggage, mail and express cars, rated as eight wheel cars, (cost \$1,200 00).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$491 70).....	25
Number of coal cars, (average cost of each \$228 00 nearly,).....	170
Number of iron bridges.....	None.
Number of wooden bridges, (1 truss and 8 string bridges)....	9
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	3
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of roadway, (estimated).....	\$6,500 00

RAILROAD REPORT.

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Number of tunnels..... None.
 How is track laid, and on what foundation? On oak and hemlock cross ties, wrought iron chairs, gravel and loam.

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains,)	} (mixed trains).....	75, 358
Number of miles run by freight trains....		
Number of miles run by coal trains.....		
Number of through passengers for the year on main road.....		1, 878½
Number of passengers (all classes) carried in cars.....		25, 433
Number of tons of 2,000 lbs. of through freight for the year, on main road.....		227, 546
Gross amount of tonnage for the year.....		246, 859
Average rate of speed adopted by ordinary passenger trains, (mixed trains,) including stops, (miles per hour).....		13
Average rate of speed adopted by express trains, (mixed trains,) including stops, (miles per hour).....		13
Average rate of speed adopted by freight trains, (including stops).....		10
Average weight in tons of passenger trains, exclusive of passengers and baggage, (mixed trains).....		121
Average weight in tons of coal trains, exclusive of freight.....		180

The amount of Freight, specifying the quantity in Tons.

Bituminous coal.....	226, 183
Pig iron.....	18
Other iron or castings.....	210
Lime and limestone.....	72
Agricultural products.....	559
Merchandise.....	2,678
Manufactures.....	260
Lumber.....	16, 879
Total.....	246, 859

The rate of fare for Passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "
No second class cars on main road.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation. -

Repairs or maintenance of way, including buildings.....	\$13,317 07
<i>Repairs of Machinery.</i>	
Repairs of engines and tenders.....	\$6,091 48
Repairs of passenger and baggage cars.....	437 88
Repairs of freight cars, (including cost of re-building 35 coal cars).....	5,431 61
Repairs of tools and machinery in shops, (including cost of new tools and machinery).....	3,958 03
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	415 20
Total	16,334 20

Operating the Road.

Office expenses, stationery, &c.	\$585 39
Agents and clerks.....	1,059 47
Conductors, baggage masters and brakemen.....	2,420 41
Engineermen and firemen.....	4,163 12
Fuel, and cost of labor for preparing for use.....	2,895 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,305 64
Damages to property, including damages by fire, and cattle killed on road.....	276 00
General superintendence.....	4,299 96
Contingencies.....	960 73
	<hr/>
	17,965 72

Receipts from all Sources.

From passengers.....	\$6,584 91
freight.....	103,674 50
mail transportation.....	1,339 43
use of freight cars.....	9,656 60
interest.....	5,437 36
	<hr/>
Total	126,692 80

Payments other than for Construction.

For maintaining and operating the road.....	\$47, 616 99
dividends.....	26, 909 18
interest.....	22, 198 01
surplus funds for and on year's business.....	18, 439 42
other payments.....	11, 529 20
	<hr/>
Total.....	126, 692 80
	<hr/> <hr/>

Accidents.

One accident on the coal road of the Tioga improvement company, as explained below.

The following is a statement of the date of the accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon the person, and the name of such person, as follows :

In September, 1863, a miner's boy attempted to get on one of the coal cars, (then on a road belonging to the Tioga improvement company, near Morris run,) and fell on the track. Some of the cars passed over his leg, rendering amputation necessary. His name is John M'Cullough.

Names and Residence of Officers.

Directors.	Post office address.
Joseph W. Ryers.....	Philadelphia, Pa.
Coslin Colket.....	do.
Charles Ellis.....	do.
William E. Morris.....	New York.
William Ellis.....	Philadelphia, Pa.
Edward C. Dale.....	do.
John W. Guernsey.....	Tioga, Pa.
Henry L. Gaw.....	Philadelphia, Pa.
George R. Smith.....	do.
Edwin Swift.....	do.
Robert W. Ryers.....	do.
Joseph Swift.....	do.
Joseph W. Ryers.....	President.
A. E. Dougherty.....	Treasurer and Secretary.
L. H. Shattuck.....	Superintendent.

CHESTNUT HILL.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss :

Personally appeared C. Colket, president, and H. K. Smith, treasurer, of the Chestnut Hill railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

H. K. SMITH, *Treasurer.*

Sworn and subscribed before me, this 24th day of November, 1863.

J. PLANKINTON, *Alderman.*

Stock and Debt.

Capital stock as authorized by law, sufficient to build the road.	
Amount of stock subscribed.....	\$120, 650 00
Amount paid in as by last report.....	120, 650 00
Total amount now paid in of capital stock.....	120, 650 00
No floating or funded debt.	
Date of each dividend—January 1, and July 1.	
Rate per cent. per annum of each dividend.....	3 per cent.
Amount of capital on which the respective dividends were declared.....	\$120, 650 00

Cost of Road and Equipment.

By last report.....	\$120, 650 00
By present report.....	120, 650 00

Characteristics of Road.

Length of main line of road, from Chestnut Hill to Germantown.....	4½ miles.
Length of road laid.....	4½ "

RAILROAD REPORT.

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Length of double track, including sidings.....	½ mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by company.....	None.
Have no cars.	
Number of wooden bridges.....	3
Number of stone bridges.....	1
Number of depots on main road.....	1
Value of real estate held by the company, exclusive of road-way	\$5,000 00
How is track laid, and on what foundation? Stone ballast, on cross ties two feet apart.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	35,124
Number of miles run by freight trains.....	2,500
Number of through passengers for the year on main road...	285,000
Number of passengers (all classes) carried in cars.....	285,000
Gross amount of tonnage for the year.....	No account kept.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	14
Average rate of speed adopted by express trains, including stops.....	20
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	60

The road is operated by the Philadelphia, Germantown and Norristown railroad company, and no account is kept of the amount of tonnage, nor of the expenses of maintaining and operating the road.

Receipts from all Sources.

Receipts from passengers.....	\$18,099 31
freight.....	4,524 82

Payments other than for Construction.

For dividends.....	\$7,239 00
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No accident has happened since the opening of the road, now ten years.

CHESTNUT HILL

Names and Residence of Officers.

Directors.	Post office address.
W. L. Schaeffer.....	Philadelphia.
F. A. Buck.....	do.
William Miller.....	do.
John B. Neff.....	do.
M. Haas.....	Chestnut Hill
D. Yeakel.....	do.
C. Heebner.....	do.
D. Webster.....	Philadelphia.
W. W. Colket.....	do.
Jos. Patterson.....	do.
C. T. Platt.....	do.
J. W. Ryerson.....	do.
C. Colket, President..... Philadelphia.	
H. K. Smith, Treasurer and Secretary..... do. 9th and Green.	

LEHIGH AND MAHANAY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles Hartshorne, president, and Joseph Potts, treasurer, of the Lehigh and Mahanoy railroad company, and in due form of law made affirmation, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

CHARLES HARTSHORNE, *President.*

JOSEPH POTTS, *Treasurer.*

Affirmed and subscribed before me, this 21st day of November, 1863.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	719,400 00
Total amount now paid in of capital stock, on Oct. 31.....	498,805 00
Floating and funded debt.....	None.

Cost of Road and Equipment.

The road being in process of construction, we are unable to give the exact cost.

Characteristics of Road.

Length of main line of road, from Beaver Meadow railroad to Shamokin Valley and Pottsville railroad.....	40 miles.
Length of road laid.....	22 miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by company, viz: Branch to Mahanoy City, 2½ miles, and several other branches to points in the Mahanoy coal field.	
Roads leased by the company..	None.
Number of engines.....	2
Number of coal cars, (average cost of each \$230).....	100

Number of iron bridges.....	None.
Number of wooden bridges.....	5
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	1
Number of wood and water stations on main road..	3
Value of real estate held by the company, exclusive of road-way.....	None.
No tunnels.	
How is track laid, and on what foundation?	Stone ballast.

Doings of the year in Transportation, and total Miles Run.

The road having been operated by the Catawissa railroad company, we are unable to answer these questions.

Expenses of Maintaining and Operating.

The road having been mainly operated by the Catawissa railroad company, we are unable to answer.

Receipts from all Sources.

From passengers.....	\$1,004 46
freight.....	12, 738 18

No accidents so far as we are informed.

Names and Residence of Officers.

Directors.	Post office address.
Asa Packer.....	Mauch Chunk.
Wm. W. Longstreth.....	Philadelphia.
Jacob P. Jones.....	do.
S. V. Merriek.....	do.
Thomas T. Tasker, Sr.....	do.
Thomas Yardley.....	Pottsville.
Charles Hartshorne, President.....	Philadelphia.
Joseph Potts, Treasurer and Secretary.....	do.
James I. Blakelee, Superintendent.....	Mauch Chunk.

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } ss:

Personally appeared John Tucker, president, and P. C. Hollis, treasurer, of the Schuylkill Valley navigation and railroad company, and in due form of law made oath, that the statements in the foregoing report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN TUCKER, *President.*
 P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 19th day of October, 1863.

JOHN WHITE, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$576,050 00
Amount of stock subscribed.....	576,050 00
Amount paid in as by last report.....	576,050 00
Total amount now paid in of capital stock.....	576,050 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date of each dividend—Jan. 20, 1863, and July 20, 1863.	
Rate per cent. per annum of dividend.....	5 per cent.
Amount of capital on which the respective dividends were declared.....	576,050 00

This road is now permanently leased to the Philadelphia and Reading railroad company, and is worked as a branch of that road.

This company has now no other source of income than that which is derived from the lease, which will yield the stockholders a net dividend of five per cent. per annum.

SCHUYLKILL VALLEY NAVIGATION

Names and Residence of Officers.

Directors.	Post office address.
A. Hewson.....	Philadelphia.
Samuel Norris.....	do.
Charles E. Smith.....	do.
George F. Tyler.....	do.
Henry Pratt M'Kean.....	do.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Treasurer and Secretary.....	do.

HANOVER BRANCH

STATE OF PENNSYLVANIA, }
York County, } ss:

Personally appeared before me, A. W. Eichelberger, president, and R. A. Eichelberger, treasurer, of the Hanover Branch railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) A. W. EICHELBERGER, *President.*
 R. A. EICHELBERGER, *Treasurer.*

Sworn and subscribed before me, this 1st day of December, 1863.

JESSE FRYSSINGER, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	121,000 00
Amount paid in, as by last report.....	117,590 72
Total amount now paid in of capital stock.....	117,590 72
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	23,400 00
The amount now of floating debt.....	16,700 00
Total amount now of floating and funded debt.....	16,700 00
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
CONSTRUCTION.—For graduation, masonry, bridges and superstruction, including iron, passenger and freight stations, buildings, machinery and fixtures.....		\$163,045 24
Land, land damages and fences.....		9,790 82
Engineering and agencies.....		12,488 87
EQUIPMENT.—Locomotives and snow plows..		4,466 70
Passenger, baggage and freight cars.....		27,490 00
		11,520 00
Total cost of road and equipment.....	\$228,801 63	228,801 63

HANOVER BRANCH

Characteristics of Road.

Length of main line of road, from Hanover to Hanover Junction	12½ miles.
Length of road laid.....	12½ "
No double track.	
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	43 & 50 lbs.
Branch roads owned by company.....	None.
Roads leased by the company, viz: The Gettysburg and Littlestown roads are worked by this company.	
Number of engine houses and shops.....	One of each.
Number of engines	4
Number of first class passenger cars—rated as eight wheel cars—(average cost of each \$1,533).....	3
Number of baggage, freight, mail and express cars—rated as eight wheel cars—(average cost of each \$360).....	19
Number of coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	11
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	None.
Number of depots on main road (including stations).....	5
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of roadway.....	\$3, 385
Number of tunnels.....	None.
How is track laid, and on what foundation? Part on earth and part on stone ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger and freight trains	49, 141
No coal trains.	
Number of passengers, all classes, carried in cars: Unable to answer. The government had possession of the road for one month, during which time no account was kept of the number of passengers.	
Gross amount of tonnage for the year.....	27, 078
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	18
Average rate of speed adopted by freight trains, including stops,	12
Average weight in tons of passenger and freight trains, exclusive of passengers and baggage: Unable to answer.	

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The amount of Freight, specifying the quantity in Tons.

Anthracite and bituminous coal.....	6,270½
Pig iron.....	77
Railroad iron.....	61½
Other iron or castings.....	149½
Iron and other ores.....	1,462½
Lime and limestone.....	148
Agricultural products.....	12,640
Merchandise.....	1,128
Manufactures.....	123½
Live stock.....	33½
Lumber.....	1,664
Other articles.....	3,316½
Total.....	<u>27,078</u>

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers—about.....	3½ cents.
For first class way passengers—about.....	½ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings and iron....	\$6,891 66
Taxes on real estate.....	443 80
Total.....	<u>7,335 46</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$3,366 57
Repairs of passenger, freight and baggage cars.....	2,062 16
Repairs of tools and machinery in shops.....	389 30
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	131 36
Total.....	<u>5,949 39</u>

Operating the Road.

Office expenses, stationery, &c.....	\$209 63
Agents and clerks.....	204 00

HANOVER BRANCH

Labor—loading and unloading freight.....	\$224 00
Porters, watchmen and switch tenders.....	78 00
Conductors, baggage masters and brakemen.....	1,961 51
Engineermen and firemen.....	2,122 48
Fuel—cost of labor for preparing for use.....	5,009 73
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	993 68
Loss and damage of goods and baggage.....	16 98
Use of freight cars.....	829 99
General superintendence.....	944 00
Contingencies.....	418 32
Total.....	<u>13,012 32</u>

Receipts from all Sources.

From passengers and freight (exclusive of some unsettled claims against the U. S. and State government)....	\$38,938 13
mail transportation.....	650 00
use of freight cars.....	808 90
other sources.....	2,738 44
Total.....	<u>43,135 47</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$13,012 32
For dividends.....	56 00
For interest.....	791 87
For surplus funds.....	14,827 10
For other payments.....	1,000 00
Total.....	<u>29,687 29</u>
Total amount of surplus fund.....	<u>\$13,448 18</u>

Accidents.

OTHERS—one killed.

The following is a statement of the date of the accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon the person, and the name of the person, as follows:

1863.

Feb. 13. Mathias Stone, of Hanover, was run over near the depot in Hanover, and was so badly injured that he died the following day. It is supposed he was either walking on, or attempting to cross the track, when he was struck by the engine. This accident occurred at half past eight o'clock in the evening.

Names and Residence of Officers.

Directors.	Post office address.
Jacob Young.....	Hanover.
Jacob Forney.....	do.
Jacob Wirt.....	do.
George D. Klinefelter.....	do.
Stephen Keefer.....	do.
David M. Myers.....	do.
A. W. Bichelberger, President.....	Hanover.
R. A. Bichelberger, Treasurer.....	do.
F. E. Metzger, Secretary.....	do.
A. W. Bichelberger, Superintendent.....	do.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Edward C. Dale, president, and W. S. Wilson, treasurer, of the Philadelphia, Germantown and Norristown railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

E. C. DALE, *President.*

W. S. WILSON, *Treasurer.*

Sworn and subscribed before me, this 25th day of November, 1863.

J. PLANKINTON, *Alderman.*

Stock and Debt.

Capital stock as authorized by law,.....	\$400,000 00
Amount of stock subscribed.....	1,267,200 00
Amount paid in as by last report.....	1,243,500 00
Total amount now paid in of capital stock.....	1,267,200 00
Funded debt, as per last report.....	438,900 00
Total amount now of funded debt.....	405,900 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend : 1st April and 1st October.	
Rate per cent. per annum of dividend.....	3½ and 4 per cent.
Amount of capital on which the respective dividends were declared : \$1,247,000 and \$1,267,200.	

Cost of Road and Equipment.

Construction.....	\$1,131,078 84
Equipment.....	235,439 12
Total cost..	<u>1,366,517 96</u>

Characteristics of Road.

Length of main line of road.....	3 and 17 miles.
Length of road laid.....	3 and 17 "
Length of double track, including sidings.....	42 "

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Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Roads leased by company, viz: Chestnut Hill railroad.	
Number of engine houses and shops.....	3 engine houses and 1 shop.
Number of engines.....	16
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,614).....	34
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,614).....	7
Number of freight cars, rated as eight wheel cars, (average cost of each \$452).....	101
Number of iron bridges	1
Number of wooden bridges.....	16
Number of stone bridges.....	8
Number of railroads crossed at grade.....	2 horse railways.
Number of depots on main road.....	5
Number of wood and water stations on main road.....	4
Value of real estate held by the company, exclusive of roadway	\$400, 629 07
How is track laid, and on what foundation? On slag and broken stone.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	207, 170
Number of miles run by freight trains.....	42, 255
Number of through passengers for the year on main road...	1, 546, 782
Number of passengers (all classes) carried in the cars.....	1, 961, 974
Gross amount of tonnage for the year.....	184, 293
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	17
Average rate of speed adopted by express trains, (including stops).....	26
Average rate of speed adopted by freight trains, (including stops).....	10
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	70
Average weight in tons of freight trains, exclusive of freight,	90

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	133, 300
Bituminous coal.....	5, 273
Railroad iron.....	320

Other iron or castings.....	340
Iron and other ores.....	16,660
Lime and limestone.....	21,160
Agricultural products.....	610
Merchandise.....	5,750
Manufactures.....	600
Live stock.....	20
Lumber.....	350
Other articles.....	200
	<hr/>
Total.....	184,293
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The rate of fare for Passengers charged for the respective classes, per mile, as follows:

For first class through passengers.....	2 cents.
For first class way passengers.....	2 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$26,386 23
Taxes on real estate—about.....	4,000 00
	<hr/> <hr/>

Repairs of Machinery.

• Repairs of engines and tenders.....	\$8,977 46
Repairs of passenger and baggage cars.....	4,311 34
Repairs of freight cars.....	3,819 52
Repairs of tools and machinery in shops.....	1,000 07
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,000 00
	<hr/> <hr/>

As our accounts are kept different from the above, I return you a statement as they are.

Repairs of roadway—labor.....	\$9,551 76
Repairs of roadway—material.....	16,834 47
Repairs of engines, including material.....	8,977 46
Repairs of burthen cars.....	3,819 52
Repairs of passenger cars.....	4,311 24
Wood and coal.....	33,108 33

RAILROAD REPORT.

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Oil, tallow, grease and waste.....	\$5,046 75
Expenses Chestnut Hill road.....	7,781 38
Salaries of officers.....	5,691 00
Salaries of agents.....	4,410 00
Wages of conductors and brakemen.....	9,961 00
Wages of engineers and firemen.....	10,870 00
Wages of others employed in passenger operation.....	2,950 00
Wages of others employed in freight operation.....	5,500 00
Switch tenders and dispatchers.	2,650 00
All other men employed, together with miscellaneous and general expenses, fuel for cars, &c.....	21,460 90
Total	152,923 81

Receipts from all Sources.

From passengers.....	\$197,800 92
freight.....	89,350 51
mail transportation.....	250 00
interest.....	1,342 22
other sources	43,745 27
Total	332,488 92

Payments other than for Construction.

For maintaining and operating the road.....	\$152,923 81
dividends.....	80,812 25
interest.....	24,737 58
other payments.....	47,011 52
Total.....	305,485 16

Accidents.

Alderman Gibson was killed by jumping from the train while in motion, on the evening of the 22d of January, 1863.

Names and Residence of Officers.

Directors.	Post office address.
C. Colket.....	Philadelphia.
J. J. Woodward.....	do.
J. Warner Johnson.....	do.
S. Morris Wain.....	do.
Joseph Perot.....	do.
J. V. Williamson.....	do.
William Musser.....	do.
William H. Slingsluff.....	Norristown.
Jos. Swift.....	Philadelphia.
William Harmar.....	do.
Charles Ellis.....	do.
A. E. Dougherty.....	do.
Edward O. Dale, President.....	Philadelphia.
W. S. Wilson, Treasurer and Secretary.....	do.
H. K. Smith, Superintendent.....	do.

NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Franklia A. Comly, president, and William Wister, treasurer, of the North Pennsylvania railroad company, and in due form of law made oath and affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

WILLIAM WISTER, *Treasurer.*

Sworn, affirmed and subscribed before me, this 5th day of December, 1863.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law, (with privilege of increasing).....	\$1,500,000 00
Amount of stock subscribed.....	3,147,750 00
Amount paid in as by last report.....	3,147,350 00
Total amount now paid in of capital stock.....	3,147,750 00
Funded debt, as per last report.....	3,097 822 50
Total amount now of funded debt.....	3,104,287 50
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	3,104,287 50
Average rate per cent. per annum of interest on funded debt,	6 $\frac{1}{8}$ per cent.
Dividend—none declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$5,485,709 96	
Equipment.....	404,764 01	
Total cost.....	<u>\$5,880,281 94</u>	<u>5,890,473 97</u>

Characteristics of Road.

Length of main line of road, from Philadelphia to Bethlehem,	55 miles.
Length of road laid.....	69 $\frac{801}{100}$ "
Length of double track, including sidings.....	10 $\frac{50}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	56 to 64 lbs.
Branch roads owned by company.....	Two.
Roads leased by the company.....	None.
Number of engine houses and shops... ..	5
Number of engines.....	17
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,300).....	16
Number of baggage, mail and express cars, (rated as eight wheel cars).....	11
Number of freight cars, (rated as eight wheel cars).....	184
Number of coal cars.....	429
Number of iron bridges.....	3
Number of wooden bridges.....	8
Number of railroads crossed at grade.....	No steam roads.
Number of depots on main road.....	28 stations.
Number of wood and water stations on main road.....	9
Value of real estate held by the company, exclusive of road-way.....	\$382,107 49
Number of tunnels, (length of each—one, 2,160 ft.; one, 500 ft.,)	2
How is track laid, and on what foundation? Large cross-ties, wrought iron chairs nine inches in length, and broken stone ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	176,446
Number of miles run by freight and coal trains.....	98,544
Number of through passengers for the year on main road....	48,470
Number of passengers (all classes) carried in cars.....	419,108
Number of tons of 2,000 lbs. of through freight, for the year on main road.....	149,331 $\frac{11}{16}$
Gross amount of tonnage for the year.....	227,955 $\frac{1}{2}$ $\frac{1}{8}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	18
Average rate of speed adopted by express trains, (including stops).....	23
Average rate of speed adopted by freight trains, (including stops).....	9

RAILROAD REPORT.

The amount of Freight, specifying the quantity in Tons of 2,000 lbs.

Anthracite coal... ..	120,198 $\frac{18}{100}$
Bituminous coal.....	1,015 $\frac{14}{100}$
Pig iron.	17,497 $\frac{19}{100}$
Railroad iron, other iron or castings.....	2,519 $\frac{6}{100}$
Iron and other ores.....	12,297 $\frac{18}{100}$
Lime and limestone.....	7,318 $\frac{12}{100}$
Agricultural products.....	13,294 $\frac{1}{100}$
Merchandise.....	29,176 $\frac{7}{100}$
Manufactures.....	1,455 $\frac{7}{100}$
Live stock.....	253
Lumber.....	12,272 $\frac{2}{100}$
Other articles.....	10,657 $\frac{2}{100}$
Total.....	227,955 $\frac{15}{100}$

The rate of fare for Passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	2.77 cents.
For first class way passengers.....	2.49 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$69,012 57		
Taxes on real estate.....	2,239 21		
Total	71,251 78		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$15,351 43	\$11,147 09	\$4,204 34
Repairs of passenger and baggage cars.....	1,263 04	1,263 04	
Repairs of freight cars.....	17,599 97		17,599 97
Repairs of tools and machinery in shops.....	2,792 21		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	3,631 59		
Total	40,638 24		

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Office expenses, stationery, &c.....	\$13,540 94		
Agents and clerks.....	9,403 67		
Labor—loading and unloading freight.....	2,985 47		
Porters, watchmen and switch tenders.....			
Wood and water station attendance.....	2,011 57		
Conductors, baggage masters and brakemen.....	15,621 63	\$8,481 59	\$7,140 04
Engineermen and firemen.....	15,462 60	7,533 23	7,929 37
Fuel—cost of labor for preparing for use.....	34,953 87	16,047 27	18,906 60
Oil and waste for engines and tenders, passenger, baggage and freight cars,	3,366 38	1,300 50	2,065 88
Loss and damage of goods and baggage.....	942 91		
Shoveling snow.....	158 30		
Damages to property, including damages by fire, and cattle killed on road— no separate account kept.....			
General superintendence.....	1,916 66		
Contingencies, (being items not included in above list).....	26,250 78		
Total.....	126,614 78		

NORTH PENNSYLVANIA

Receipts from all Sources.

From passengers	\$193,543 35
From freight.....	302,642 48
From mail transportation.....	2,756 00
From use of freight cars.....	5,613 28
From interest.....	1,464 56
From other sources.....	5,876 20
Total	<u>511,895 87</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$238,504 80
For interest.....	<u>200,647 72</u>

Accidents.

KILLED —employees.....	2
others	3
Total	<u>5</u>
INJURED —employees.....	1
others	3
Total.....	<u>4</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

Two killed while attempting to steal rides without knowledge of conductor, and one drunken man killed by a night train.

One employee killed by falling from freight train, and one while coupling cars.

Names and Residence of Officers.

Directors.	Post office address.
John Brock.....	Philadelphia.
John Jordan, Jr.....	do.
Algernon S. Roberts.....	do.
J. Gillingham Fell.....	do.
S. Morris Wain.....	do.
William C. Ludwig.....	do.
Ellwood Shannon.....	do.
Edward C. Knight.....	do.
William L. Hirst.....	do.
Alfred Hunt.....	do.
Samuel Megargee.....	do.
John M'Intyre.....	do.
Franklin A. Comly, President	Philadelphia.
William Wister, Treasurer.....	do.
Edward Armstrong, Secretary.....	do.
Sol. W. Roberts, Superintendent.....	do.

NANTICOKE.

STATE OF PENNSYLVANIA, } ss:
 Luzerne County, }

Personally appeared A. C. Laning, president, and Washington Lee, Jr., treasurer, of the Nanticoke railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

A. C. LANING, *President.*

WASHINGTON LEE, JR., *Treasurer.*

Sworn and subscribed before me, this 23d day of November, 1863.

C. A. ZEIGLER, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$400,000 00
Amount of stock subscribed.....	38,900 00
Amount paid in as by last report.....	31,867 52
Total amount now paid in of capital stock.....	32,025 02
Funded debt, as per last report.....	47,000 00
Total amount now of funded debt.....	47,000 00
Total amount now of floating and funded debt.....	47,000 00
Average rate per cent. per annum, of interest on funded debt,	6 per cent.
No dividend has been declared.	

Cost of Road and Equipment.

That part of the road now completed has cost about.....	\$80,000 00
No equipment.	

Characteristics of Road.

Length of main line of road, from Wilkesbarre to Nanticoke, about.....	10 miles.
Length of road laid, about.....	5 "
Gauge of road.....	4 $\frac{8}{12}$ feet.
Weight of rail per yard on main track.....	58 pounds.
One engine house, no shop.	

Number of wooden bridges.....	5
Number of wood and water stations on main road.....	1
How is track laid, and on what foundation? On wooden sills resting upon earth, gravel and coal dirt.	

Doings of the year in Transportation.

No passenger trains are running on this road.

The transportation on the finished part is done by the Lehigh coal and navigation company, who hold a lease of the road, and have the entire use and control of it.

No interest or rent is yet due.

Names and Residence of Officers.

Directors.	Post office address.
A. C. Laning.....	Wilkesbarre, Pa.
Washington Lee, Jr.....	do.
John N. Conyngham.....	do.
W. S. Ross.....	do.
G. M. Hollenback.....	do.
Joseph Lippencott.....	do.
Isaac Wood.....	do.
H. B. Wright.....	do.
L. D. Shoemaker.....	do.
John Lelsenring.....	Mauch Chunk.
D. Mordecai.....	Wilkesbarre.
Thos. Broadstreet.....	do.
C. Parrish.....	do.
A. C. Laning..... President.	
W. Lee, Jr..... Treasurer and Secretary.	

MILL CREEK AND MINE HILL NAVIGATION.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } ss:

Personally appeared John Tucker, president, and P. C. Hollis, treasurer, of the Mill Creek and Mine Hill navigation and railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN TUCKER, *President.*
 P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 19th day of October, 1863.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$323, 375 00
Amount of stock subscribed.....	323, 375 00
Amount paid in, as by last report.....	323 375 00
Total amount now paid in of capital stock.....	323, 375 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date of each dividend—January 20, and July 20.	
Rate per cent. per annum of dividend.....	10 per cent.
Amount of capital on which the respective dividends were declared.....	\$323, 375 00

This road is permanently leased to the Philadelphia and Reading railroad company, and is worked as a branch of that road.

The company has no other income than the yearly rental under the lease, which yields the stockholders ten per cent. per annum, clear of all taxes.

MILL CREEK AND MINE HILL NAVIGATION

Names and Residence of Officers.

Directors.	Post office address.
Charles E. Smith.....	Philadelphia.
Samuel Norris.....	do.
George F. Tyler.....	do.
Henry Pratt M'Kean.....	do.
A. Hewson.....	do.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Treasurer and Secretary.....	do.

PHILADELPHIA AND TRENTON.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, Philadelphia County, } ss:

Personally appeared R. S. Van Rensselear, superintendent, and A. H. Thomson, treasurer, of the Philadelphia and Trenton railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) R. S. VAN RENSSSELEAR, *Sup't.*
 A. H. THOMSON, *Treasurer.*

Sworn and subscribed before me, this 11th day of November, 1863.

JAMES M'CAHEN, *J. P.*

Attest: VINCENT L. BRADFORD, *President.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	999,200 00
Amount paid in as by last report.....	999,200 00
Total amount now paid in of capital stock.....	999,200 00
Funded debt, as per last report.....	250,000 00
Total amount now of funded debt.....	250,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of funded debt.....	250,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend—January and July.	
Rate per cent. per annum of dividend—January 5, July 5.	
Amount of capital on which the respective dividends were declared.....	999,200 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment.....	\$603,882 24	\$603,882 24

Characteristics of Road.

Length of main line of road, from Philadelphia to Morrisville,	28 $\frac{30}{100}$ miles.
Length of road laid.....	28 $\frac{30}{100}$ "
Length of double track, including sidings	10,200 feet.
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	64, 60 $\frac{1}{2}$, 50, 41 $\frac{1}{2}$ lbs.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	two engine houses, no shops.
Equipment hired.	
Number of iron bridges.....	None.
Number of wooden bridges.....	6 on main line.
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	1, Reading railroad.
Number of depots on main road.....	2
Number of wood and water stations on main road—5 water stations and 2 wood houses.	
Value of real estate held by the company, exclusive of road-way.....	\$238, 208 82
Number of tunnels.....	None.
How is track laid, and on what foundation? Gravel laid, cross sills, sleepers, and string pieces, 6 by 12 inches.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	137, 074
No freight trains.	
No coal trains.	
Number of through passengers for the year on main road.....	480, 606 $\frac{1}{2}$
(of which 10,111 $\frac{1}{2}$ were excursions.)	
Number of passengers (all classes) carried in cars.....	669, 075
(of which 31,105 $\frac{1}{2}$ were excursions.)	
Number of tons of 2,000 lbs. of through and way freight, for the year on main road	1,834 $\frac{849}{1000}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	18
Average rate of speed adopted by express trains, (including stops).....	27

The amount of Freight, specifying the quantity in Tons.

Cannot discriminate.

RAILROAD REPORT.

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*The rate of fare for Passengers charged for the respective classes per mile,
as follows:*

For first class through passengers, about.....	2½ cents.
For first class way passengers.....	2½ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$61, 256 07
Taxes on real estate.....	2, 969 90
Total.....	64, 225 97

Repairs of Machinery.

None—equipment being hired.

Operating the Road.

Office expenses, stationery, &c., agents and clerks.....	6, 333 37
Labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance, included in contingencies.	3, 552 00
Conductors, baggage masters and brakemen.....	1, 000 00
Damages to property, including damages by fire, and cattle killed on road, included in contingencies.	305, 127 05
General superintendence	380, 238 39
Contingencies.....	380, 238 39
Total.....	380, 238 39

Cost of Transportation.

Cost per passenger and freight per mile, cannot discriminate, not having made the calculation.

Receipts from all Sources.

From passengers.....	\$587, 816 53
freight.....	5, 330 84
mail transportation	10, 108 82
interest.....	12, 455 26
other sources.....	28, 338 40
Total.....	644, 049 84

PHILADELPHIA AND TRENTON

Payments other than for Construction.

For maintaining and operating the road	\$290,402 01
dividends	99,920 00
interest.	11,940 00
other payments.....	89,836 38
	<hr/>
Total.....	492,098 39
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Total amount of surplus fund.....	\$151,951 45

Accidents.

KILLED—employees.....	2
	<hr/>
INJURED—passengers	1
others	3
	<hr/>
Total.....	4
	<hr/> <hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1863.

- Aug. 14. The 7.30 P. M. line down, ran over a man and woman, one mile below Morrisville; they were sitting upon the track, and were seen, but not in time to stop the train. The man had one leg broken and his hand severely cut. The woman was severely injured, her head badly cut, &c. The conductor and engineer are retained by the company. James W. Decker, conductor, William Quigley, engineer.
- Sept. 8. There was a man killed at Neshamony, this evening. He was watchman at the bridge, &c., but a moment before he was killed, showed his light, all right, after which it is presumed he must have slipped, and was run over by the locomotive, of the 11.30 P. M. line down from New York. His name was Ely Moore. The conductor and engineer are retained by the company. J. M. Douglass, conductor, — Carman, engineer.
- Sept. 15. As the 5 P. M. up was nearing Bristol, a man was seen upon the track, named Philip Silbert, who was under the influence of liquor. The engineer blew on brakes, and this man stepped off the track, but staggered against the side of engine; his arm was slightly bruised: William T. Barly, conductor, Peter Roberts, engineer—both retained by the company.

- Oct. 16. A passenger from New York, on the 7 A. M. line down, fell off the train between Morrisville and Tallytown, and was much injured about the head. Samuel Dickinson, conductor, and Samuel Stewart, engineer—both retained.
- Oct. 28. A man by the name of Kelly fell between the cars of the gravel train, and was killed. The engineer, William Spadler, and Jas. Broffer, conductor—both retained.

Names and Residence of Officers.

Vincent L. Bradford.....	Philadelphia.
Edwin A. Stevens.....	Hoboken, N. J.
Robert F. Stockton.....	Princeton, N. J.
William H. Hart.....	Philadelphia.
Charles Macfester.....	do.
William H. Gatzmer.....	do.
William S. Freeman.....	do.
William Cook.....	Hoboken, or Bordentown, N. J.
Richard Shippen.....	Philadelphia.
John Dorrance.....	Bristol, Pa.
Asa J. Fish.....	Philadelphia.
John G. Stevens.....	Trenton, N. J.
Vincent L. Bradford, President.....	Philadelphia.
A. H. Thomson, Treasurer.....	do.
James Morrell, Secretary.....	do.
E. S. Van Benselear, Superintendent.....	Bordentown, N. J.

ERIE.

To the Legislature of the Commonwealth of Pennsylvania :

In compliance with the requirement of the fourth section of the act, being a supplement to an act, entitled "An Act to authorize the New York and Erie railroad company to construct said road through a portion of Susquehanna county, in the State of Pennsylvania," passed the 16th day of February, 1841,* is herewith submitted a statement, containing a full and accurate account of the number of passengers, amount and weight of produce, merchandize, lumber, coal and minerals transported on said road, east of Dunkirk, and west of Piermont, during the year ending September 30, 1863.

Amount earned for transportation of passengers.....	\$1, 670, 082 58
Amount earned for transportation of freight	8, 432, 234 47
Amount earned from other sources.....	143, 800 18
Number of passengers carried.....	1, 065, 752
Amount carried of freight, in tons of 2,000 pounds.	1, 815, 095 ¹¹⁴⁸ / ₂₀₀₀
Produce of the forest.....	102, 007 ¹⁸⁴⁸ / ₁₀₀₀
Produce of animals.....	338, 550 ¹⁸⁸⁸ / ₁₀₀₀
Vegetable food.....	228, 631 ¹⁸⁸⁸ / ₁₀₀₀
Other agricultural products.....	65, 171 ¹⁸⁸⁸ / ₁₀₀₀
Manufactures.....	270, 951 ¹⁸⁸⁸ / ₁₀₀₀
Merchandize	296, 998 ²⁷⁸ / ₁₀₀₀
Other articles.	512, 784 ⁵⁶⁸ / ₁₀₀₀

City and County of New York, ss :

Nathaniel Marsh, president of the Erie railway company, being duly sworn, says that he is the president of the said company, that the statement above given is taken from the books and accounts of said company, and is true to the best of his knowledge and belief, of the affairs and business done upon said road, during the year ending September 30, 1863.

NATHANIEL MARSH.

Sworn before me, this 31st day of December, 1863.

J. D. WHITE,

Commissioner of Deeds, City of New York.

*Section 6, act of March 25, 1846.—AUDITOR GENERAL.

SHAMOKIN VALLEY AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared James S. Biddle, president, and George Taber, treasurer, of the Shamokin Valley and Pottsville railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JAMES S. BIDDLE, *President.*

GEORGE TABER, *Treasurer.*

Sworn and subscribed before me, this 18th day of October, 1863.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	869,450 00
Funded debt, as per last report.....	791,597 50
Total amount now of funded debt.....	700,000 00
Floating debt, as by last report.....	5,659 55
Total amount now of floating and funded debt.....	700,000 00
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
The first dividend declared by the company was on August 1, 1863.	
Rate per cent. per annum of dividend (for six months).....	1½ per cent.
Amount of capital on which the respective dividends were declared.....	\$869,450 00

Characteristics of Road.

Length of main line of road, from Sunbury to Mt. Carmel,	28 miles.
Length of road laid.....	28 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Number of wooden bridges.....	30
Number of railroads crossed at grade.....	1
How is track laid, and on what foundation? Common earth bed and wooden cross ties.	

SHAMOKIN VALLEY AND POTTSVILLE

Doings of the year in Transportation.

The road having been leased to the Northern Central railroad company, we are unable to furnish answers to any other questions than the above.

Payments other than for Construction.

For dividends (6 months).....	\$13,041 75
interest (12 months).....	49,000 00

Names and Residence of Officers.

Directors.	Post office address.
W. C. Houston.....	Philadelphia.
E. B. Whelen.....	do.
C. L. Boris.....	do.
A. M. Eastwick.....	do.
W. B. Lajee.....	do.
Thomas Robb.....	do.
James S. Biddle.....	President.
George Taber.....	Treasurer and Secretary.

BETHLEHEM.

Stock and Debt.

Capital stock as authorized by law.....	\$125,000 00
Amount of stock subscribed.....	89,000 00
Nothing paid in as yet—the first instalment being just called for.	

Cost of Road and Equipment.

Grading now under contract for the whole road, at \$7,000 per mile.

Characteristics of Road.

Length of main line of road, from Bethlehem to Bath..... 12 miles.

Names and Residence of Officers.

Directors.	Post office address.
Conrad Shimer.....	Bethlehem.
James Vlett.....	Bath.
Samuel Straub.....	do.
Samuel C. Shimer.....	Bethlehem.
James Jenkins.....	do.
John Frits.....	do.
Charles Broadhead.....	do.
Charles Broadhead, President.....	Bethlehem.
Conrad Shimer, Treasurer.....	do.
James Jenkins, Secretary.....	do.

P. S.—There being nothing to swear to, I have not taken the trouble to make the affidavit.

CHARLES BROADHEAD, *President.*

SEPTEMBER, 1863.

M'CAULEY MOUNTAIN AND BLACK CREEK.

OFFICE OF THE M'CAULEY MOUNTAIN AND
BLACK CREEK RAILROAD COMPANY,
Philadelphia, Oct. 10, 1863. }

SIR :—I am in receipt of yours of the 30th ult., with blank form containing interrogatories enclosed.

As the M'Cauley Mountain and Black Creek railroad company have just organized, and not expecting to be in operation before next year, they have no report to make for the year ending October 31, 1863.

Respectfully,

WM. D. LEWIS, *President.*

ISAAC SLENKER, Esq., *Auditor General, Harrisburg.*

NORTH LEBANON.

STATE OF PENNSYLVANIA, } ss :
 Lebanon County, }

Personally appeared John Krause, president, and Jacob Weidle, treasurer, of the North Lebanon railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

J. KRAUSE, *President.*

JACOB WEIDLE, *Treasurer.*

Sworn and subscribed before me, this 7th day of November, 1863.

J. J. BLAIR, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$150,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report.....	149,250 00
Total amount now paid in of capital stock.....	149,250 00
Funded debt, as per last report.....	144,000 00
Total amount now of funded debt.....	127,250 00
Total amount now of floating and funded debt.....	127,250 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend: January 12, and July 6, 1863.	
Rate per cent. per annum of dividend.....	9 per cent.
Amount of capital on which the respective dividends were declared	149,250 00

Cost of Road and Equipment.

	By last report.	By present report.
For graduation, masonry, bridges, superstructure, freight station, buildings, &c.....	\$263,816 13	\$263,816 13
Freight cars, engineering, agencies, &c.	42,890 10	42,890 10
Total cost.....	<u>306,706 23</u>	<u>306,706 23</u>

NORTH LEBANON

Characteristics of Road.

Length of main line of road, from Cornwall to Union canal.....	7 miles, 2,711 feet.
Length of road laid.....	7 " 2,711 "
Length of double track, including sidings.....	1 " 1,140 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	50 lbs.
Branch roads owned by company.....	3
Roads leased by the company	None.
Number of engine houses and shops.....	1
Number of engines	2
Number of freight cars, rated as eight wheel cars, (average cost of each \$440)..	60
Number of wooden bridges.....	13
Number of railroads crossed at grade.....	1
Number of depots on main road.....	1
Number of wood and water stations on main road	2
Value of real estate held by the company, exclusive of roadway.....	\$500 00
How is track laid, and on what foundation? Broken limestone.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by freight trains.....	9,100
Number of tons of 2,000 lbs. of through freight for the year on main road.....	281,703,888
Gross amount of tonnage for the year.....	281,703,888
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	12
Average weight in tons of freight trains, exclusive of freight,	250

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	36,162 tons, 18 cwt. 2 qrs. gross.
Pig iron.....	30,848 " 15 " "
Iron and other ores—173,657 tons, 10 cwt. 2 qrs. iron ore, and 457 tons, 16 cwt. copper ore.....	174,115 " 6 " 2 " "
Lime and limestone	9,709 " 11 " 1 "
Other articles.....	684 " 16 " 1 "
Total	251,521 tons, 7 cwt. 2 qrs., or 281,703,888 tons.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings, locomotives and cars.....	\$11,561 71
Taxes on real estate.....	2 00
Total.....	<u>11,563 71</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$2,181 01
Repairs of tools and machinery in shops, and freight cars....	2,618 99
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	4,860 12
Total.....	<u>9,660 22</u>

Operating the Road.

Office expenses.....	\$1,800 00
Conductors, baggage masters and brakemen.....	476 73
Engineermen and firemen.....	1,063 43
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	665 33
Loss and damage of goods and baggage, (by fire).....	527 25
General superintendence.....	300 00
Contingencies.....	925 18

Cost of Transportation.

Cost per ton freight per mile, average.....	30
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Receipts from all Sources.

From freight, including use of cars.....	\$51,887 35
Add dividends previously deducted.....	13,432 50
From interest.....	862 12
Total.....	<u>66,181 97</u>

NORTH LEBANON

Payments other than for Construction.

For maintaining and operating the road.....	\$16,949 08
dividends.....	13,432 50
interest.....	10,080 00
surplus funds.....	25,720 39
Total.....	66,181 97
Total amount of surplus fund.....	\$130,300 87

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
R. W. Coleman.....	Lebanon, Pa.
John Krause.....	do.
Jacob Weidle.....	do.
D. S. Hammond.....	do.
Col. W. G. Freeman.....	Washington, D. C.
James L. Reynolds.....	Lancaster, Pa.
Jacob Readel.....	Lebanon, Pa.
John Krause, President.....	Lebanon, Pa.
Jacob Weidle, Treasurer.....	do.
John W. Mish, Secretary.....	do.
Beale Few, Superintendent.....	do.

READING AND COLUMBIA.

STATE OF PENNSYLVANIA, } ss:
 Lancaster County, }

Personally appeared William G. Case, president, and Jacob B. Tshudy, treasurer, of the Reading and Columbia railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) WILLIAM G. CASE, *President.*
 J. B. TSHUDY, *Treasurer.*

Sworn and subscribed before me, this 4th day of January, 1864.

J. H. HERSHER, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	526,250 00
Amount paid in as by last report.....	228,390 30
Total amount now paid in of capital stock.....	266,112 93
Total amount now of funded debt.....	605,800 00
The amount now of floating debt	14,000 00
Total amount now of floating and funded debt.....	619,800 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
No dividend declared.	

Cost of Road and Equipment.

NOTE.—The road is unfinished, and in the hands of the contractors.

Characteristics of Road.

Length of main line of road, from Columbia to Sinking Springs,	39 miles.
Length of road laid.....	37 "
Length of double track, including sidings.....	2 "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	2
Number of engines.....	2

Number of first class passenger cars, rated as eight wheel cars, (cost \$2,250).....	1
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$800)..	2
Number of freight cars, rated as eight wheel cars, (average cost of each \$240)	10
Number of wooden bridges.....	6
Number of stone bridges.....	22
Number of railroads crossed at grade.....	1
Number of depots on main road.....	18
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of roadway ..	\$7,500 00
How is track laid, and on what foundation? On cross ties and stone ballast.	

Names and Residence of Officers.

Directors.	Post office address.
Frederick Laner.....	Reading.
Isaac Eckert.....	do.
John M'Manus.....	do.
Ephraim Horahey.....	Columbia.
Christian S. Kaufman.....	do.
George Bogle.....	do.
Michael Klepper.....	do.
A. Bates Grubb.....	Mount Hope.
Nathan Worley.....	Manheim.
John Hohstetter.....	do.
Samuel Small.....	York.
William M'Conkey.....	Wrightsville.
Wm. G. Case, President.....	Columbia.
Jacob B. Tshudy, Treasurer.....	Littis.
Andrew J. Kaufman, Secretary.....	Columbia.
Robert Crane, Superintendent.....	Littis.

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Michael V. Baker, president, and George Taber, treasurer, of the Harrisburg, Portsmouth, Mount Joy and Lancaster railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

MICHAEL V. BAKER, *President.*GEORGE TABER, *Treasurer.*

Sworn and subscribed before me, this 9th day of October, 1863.

JAMES M'CAHEN, *J. P.**Stock and Debt.*

Capital stock as authorized by law.....	\$2, 500, 000 00
Amount of stock subscribed.....	1, 182, 550 00
Amount paid in as by last report.....	1, 182, 550 00
Total amount now paid in of capital stock.....	1, 182, 550 00
Funded debt, as per last report.....	700, 000 00
Total amount now of funded debt.....	700, 000 00
Total amount now of floating and funded debt.....	700, 000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend: January 10, and July 10, 1863.	
Rate per cent. per annum of dividend.....	7 per cent.
Amount of capital on which the respective dividends were declared.....	1, 182, 550 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction and real estate.....	\$1, 882, 550 00	\$1, 882, 550 00

Characteristics of Road.

Length of main line of road, from Harrisburg to Lancaster, 36 miles, branch 18—total miles, 54.	
Length of road laid—(main road, 36 miles, branch, 18.).....	54 miles.

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Length of double track, including sidings.....	17 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by company, viz : from Middletown to Columbia.....	18 miles.
Number of engine houses and shops.....	1
Number of iron bridges : 1 at Middletown, and part of one at Conewago.	
Number of wooden bridges.....	10
Number of depots on main road.....	1
Number of tunnels, 2—length of each : 900 feet at Elizabeth- town ; 200 feet at Columbia.	
How is track laid, and on what foundation ? Main road on cross ties—26 miles broken stone, and 10 miles of gravel; branch on cross ties—15 miles broken stone, and 3 miles gravel.	

Payments other than for Construction.

Dividends.....	\$82, 778 50
Interest.....	42, 000 00
Surplus funds.....	16, 000 00
 Total amount of surplus fund.....	 \$16, 000 00

Names and Residence of Officers.

Directors.	Post office address.
M. V. Baker.....	Philadelphia.
William Ford.....	do.
Algernon S. Roberts.....	do.
John Holmes, M. D.....	do.
James Magee.....	do.
W. W. Longstreth.....	do.
James Mahaffey.....	Marietta.
Joshua B. Lippincott.....	Philadelphia.
James Young.....	Middletown.
Thomas Sparks.....	Philadelphia.
John Hulme.....	do.
Issiah V. Williamson.....	do.
M. V. Baker, President.....	
George Taber, Treasurer and Secretary.....	

MOUNT CARBON AND PORT CARBON.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } ss:

Personally appeared John Tucker, president, and P. C. Hollis, treasurer, of the Mount Carbon and Port Carbon railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JOHN TUCKER, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this 19th day of October, 1863.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	}	\$282, 350 00
Amount of stock subscribed.....		
Amount paid in as by last report.....		
Total amount now paid in of capital stock.....		
Funded debt, as per last report.....	}	None.
Total amount now of funded debt.....		
Floating debt, as by last report.....		
The amount now of floating debt.....		
Total amount now of floating and funde debt.....		
Date of each dividend—January 20th, and July 20th.		
Rate per cent. per annum of dividend.....		12 per cent..
Amount of capital on which the respective dividends were declared.....		282, 350 00

This road is leased to the Philadelphia and Reading railroad company, and is worked as a branch of that road. This company has no other income than that derived from the lease, which will yield to the stockholders semi-annual dividends of 6 per cent., clear of State tax.

Names and Residence of Officers.

Directors.	Post office address.
Charles E. Smith.....	Philadelphia.
Samuel Norris.....	do.
George F. Tyler.....	do.
Henry Pratt M'Kean.....	do.
A. Hewson.....	do.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Treasurer and Secretary.....	do.

FAYETTE COUNTY.

STATE OF PENNSYLVANIA, }
Fayette County, } ss:

Personally appeared Nathaniel Ewing, president, and Armstrong Hadden, treasurer, of the Fayette County railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

N. EWING, *President.*

ARMSTRONG HADDEN, *Treasurer.*

Sworn and subscribed before me, this 24th day of November, 1863.

T. B. SEARIGHT, *Prothonotary.*

Stock and Debt.

Capital stock as authorized by law, originally under act of 1857, \$750,000 00, under present organization the capital is fixed at \$107,400 00
 Amount of stock subscribed, originally about..... 100,000 00
 Total amount paid in of capital stock, originally about..... 90,000 00
 Date of each dividend—March 1 and September 1, 1863.
 Amount of capital on which the respective dividends were declared, \$107,400 00, divided into 2,148 shares, of \$50 00 each.

NOTE.—Our road is still under lease to the P. and C. railroad company, and our report for last year is referred to as a report for this, as in all respects everything remains precisely as at that period, with the exception that out of the rent payable by the P. and C. railroad company to us, two dividends have been made among the stockholders—one on the 1st of March, payable the 15th March, 1863, of 87½ cents to each share of stock, and the other on the 1st of September, 1863, payable the 15th September, of ninety cents to each share.

Characteristics of Road.

Length of main line of road, from Uniontown to Connellsville, 12¾ miles.
 Length of road laid..... 12¾ "
 Length of sidings, about..... 1,000 feet.
 Gauge of road..... 4 feet 8½ in.
 Weight of rail per yard on main track..... 43 pounds.

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Names and Residence of Officers.

Directors.	Post office address.
Isaac Beason	Uniontown.
S. Y. Gilmore.....	do.
Alfred Patterson.....	do.
Armstrong Hadden	do.
Jacob Murphy.....	do.
John Huston.....	do.
N. Ewing, President.....	Uniontown.
Armstrong Hadden, Treasurer and Secretary.....	do.
William H. Baily, Superintendent.....	do.

NESQUEHONING VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. B. Moorhead, president, and James S. Cox, treasurer, of the Nesquehoning Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

J. B. MOORHEAD, *President.*

JAMES S. COX, *Treasurer.*

Sworn and subscribed before me, this 4th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt..

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	104,500 00
Amount paid in as by last report.....	30,600 00
Total amount now paid in of capital stock.....	43,880 00
Funded debt, as per last report.....	None.
Total amount now of floating and funded debt.....	None.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$21,348 35	.....
To wit:—Right of way.....	\$1,202 68	.....
Graduation and ma-		
sonry.....	26,943 03	.....
Superstructure, includ-		
ing iron.....	4,062 05	.....
Engineering.....	3,909 41	.....
		\$36,117 17

Characteristics of Road.

Length of main line of road, from Mauch Chunk to Hometown,	13 miles.
Length of road laid.....	None.
Gauge of road.....	4 ft. 8½ in.

Doings of the year in Transportation.

The road being unfinished, no business has been done over it.

Names and Residence of Officers.

Directors.	Post office address.
J. B. Moorhead.....	Philadelphia.
James S. Cox.....	do.
Thomas L. Foster.....	Mauch Chunk.
Erkine Hazard.....	Philadelphia.
Samuel Hepburn.....	Carlisle.
Jacob P. Jones.....	Philadelphia.
John Leisenring.....	Mauch Chunk.
Andrew Manderson.....	Burlington, N. J.
W. G. Moorhead.....	Philadelphia.
Samuel H. Stokes.....	do.
W. H. Talcott.....	Jersey city.
J. V. Williamson.....	Philadelphia.
S. V. Merrick.....	do.
J. B. Moorhead..... President.	
James S. Cox..... Treasurer and Secretary.	

CATAWISSA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared T. Haskins Du Puy, president, and Washington L. Gilroy, treasurer, of the Catawissa railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) T. HASKINS DU PUY, *President.*
W. L. GILROY, *Treasurer.*

Sworn and subscribed before me, this 4th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$3, 350, 000 00
Amount of stock subscribed.....	3, 350, 000 00
Amount paid in as by last report.....	3, 350, 000 00
Total amount now paid in of capital stock.....	3, 350, 000 00
Funded debt, as per last report.....	34, 000 00
Total amount now of funded debt.....	*284, 000 00
Floating debt, as by last report.....	†105, 646 40
The amount now of floating debt.....	68, 380 33
Total amount now of floating and funded debt.....	352, 380 33
Average rate per cent. per annum of interest on funded debt,	6 ⁷⁷ / ₁₀₀ per cent.
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	\$3, 634, 000 00	\$3, 634, 000 00

*Authorized but not issued.

†The item called "floating debt" covers the debts of the Catawissa, Williamsport and Elmira railroad partially.

Characteristics of Road.

Length of main line of road, from the junction with Little Schuylkill navigation railroad and coal company's railroad, eight miles north of Tamaqua, Schuylkill county, to Milton, Northumberland county.....	65 miles.
Length of road laid.....	65 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 and 57 lbs.
Roads leased by the company and operated by the company,	4
Number of first class passenger cars, rated as eight wheel cars, (and 3 others in second class condition,) average cost of each \$2,100.....	7
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,250).....	4
Number of freight cars, rated as eight wheel cars, (average cost of each \$518).....	359
Number of coal cars, (average cost of each \$350).....	67
Number of iron bridges.....	None.
Number of wooden bridges.....	11
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	2
Number of depots on main road.....	7
Number of wood and water stations on main road.....	10
Number of tunnels (length of each 1,400, 200 and 400 feet,).....	3
How is track laid, and on what foundation? On cross ties 8 feet long, 8 inches face, 6 inches thick; laid on red shale slate, broken stone and earth ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	145,532
Number of miles run by freight trains.....	86,618
Number of miles run by coal trains.....	95,463
Gross amount of tonnage for the year.....	255,792
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20 miles.
Average rate of speed adopted by express trains, (including stops).....	20 "
Average rate of speed adopted by freight trains, (including stops).....	10 "

CATAWISSA

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	150,346
Pig iron.....	13,622
Railroad iron.....	9,003
Agricultural products.....	28,394
Merchandize.....	9,189
Manufactures.....	3,771
Live stock.....	2,666
Lumber.....	36,483
Other articles.....	2,318
Total.....	255,792

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$63,487 57	\$46,345 92	\$17,141 65
Taxes on real estate.....	807 53	185 74	621 79
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	32,772 29	7,537 62	25,234 67
Repairs of passenger and baggage cars.....	7,008 90	1,612 04	5,396 86
Repairs of freight cars.....	16,813 14	3,867 02	12,946 12
Repairs of tools and machinery in shops.....	3,275 30	753 32	2,521 98
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	6,290 83	1,446 89	4,843 94
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	5,281 74	1,214 80	4,066 94
Agents and clerks.....	14,741 42	3,390 53	11,350 89
Porters, watchmen and switch tenders.....	7,844 00	1,804 12	6,039 88
Wood and water station attendance.....	1,549 41	356 37	1,193 04
Conductors, baggage masters and brakemen.....	18,912 14	4,349 79	14,562 35
Engineermen and firemen.....	14,940 01	3,436 20	11,503 81
Fuel—cost of labor for preparing for use.....	21,758 87	5,004 52	16,754 33
Oil and waste for engines and tenders, passenger, baggage and freight cars....	8,169 80	1,879 06	6,290 74
Loss and damage of goods and baggage.....	932 48	214 47	718 01
General superintendence.....	2,500 00	575 00	1,925 00
Contingencies.....	6,600 04	1,518 01	5,082 03
Total.....	233,685 47	85,491 44	148,194 03

CATAWISSA

Receipts from all Sources.

From passengers.....	\$70,384 66
freight.....	223,800 10
mail transportation.....	7,891 65
other sources.....	6,491 34
Total.....	<u>308,567 75</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$297,102 01
interest.....	14,395 00
Total.....	<u>311,497 01</u>

Accidents.

EMPLOYEES—killed, 5; injured, 4.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

Nov. 26. — Armstrong, trackman, killed at Muncy; caused by freight train coming in collision with hand car, while backing up for the purpose of getting coupled with coal car.

1863.

Feb. 12. William Hamilton, brakeman, injured at Quakake; was caught between two cars while coupling.

March 5. — Molson, colored employee on freight train, killed; caused by breaking of axle; was thrown off, and car load of lumber fell upon him.

April 21. Thomas Gillingham, brakeman, had right hand badly injured while coupling cars at Rupert.

May 27. James Stoner, freight brakeman, killed near Dewart; coroner's verdict, that the cause was a collision between Catawissa railroad freight train and Philadelphia and Erie freight train, on account of the latter running out of time.

June 3. Henry E. Caren, foreman, killed at Williamsport; caused by attempting to couple cars, and caught between bumpers.

July 4. Wm. Shuman, brakeman, badly injured while making up freight train.

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- July 10. Stephen Kelly, brakeman, killed at Quakake; slipped and fell while getting on engine; tank passed over him.
- Sept. 15. John Booth, brakeman, broke his wrist at Quakake; caused by falling from caboose while running north.

Names and Residence of Officers.

Directors.	Post office address.
S. V. Merriek.....	Philadelphia.
James S. Cox.....	do.
M. P. Hutchinson.....	do.
Wm. P. Chandler.....	do.
Robert Bayard.....	New York.
Charles R. Paxton.....	Bloomsburg, Pa.
T. Haskins Du Puy, President.....	Philadelphia.
W. L. Gilroy, Treasurer.....	do.
M. P. Hutchinson, Secretary.....	do.
George Webb, Superintendent.....	Williamsport.

BEAVER MEADOW.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared A. G. Brodhead, Jr., superintendent, and L. Chamberlain, treasurer, of the Beaver Meadow railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) A. G. BRODHEAD, JR., *Superintendent.*
 L. CHAMBERLAIN, *Treasurer.*

Sworn and subscribed before me, this 27th day of November, 1863.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Amount paid in as by last report.....	\$1,816,150 00
Total amount now paid in of capital stock.....	1,983,900 00
Funded debt, as per last report.....	1,500 00
Total amount now of funded debt.....	1,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend: January, July and October.	
Rate per cent. per annum of dividend: In January, a dividend of 5 per cent. in cash and 10 per cent. in stock; July, 5 per cent.; October, 2½ per cent.	
Amount of capital on which the respective dividends were declared: January—\$1,816,150; July—\$1,983,400; October—\$1,983,900.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,042,691 94	\$1,064,230 16
Equipment—estimated present value.....	317,328 74	400,560 44

Characteristics of Road.

Length of main line of road, from Mauch Chunk to Audenried,	24½ miles.
Length of road laid.....	24½ "
Length of double track, including sidings.....	24½ "

Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track: about one-fourth 56 pounds, balance 60 pounds.	
Number of engine houses and shops: 5 engine houses, 1 machine shop.....	6
Number of engines.....	19
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,000)	2
Number of baggage, mail and express cars, (rated as eight wheel cars)	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$600).....	3
Number of coal cars: 1,000 four wheeled, and 300 eight wheeled. Average cost of each—\$180 for four wheeled; \$420 for eight wheeled.....	1,300
Number of iron bridges.....	3
Number of wooden bridges.....	5
Number of depots on main road.....	6
Number of wood and water stations on main road: 1 wood and 6 water stations.....	7
Value of real estate held by the company, exclusive of roadway.....	\$54,072 44
How is track laid, and on what foundation? Partly stone ballast, partly without—oak cross ties.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	} 38,507
Number of miles run by freight trains.....	
These trains run together.	
Number of miles run by coal trains.....	208,573
Number of passengers (all classes) carried in cars.....	21,501
Number of tons of 2,000 lbs. of through freight for the year on main road.....	15,022
Gross amount of tonnage for the year: coal, 1,595,729 tons of 2,000 lbs.; merchandize, 15,022 tons of 2,000 lbs.; lumber, 5,965,129 feet—not weighed.	

The amount of Freight, specifying the quantity in Tons.

Anthracite coal, 1,424,758 tons of 2,240 lbs.	
Other articles not kept in detail, answered in gross above, 15,022 tons of 2,000 lbs.	
Lumber—not weighed.....	5,965,129 feet.

BEAVER MEADOW

The rate of fare for Passengers charged for the respective classes per mile, as follows:

Only one class 3½ cents

EXPENSES.

The accounts are not kept so as to furnish the details according to the questions—following are the expenditures :

Taxes on real estate.....	\$566 75
State taxes.....	7, 388 25
United States taxes.....	11, 517 58
Expended on repairs of railroad, bridges, machinery of shops and tools, iron, engine houses, damages by flood.....	102, 344 49
Wages of engineers, firemen, brakemen, repairs of engines, fuel, oil, &c.....	81, 739 28
Repairing and oiling cars.....	24, 650 00
Superintendence, salaries, office expenses, &c.....	10, 356 31
Weighing coal.....	1, 995 49
Total.....	240, 558 15

Receipts from all Sources.

From passengers.....	\$8, 019 47
freight.....	571, 369 15
mail transportation.....	1, 047 96
interest.....	1, 669 00
other sources (mine leave).....	1, 113 40
Total.....	583, 218 98

Payments other than for Construction.

For maintaining and operating the road.....	\$240, 558 15
For dividends.....	253, 940 00
For interest.....	89 10
For other payments, engines and cars.....	85, 524 50

Accidents.

KILLED —employees.....	2
others.....	3
Total.....	5

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INJURED—employees.....	13
others.....	3
Total.....	<u>16</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1863.

- Feb. 19. William Seip, brakeman on passenger train—two fingers crushed when in the act of coupling cars at Weatherly.
- March 4. John Bathman—foot slightly injured through carelessness at Weatherly.
- “ 14. John Barnes (boy) in attempting to get on a train of coal cars while in motion, at Penn Haven, was slightly injured in his head.
- “ 18. William Kreeger, brakeman, had his foot caught between the bumpers of coal cars at Weatherly and was slightly injured.
- “ 18. David Heller, brakeman, foot caught between bumpers of coal cars at Weatherly and slightly injured.
- Apr. 30. William Gangwere, brakeman, struck by a pulling rope at Mauch Chunk and slightly injured.
- May 15. John Call, brakeman, foot bruised severely between coal car and bumpers at Mauch Chunk.
- “ 20. Paul Heiser, brakeman, in walking over the top of coal cars at Weatherly missed his footing, fell under the cars and was instantly killed.
- June 3. Lewis Drumbore, fireman, and Frank Eck, brakeman, were slightly scalded at Weatherly by the bursting of an engine flue.
- “ 16. George Shiner, engineer, was killed at Penn Haven by coal cars being moved on the track by the Hazleton company's engine, while under the cars in the act of adjusting a brake.
- July 7. Mrs. Elizabeth M'Dermott was run over by a truck at Weatherly while in the act of picking up coal on the railroad. She was deaf and did not hear the signal.
- “ 10. Stephen Kelly, fireman on Catawissa engine, was killed at Weatherly in attempting to jump on the engine while in motion. He was intoxicated at the time.
- Aug. 12. Michael Hanlin was killed at Penn Haven. He, contrary to rule, jumped on a coal train, fell between the cars and was run over.
- “ 12. Charles Miller, brakeman on coal train, was slightly injured at Weatherly in jumping off the cars.
- Sept. 17. Noah Moyer, brakeman on coal train, was caught between bumpers of cars and toe bruised.

BEAVER MEADOW

- Sept. 26. John Nuss, brakeman on coal train, was caught between cars and locomotive near Weatherly and had his foot slightly injured.
- Oct. 21. ——— Stehley, riding on coal cars, contrary to rule, fell off at Penn Haven and was considerably injured.
- “ 22. Augustus Kruehner, brakeman on coal train, in getting on the engine at Weatherly slipped and had his toe crushed by truck wheel so as to require amputation.
- “ 23. Griffin Bauchman, brakeman, while in the act of sanding the track above Weatherly had his heel and ankle slightly injured.
- Nov. 12. Richard Delihey laid along side of the railroad track below Weatherly, was struck by the locomotive tender and was seriously injured in the head.

Names and Residence of Officers.

Directors.	Post office address.
Robert Pearson.....	Philadelphia.
Jacob B. Smith.....	do.
Thomas Ridgway.....	do.
Jesse Godley.....	do.
Samuel C. Ford.....	do.
Joseph H. Dulles.....	do.
John H. Towne.....	do.
Washington Brown.....	do.
William L. Schafer.....	do.
Edward H. Trotter.....	do.
William W. Longstroth, President.....	Philadelphia.
L. Chamberlain, Treasurer and Secretary.....	do.
A. G. Brodhead, Jr., Superintendent.....	Mauch Chunk.

CATASAUQUA AND FOGELSVILLE.

STATE OF PENNSYLVANIA, } ss:
Lehigh County, }

Personally appeared Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua and Fogelsville railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOSHUA HUNT, *President.*
 JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this — day of December, 1863.

WM. H. WOLF, *J. P.*

Stock and Debt.

Capital stock as authorized by law—as much as is required to complete the road.

Amount of stock subscribed.....	\$332, 275 00
Amount paid in as by last report.....	332, 275 00
Total amount now paid in of capital stock.....	332, 275 00
Date of dividend—1862.	
Rate per cent. per annum of dividend.....	6 per cent.
Amount of capital on which the respective dividends were declared.....	332, 275 00

By present report.

Cost of road and equipment.....	332, 275 00
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Characteristics of Road.

Length of main line of road, from Catasauqua to Trexlertown, .	12 miles.
Length of road laid.....	12 "
Length of double track, including sidings.....	14 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 lbs.,
Branch roads owned by company.....	None.
Roads leased by the company.....	None.

CATASAUQUA AND FOGELSVILLE

Number of engine houses and shops.....	1
Number of engines.....	3
Number of first class passenger cars.....	None.
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$900).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$450).....	2
Number of coal cars.....	None.
Number of iron bridges.....	2
Number of wooden bridges.....	None.
Number of stone bridges.....	1
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	5
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of roadway.....	\$5,000 00
How is track laid, and on what foundation? In the ordinary way, with furnace cinder foundation.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger and freight trains.....	15,024
Gross amount of tonnage for the year.....	102,551.10 tons.
Average rate of speed adopted by freight trains, (including stops) miles per hour.....	12

The amount of Freight, specifying the quantity in Tons.

Anthracite coal, (tons of 2,240 pounds).....	4,637.11
Iron and other ores.....	71,666.01
Lime and limestone.....	24,373.13
Agricultural products.....	1,573.07
Merchandize.....	41.04
Manufactures.....	11.18
Lumber.....	171.02
Other articles.....	76.14
Total	102,551.10

The rate of fare for Passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3 cents.
For first class way passengers.....	2 "

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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$8, 110 33
Taxes on real estate, including smith bill.....	1, 752 07

Repairs of Machinery.

Repairs of engines and tenders.....	\$4, 424 51
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	609 67
New locomotive.....	10, 174 15

Operating the Road.

Office expenses, stationery, &c., agents and clerks.....	\$1, 250 00
Engineermen and firemen.....	1, 900 02
Fuel—coal used.....	2, 296 44
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	373 36
General superintendence.....	800 00
Contingencies.....	292 61

Receipts from all Sources.

From passengers and freight.....	\$38, 881 57
No accidents.	

Names and Residence of Officers.

Directors.	Post office address.
David Thomas.....	Catasauqua, Pa.
C. A. Luckenbach.....	Bethlehem.
J. T. Knight.....	Easton.
B. S. Chidsey.....	do.
John Drake.....	do.
Samuel Thomas.....	Hokendauqua.
Theodore Mitchell.....	Philadelphia.
John Thomas.....	Catasauqua.
Markine Hazard.....	Philadelphia.
Thomas Earp.....	do.
Joshua Hunt, President.....	Catasauqua.
John Williams, Treasurer and Secretary.....	do.
John Thomas, Superintendent.....	do.

ALLEGHENY VALLEY.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared Felix R. Brunst, president, and Robert C. Orr, treasurer, of the Allegheny Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) **FELIX R. BRUNST, President.**
ROBERT C. ORR, Treasurer.

Sworn and subscribed before me, this 31st day of December, 1863.
JAMES M. TAYLOR, J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	2,066,350 00
Amount paid in, as by last report.....	1,649,900 00
Total amount now paid in of capital stock.....	1,649,900 00
Funded debt, as per last report.....	378,000 00
Total amount now of funded debt.....	378,000 00
Floating debt, as by last report.....	50,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	378,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Cost of road and equipment.....	\$1,787,000 00	\$1,828,731 00

Characteristics of Road.

Length of main line of road, from Pittsburg to New York	
State line.....	180 miles.
Length of road laid.....	43 ²¹ / ₁₀₀ miles.
Length of double track, including sidings.....	5 ¹⁸ / ₁₀₀ "
Gauge of road.....	4 ⁷⁸ / ₁₀₀ feet.
Weight of rail per yard on main track.....	60 pounds.

RAILROAD REPORT.

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Number of engine houses and shops	3
Number of engines	9
Number of first class passenger cars, rated as eight wheel cars,	8
Number of baggage, mail and express cars, rated as eight wheel cars.....	2
Number of freight cars, rated as eight wheel cars.....	41
Number of coal cars.....	21
Number of iron bridges.....	None.
Number of wooden bridges	14
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	1
Number of depots on main road.....	10
Number of wood and water stations on main road.....	6

No tunnel.

How is track laid, and on what foundation? Oak cross ties ballasted with gravel and broken stone.

Doings of the year in Transportation.

Number of through passengers for the year on main road,	22, 897
Number of passengers (all classes) carried in cars.....	138, 752
Number of tons of 2,000 lbs. of through freight for the year on main road.....	10, 454
Gross amount of tonnage for the year.....	151, 574
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	15
Average rate of speed adopted by freight trains, including stops	10

The amount of Freight, specifying the quantity in Tons.

Bituminous coal.....	53, 496
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*The rate of Fare for Passengers charged for the respective classes per mile,
as follows:*

For first class through passengers.....	3 cents.
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EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$27, 774 73
Taxes on real estate.....	838 89
Total	<u>28, 613 62</u>

ALLEGHENY VALLEY

Repairs of Machinery.

Repairs of engines and tenders—total cost of motive power,	\$23,712 82
Repairs of passenger, baggage and freight cars.....	7,991 27
New tools and machinery in shops.....	2,167 36
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	3,379 35
Total.....	37,250 80

Operating the Road.

Operating the road.....	\$28,190 24
Total expenses.....	\$94,054 66

Receipts from all Sources.

From passengers.....	\$84,407 80
freight.....	96,261 05
mail transportation	3,150 00
interest.....	295 00
Total	184,113 86

Payments other than for Construction.

For maintaining and operating the road.....	\$94,054 66
interest.....	27,270 00
other payments.....	62,789 20
Total.....	184,113 86

Names and Residence of Officers.

Directors.	Post office address.
Felix R. Brunst.....	Pittsburg.
James B. Murray.....	do.
George Black.....	do.
N. Holmes.....	do.
James Park, Jr.....	do.
B. F. Jones.....	do.
Dr. W. Reynolds.....	Kittanning.
Felix R. Brunst, President.....	Pittsburg.
E. C. Orr, Treasurer and Secretary.....	do.
Franklin Wright, Superintendent.....	do.

NORTHERN CENTRAL.

STATE OF MARYLAND, }
 Baltimore City, } ss:

Personally appeared J. D. Cameron, president, and J. S. Lieb, treasurer, of the Northern Central railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 23d day of December, 1863.

JOS. W. BLAKE, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$8,000,000 00
Amount of stock subscribed.....	*2,260,000 00
Amount paid in as by last report.....	*2,260,000 00
Total amount now paid in of capital stock.....	*2,260,000 00
Funded debt, as per last report.....	5,150,000 00
Total amount now of funded debt.....	4,858,600 00
Floating debt, as by last report.....	Surplus assets.
The amount now of floating debt.....	" "
Total amount now of floating and funded debt.....	4,858,600 00
Average rate per cent. per annum of interest on funded debt.....	6 per cent,
No dividend declared.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction, including real estate for depots, &c.....	\$7,565,401 29	\$7,894,189 29
Equipment.....	774,568 00	774,568 00
Total cost.....	<u>8,339,969 29</u>	<u>8,668,757 29</u>

* Including \$200,000 held by the city of Baltimore, subject to ordinance No. 67 of 1864, and supplements, and \$216,750 held by company.

NORTHERN CENTRAL

Characteristics of Road.

Length of main line of road from Baltimore to Sunbury.....	138 $\frac{1}{8}$ miles.
Length of road laid.....	138 $\frac{1}{8}$ "
Length of double track, including sidings.....	23 "
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 pounds.
Roads leased by the company, viz: Wrightsville, York and Gettysburg railroad, 13 miles; Shamokin Valley and Potts- ville railroad, 28 miles; Elmira and Williamsport, 78 miles.	
Number of engines (including leased road engines).....	75
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,000).....	38
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,000).....	15
Number of freight cars, rated as eight wheel cars, (average cost of each \$500).....	700
Number of coal cars, rated as four wheel cars, (average cost of each \$200).....	2,000
Number of iron bridges.....	12
Number of wooden bridges.....	158
Number of stone bridges.....	4
Number of railroads crossed at grade.....	5
Number of depots on main road.....	12
Number of wood and water stations on main road.....	17
Number of tunnels—length 300 feet.....	1
How is track laid, and on what foundation? Stone ballast, ties two feet apart, rail breaking joints, with double lip wrought chair.	

RAILROAD REPORT.

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Doings of the year in Transportation, and total Miles Run.

	Main road.	*Shamo- kin.	† Elmira.
Number of miles run by passenger trains . . .	222,990	.....	51,099
Number of miles run by freight trains.....	568,014	24,743	94,797
Number of miles run by ballast and wood trains.	40,222	.....	4,170
Number of through passengers for the year on main road.	33,821	.....
Number of passengers (all classes) carried in cars.....	428,582 ¹	.....
Number of tons of 2,000 lbs. of through freight for the year on main road.....	98,522	.....
Gross amount of tonnage for the year.....	1,028,148	.....
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20	.....
Average rate of speed adopted by express trains, (including stops).....	23	.....
Average rate of speed adopted by freight trains, (including stops).....	8	.....

The amount of Freight, specifying the quantity in Tons.

Anthracite and bituminous coal.....	469,140
Pig iron.....	24,489
Railroad iron.....	6,692
Other iron or castings.....	10,688
Iron and other ores.....	21,894
Lime and limestone.....	37,373
Agricultural products.....	68,573
Merchandise.....	30,289
Manufactures.....	44,523
Live stock.....	95,451
Lumber.....	75,786
Other articles.....	143,250
Total.....	1,028,148

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	2 ¹ / ₄ cents.
For first class way passengers.....	3 ¹ / ₈ " "
For second class through passengers.....	1 ¹ / ₂ " "

* From February 1 to October 31.

† From May 1 to October 31.

EXPENSES.

<i>Maintaining the Road or Real Estate of the Corporation.</i>	AMOUNT.	ALLOTTED TO	
		Pass. Trans.	Freight Trans.
Repairs or maintenance of way, including buildings..... } Taxes on real estate..... }	\$457,699 87	\$188,079 95	\$274,619 92
<i>Repairs of Machinery.</i>			
Repairs of engines and tenders.....	142,281 69	56,892 68	85,389 01
Repairs of passenger and baggage cars.....	58,740 71	23,498 28	85,244 43
Repairs of freight cars.....	227,778 65	91,109 46	186,664 19
Repairs of tools and machinery in shops.....	81,208 82	12,481 58	18,722 29
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	81,154 05	32,461 64	48,692 41
<i>Operating the Road.</i>			
Office expenses, stationery, &c.....	25,665 95	10,266 88	15,399 57
Agents and clerks.....	97,608 55	89,048 42	58,565 18
Labor—loading and unloading freight.....	15,960 72	6,884 29	9,576 43
Porters, watchmen and switch tenders.....	89,627 16	15,850 88	28,776 29
Wood and water station attendance.....	69,964 26	27,985 70	41,976 56
Conductors, baggage masters and brakemen.....	78,721 77	29,488 71	44,283 06
Engineermen and firemen.....	71,151 80	28,460 72	42,691 08
Fuel—and cost of labor preparing for use.....	162,887 44	65,164 98	97,732 46
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	14,674 96	5,949 98	8,924 96
Loss and damage of goods and baggage.....	87,089 70	84,885 88	52,253 82
Use of freight cars.....	54,774 98	21,909 99	32,864 99
Shoveling snow.....	588 68	215 48	823 16
Damages to property, including damages by fire, and cattle killed on road.....			
General superintendence.....	29,477 14	11,790 86	17,686 26
Contingencies.....	92,194 42	36,877 77	55,816 65
Total.....	1,834,841 21	788,786 51	1,100,604 70

Including N. C. railway and W. Y. & G. R. R. for the whole year, S. & P. V. R. R. since Feb. 1, E. & W. since May 1.

RAILROAD REPORT.

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Receipts from all Sources.

From passengers.....	\$844,630 07
freight.....	1,497,670 91
mail transportation.....	32,925 00
other sources	73,148 85
Total.....	*2,448,374 83

Payments other than for Construction.

For maintaining and operating the road.....	\$1,834,341 21
For interest	324,311 99
For surplus funds	157,947 08
For other payments.....	131,774 55
Total.....	2,448,374 83

Names and Residence of Officers.

Directors.	Post office address.
Robert Turner.....	Baltimore, Md.
Samuel T. Hatch.....	do.
George Small.....	do.
B. F. Newcomer.....	do.
Thomas A. Scott.....	Philadelphia, Pa.
Jacob P. Jones.....	do.
John M. Kennedy.....	do.
Wistar Morris.....	do.
Edward C. Biddle.....	do.
Henry Welsh.....	York, Pa.
William Colder.....	Harrisburg, Pa.
A. E. Kapp.....	Northumberland, Pa.
Joseph D. Potts.....	Williamsport, Pa.
John A. Wright.....	Lewistown, Pa.
J. D. Cameron, President.....	Harrisburg, Pa.
John S. Leib, Treasurer.....	Baltimore, Md.
Robert S. Hollins, Secretary.....	do.
J. N. Da Barry, General Superintendent.....	Harrisburg, Pa.
H. Stanley Goodwin, Chief Engineer.....	do.
Stephen Little, Auditor.....	Baltimore, Md.
Ed. S. Young, General Freight and Passenger Agent.....	do.

* Including following roads leased: Wrightsville, York and Gettysburg railroad, Shemokin Valley and Pottsville railroad, since February 1st, and Elmira and Williamsport railroad since May 1st.

EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, } ss:
Berks County, }

Personally appeared Edward M. Clymer, president, and William M. Hiester, treasurer, of the East Pennsylvania railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

WILLIAM M. HIESTER, *Treasurer.*

Sworn and subscribed before me, this 29th day of December, 1863.

GEO. D. STITZEL, *Associate Judge.*

Stock and Debt.

Capital stock as authorized by law.....	\$700,000 00
Amount of stock subscribed.....	604,400 00
Amount paid in as by last report.....	492,400 00
Total amount now paid in of capital stock.....	604,190 00
Funded debt, as per last report.....	598,400 00
Total amount now of funded debt.....	598,400 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	598,400 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
No dividend.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$873,116 25	\$1,161,430 53
Equipment.....	105,245 23	104,940 88
Total cost.....	<u>978,361 48</u>	<u>1,266,371 41</u>

Characteristics of Road.

Length of main line of road, from Reading to Allentown.....	36 miles.
Length of road laid.....	36 "
Gauge of road.....	4 feet 8½ in.

RAILROAD REPORT.

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Weight of rail per yard on main track.....	52 & 57 lbs.
Branch roads owned by company, viz: Temple branch to Tuckerton, on P. and R. R. R.....	1
Number of engine houses and shops.....	2
Number of engines.....	7
Number of first class passenger cars, (rated as eight wheel cars).....	3
Number of baggage, mail and express cars, (rated as eight wheel cars).....	1
Number of freight cars, (rated as eight wheel cars).....	65
Number of wooden bridges.....	2
Number of stone bridges.....	10
Number of depots on main road.....	10
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of roadway.....	\$23,764 63
How is track laid, and on what foundation? Ten inch broken stone ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	75,095
Number of miles run by freight trains.....	76,725
Number of passengers (all classes) carried in cars.....	127,185½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	40,828
Gross amount of tonnage for the year.....	225,339

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	\$21,063½
Bituminous coal.....	2,802½
Pig iron—railroad iron—other iron or castings.	26,702¼
Iron and other ores.....	115,902½
Agricultural products.....	10,205¼
Merchandise.....	22,486½
Live stock.....	21,921¼
Lumber.....	4,255
Total	225,339

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

EAST PENNSYLVANIA

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$16,422 48
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Repairs of Machinery.

Repairs of engines and tenders.....	\$3,922 00
Repairs of passenger and baggage cars.....	562 26
Repairs of freight cars.....	4,881 93
Repairs of tools and machinery in shops.....	286 26
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	361 10
Total	10,013 55

Operating the Road.

Office expenses, stationery, &c.....	\$1,903 24
Agents and clerks.....	7,864 67
Labor—loading and unloading freight.....	1,368 50
Porters, watchmen and switch tenders.....	760 83
Conductors, baggage masters and brakemen.....	7,808 10
Enginemen and firemen.....	6,996 33
Fuel—cost of labor for preparing for use.....	16,271 48
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,742 31
Loss and damage of goods and baggage.....	692 20
Use of freight cars.....	4,373 00
General superintendence.....	6,500 00
Contingencies.....	4,363 58
Total	61,644 24

Total expenses	\$88,080 27
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Receipts from all Sources.

From passengers.....	\$90,470 75
freight.....	143,687 24
mail transportation.....	1,800 00
other sources.....	2,285 01
Total	238,243 00

Accidents.

Jackson Sherman, an employee, was injured.

Names and Residence of Officers.

Directors.	Post office address.
W. H. Clymer.....	Reading.
D. H. Hunter	do.
Horatio Trexler	do.
Isaac Ely.....	do.
Hiester Clymer.....	do.
George P. Frill.....	do.
Edward Brooke.....	Birdsboro'.
E. K. Alburttis	New York.
E. M. Clymer, President.....	
Reading.	
W. M. Hiester, Treasurer and Secretary.....	
do.	
E. M. Clymer, Superintendent.....	
do. .	

TYRONE AND CLEARFIELD.

TYRONE AND CLEARFIELD RAILROAD COMPANY, }
PHILADELPHIA, Dec. 22, 1863. }

HON. ISAAC SLENKER,
Auditor General:

DEAR SIR:—Your communication of September 30th, addressed to the president of the Tyrone and Clearfield railroad company, has reached my hands.

The president was the late General R. C. Hale, and in consequence of his death, your communication has not received more prompt attention, as his successor has not been elected until within a very recent period.

The Tyrone and Clearfield railroad is still in the course of construction, and cannot be opened for general business before next spring, as the state of the weather will not admit of the completion of the track, and this being the case, will it be necessary to fill up the blank you sent as best we can, which must be very vague and indefinite, or let it remain until the road shall be completed?

Respectfully yours,

H. H. SHILLINGFORD,
Secretary and Treasurer.

WRIGHTSVILLE, YORK AND GETTYSBURG.

STATE OF MARYLAND, }
Baltimore City, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Wrightsville, York and Gettysburg railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 23d day of December, 1863.

JOS. W. BLAKE, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	317,050 00
Amount paid in as by last report.....	317,050 00
Total amount now paid in of capital stock.....	317,050 00
Funded debt, as per last report.....	52,000 00
Total amount now of funded debt.....	52,000 00
Floating debt, as by last report.....	24,180 43
The amount now of floating debt.....	24,180 43
Total amount now of floating and funded debt.....	76,180 43
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date of dividend—December 31.	
Rate per cent. per annum of dividend.....	2 per cent.
Amount of capital on which the respective dividends were declared.....	317,050 00

Cost of Road.

	By last report.	By present report.
Construction.....	\$393,230 43	\$393,230 43

No equipment.

WRIGHTSVILLE, YORK AND GETTYSBURG

Characteristics of Road.

Length of main line of road, from York to Wrightsville.	13 miles.
Length of road laid.	13 "
Length of double track, including sidings.	$\frac{1}{2}$ "
Gauge of road.	4 feet $8\frac{1}{2}$ in.

Doings of the year in Transportation.

NOTE.—The Wrightsville, York and Gettysburg railroad is leased to the Northern Central railway company, and the operations are embraced in their report.

Names and Residence of Officers.

Directors.	Post office address.
Thad. Stevens.	Lancaster, Pa.
Philip A. Small.	York, Pa.
Samuel Shoch.	Columbia, Pa.
John Hough.	York, Pa.
Mi Lewis.	do.
Alex. J. Frey.	do.
John M. Stevenson, Jr.	Baltimore, Md.
Latimer Small.	York, Pa.
J. D. Cameron, President.	Harrisburg.
John S. Leib, Treasurer.	Baltimore.
Robert S. Hollins, Secretary.	do.
J. N. Du Barry, Superintendent.	Harrisburg.

PHILADELPHIA, WILMINGTON AND BALTIMORE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared S. M. Felton, president, and Alfred Horner, treasurer, of the Philadelphia, Wilmington and Baltimore railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) S. M. FELTON, *President.*

A. HORNER, *Treasurer.*

Sworn and subscribed before me, this 23d day of December, 1863.

GEO. PATCHEL, *J. P.*

Stock and Debt.

Capital stock as authorized by law—no fixed amount. Have
 a convertible loan.

Amount of stock subscribed.....	Cannot say.
Amount paid in, as by last report.....	\$5,620,500 00
Total amount now paid in of capital stock.....	7,460,000 00
Funded debt, as per last report.....	2,285,000 00
Total amount now of funded debt.....	1,017,500 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	1,017,500 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend—April 1, and October 1.	
Rate per cent. per annum of dividend.....	10 per cent.
Amount of capital on which the respective dividends were declared—April 1, \$5,948,000; October 1, \$7,439,500.	

Characteristics of Road.

Length of main line of road, from Philadelphia to Baltimore,	95.95 miles.
Length of road laid.....	95.95 "
Length of double track, including sidings.....	51.34 "
Gauge of road.....	4 ft. 8½ in.

214 PHILADELPHIA, WILMINGTON AND BALTIMORE

Weight of rail per yard on main track—50, 52½, 56, 58, 60 and 65 pounds.

Roads leased by the company, viz: Southwark, New Castle and Wilmington, and Delaware railroads.

Number of engine houses and shops, (3 engine houses and 12 shops).....	15
Number of engines (report of 1862).....	36
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,500).....	66
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,200).....	32
Number of freight cars, rated as eight wheel cars, (average cost of each \$650).....	828
Number of coal cars, (average cost of each \$570).....	
Number of iron bridges.....	1
Number of wooden bridges.....	26
Number of stone bridges.....	12
Number of railroads crossed at grade.....	2
Number of depots on main road.....	30
Number of wood and water stations on main road.....	10
No tunnels.	

How is track laid, and on what foundation? Generally with joint blocks on a bed of gravel.

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	401, 863
Number of miles run by freight trains.....	245, 157
Number of through passengers for the year on main road....	290, 457
Number of passengers (all classes) carried in cars.....	1, 069, 961
Gross amount of tonnage for the year.....	250 668 ²⁰⁷
Average rate of speed adopted by passenger trains, including stops, (miles per hour).....	20
Average rate of speed adopted by express trains, (including stops).....	
Average rate of speed adopted by freight trains, (including stops).....	12
Average weight in tons of passenger trains, exclusive of passengers and baggage.....	100
Average weight in tons of freight trains, exclusive of freight,	160

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	7, 174. 630
Pig iron.....	6, 149. 353

RAILROAD REPORT.

Railroad iron.....	300.
Other iron or castings.....	5,832.400
Lime and limestone.....	3,321.520
Agricultural products.....	50,421.100
Live stock.....	27,813.500
Lumber.....	9,501.900
Other articles.....	140,153.807
Total.....	250,668.207

EXPENSES.

Maintaining the road, repairs of machinery, and operating the road..... \$938,129 19

Receipts from all Sources.

From passengers.....	\$1,834,133 75
freight.....	619,562 08
mail transportation.....	39,750 06
other sources.....	46,802 43
Total.....	2,540,248 32

Payments other than for Construction.

For dividends, and U. States tax; 3 per cent..... \$690,077 32
 interest..... 84,606 44

Accidents.

KILLED —passengers.....	1
employees.....	2
others.....	2
Total.....	5
INJURED —passengers.....	3
others.....	4
Total.....	7

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon the person, and the name of such person, as follows:

1863.

216 PHILADELPHIA, WILMINGTON AND BALTIMORE

- May 14. Three passenger cars thrown off the track at Elkton; cause unknown; Mrs. Kirk and Mrs. O. D. Jenkins slightly injured, and a man unknown had his collar bone broken.
- June 15. D. Vanderbent killed at Darby bridge, in getting on top of a car whilst passing through the bridge.
- July 9. Charles Ambler, brakeman, was killed at Orange farm bridge, in getting on top of a car whilst passing under the bridge.
- Sept. 10. Engine and four freight cars run into the draw of the Brandywine bridge, killing H. Howard, brakeman, and injuring J. Wood, engineer.

Names and Residence of Officers.

Directors.	Post office address.
Samuel M. Felton.....	Philadelphia.
Monsieur Robinson.....	do.
Wm. Lyttleton Savage.....	do.
John A. Duncan.....	Wilmington, Del.
Jesse Lane.....	do.
Joseph Bringhurst.....	do.
Frederick A. Curtis.....	Newark, N. J.
John C. Groome.....	Elkton, Md.
J. J. Cohen.....	Baltimore.
Thomas Kelso.....	do.
Columbus O'Donnell.....	do.
Enoch Pratt.....	do.
Thomas Donaldson.....	do.
Wm. W. Corcoran.....	Washington, D. C.
Nathaniel Thayer.....	Boston, Mass.
Samuel M. Felton, President.....	Philadelphia.
Alfred Horner, Treasurer and Secretary.....	do.
Samuel M. Felton, Superintendent.....	do.
Wm. Stearns, Assistant Superintendent.....	do.

LEHIGH VALLEY.

STATE OF PENNSYLVANIA, } ss:
Carbon County, }

Personally appeared Asa Packer, president, and William H. Ely, treasurer, of the Lehigh Valley railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

ASA PACKER, *President.*

WM. H. ELY, *Treasurer.*

Sworn and subscribed before me, this 22d day of December, 1863.

J. K. PRYOR, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$3,000,000 00
Amount of stock subscribed.....	2,297,250 00
Amount paid in as by last report.....	2,297,250 00
Total amount now paid in of capital stock.....	2,297,250 00
Funded debt, as per last report.....	1,465,000 00
Total amount now of funded debt.....	1,465,000 00
Floating debt, as by last report.....	31,546 58
The amount now of floating debt.....	58,127 57
Total amount now of floating and funded debt.....	1,523,127 57
Average rate per ct. per annum of interest on funded debt,	6 per cent.
Date of each dividend—January 15, April 15, July 15, October 15, 1863; November 1, 1862.	
Rate per cent. per annum of dividend.....	10 per cent.
Amount of capital on which the respective dividends were declared.....	2,297,250 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$3,373,021 66	\$3,622,007 80
Equipment.....	554,363 46	869,222 55
Total cost.....	<u>3,927,385 12</u>	<u>4,491,230 35</u>

Characteristics of Road.

Length of main line of road, from Mauch Chunk to Easton...	46 miles.
Length of road laid.....	86 "
Length of double track.....	32 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	57 pounds.
Branch roads owned by company.....	None.
Roads leased by the company.....	None.
Number of engine houses and shops.....	4 engine houses, 2 shops.
Number of engines.....	29
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,250 and \$1,600).....	4 first class, 4 second class.
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,800).....	4
Number of freight cars, rated as eight wheel cars, (average cost of each \$490).....	71
Number of coal cars, rated as eight wheel cars, (average cost of each \$470).....	1, 138
Number of iron bridges, (2 of one span each, 2 of two spans each, 1 of three spans).....	5
Number of wooden bridges.....	14
Number of stone bridges.....	17
Number of railroads crossed at grade.....	1
Number of depots on main road.....	16
Number of wood and water stations on main road—4 coal and wood, 9 water.	13
Value of real estate held by the company, exclusive of road- way.....	\$26, 973 23
Number of tunnels.....	None.
How is track laid, and on what foundation? On oak and chest- nut ties 8 feet long, 7 inches face, 7 inches thick, placed 2 feet apart from centre to centre, laid on broken stone and gravel ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	96, 720
Number of miles run by freight trains.....	60, 204
Number of miles run by coal trains.....	229, 920
Number of through passengers for the year on main road....	78, 749
Number of passengers (all classes) carried in cars.....	262, 459
Gross amount of tonnage for the year.....	1, 685, 433. 13

RAILROAD REPORT.

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Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20
Average rate of speed adopted by express trains, including stops	25
Average rate of speed adopted by freight trains, including stops.....	10
Average weight in tons of passenger trains, exclusive of passengers and baggage,	65
Average weight in tons of freight trains, exclusive of freight,	175

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	1, 175, 611.13
Bituminous coal.....	.1, 913
Pig iron.....	113, 319
Railroad iron.....	7, 730
Other iron or castings.....	1, 597
Iron and other ores.....	173, 738
Lime and limestone..	107, 777
Agricultural products, merchandize, manufactures, (through,)	24, 754
Live stock.....	21, 666
Lumber.....	25, 750
Other articles.....	31, 578
Total.....	<u><u>1, 685, 433.13</u></u>

The rate of fare for Passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	3½ cents.
For first class way passengers.....	3½ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$147, 566 34
Taxes on real estate.....	376 40
Total.....	<u><u>147, 942 74</u></u>

LEHIGH VALLEY

Repairs of Machinery.

Repairs of engines and tenders.....	\$32,764 12
Repairs of passenger and baggage cars.....	9,325 18
Repairs of freight cars and coal cars.....	52,780 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	857 28
Total	95,726 58

Operating the Road.

Office expenses, stationery, &c....	\$4,736 70
Agents and clerks.....	17,989 99
Porters, watchmen and switch tenders.....	10,049 97
Conductors, baggage masters and brakemen.....	} 56,276 82
Engineermen and firemen.....	
Fuel—cost of labor for preparing for use.....	75,005 41
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	13,052 76
Use of freight cars.....	54,741 08
Damages to property, including damages by fire, and cattle killed on road.....	984 64
General superintendence.....	7,000 00
Contingencies.....	69,476 97
Total	302,314 34
Total expenses.....	\$545,083 66
Allotted to passenger transportation.....	\$55,928 92
Do.....freight.....do.....	490,054 74

Cost of Transportation.

Cost per passenger per mile	1½ cents.
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Receipts from all Sources.

From passengers.....	\$114,186 65
freight.....	1,202,492 29
mail transportation.....	2,300 00
use of freight cars.....	1,078 98
Total.....	1,320,057 92

RAILROAD REPORT.

Payments other than for Construction.

For maintaining and operating the road.....	\$545,983 66
dividends—Nov. 1, 1862, \$91,890 00; current year, \$229,725 00.....	321,615 00
interest.....	94,945 96
other payments, including equipment.....	357,513 30
	<hr/>
Total.....	1,320,057 92
	<hr/> <hr/>

Accidents.

KILLED —employees.....	5
others.....	3
INJURED —employees.....	8
	<hr/>
Total killed and injured ..	16
	<hr/> <hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon the person, and the name of the person, as follows:

1862.

- Dec. 5. Daniel Shuck, rear-brakeman on coal train, had his hand bruised while coupling cars.
- Dec. 6. John Bruck, conductor of iron train, had his hand injured while coupling cars at L. Valley iron works.

1863.

- Jan. 18. James Johnson, working on gravel train, fell and was badly injured; died in consequence.
- April 17. Philip Biddle, road carpenter, walking on the track above Lehighton, was run over by passenger train; died a few hours after.
- April 28. James Duncan, conductor of coal train, had his hand mashed while coupling cars at Hokendauqua.
- July 8. John Galagan, killed by passenger train running over him at Cata-sauqua; he was lying on the track, and was in liquor at the time.
- July 16. Francis Schoch was run over by engine on Delaware bridge, and killed; he was intemperate and deaf.
- July 21. Philip Fagan, conductor of freight train, fell between stone wall and cars at South Easton, and was badly injured.
- Aug. 4. John Kromer, brakeman, was badly injured while drilling train at South Easton; died same night.

- Sept. 9. Michael Dongan, while unloading sills below Freemansburg, fell and was so badly injured that he died in consequence, in Philadelphia, Sept. 17.
- Sept. 10. Charles Pomp, a citizen of Easton, in getting out of train from New York, fell down high wall near Easton depot, and was instantly killed.
- Oct. 5. Henry Trexler, brakeman on freight train, had three fingers mashed while coupling cars at Bethlehem.
- Oct. 7. John Cammel was killed near Glendon, while at work in a gravel pit.
- Oct. 15. James Laufer, workman on gravel train, fell and had his leg injured
- Oct. 19. Henry Foster, fireman on engine "Slatington," while standing on a car of lumber while train was in motion, was struck by the bridge at Slatington, and injured severely.

Names and Residence of Officers.

Directors.	Post office address.
John Taylor Johnson.....	New York.
Elisha A. Packer.....	do.
Josiah O. Stearns.....	Elizabeth, N. J.
Ashbel Welch.....	Lambertville, N. J.
J. N. Hutchinson.....	Easton, Pa.
David Thomas.....	Catasauqua, Pa.
Robert A. Packer.....	Mauch Chunk, Pa.
Robert F. Stookton.....	Philadelphia, Pa.
Wm. H. Gatzmer.....	do.
J. Gillingham Fell.....	do.
Edward H. Trotter.....	do.
John Knecht.....	Freemansburg, Pa.
Asa Packer, President.....	Mauch Chunk.
Wm. H. Ely, Treasurer and Secretary.....	do.
Robert H. Sayre, Superintendent.....	Bethlehem.

LACKAWANNA AND BLOOMSBURG.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared E. M'Neill, president, and A. H. Reynolds, treasurer, of the Lackawanna and Bloomsburg railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

E. M'NEILL, *President.*

A. H. REYNOLDS, *Treasurer.*

Sworn and subscribed before me, this 24th day of November, 1863.

REUBEN JONES, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1, 900, 000 00
Amount of stock subscribed.....	725, 000 00
Amount paid in as by last report.....	710, 000 00
Total amount now paid in of capital stock.....	710, 000 00
Funded debt, as per last report.....	2, 020, 333 00
Total amount now of funded debt.....	1, 929, 065 00
Floating debt, as by last report.....	205, 000 00
The amount now of floating debt.....	68, 833 59
Total amount now of floating and funded debt.....	1, 997, 898 59
Average rate per cent. per annum of interest on funded debt,	7 per cent.

No dividends declared.

	By last report.	By present report.
Cost of road and equipment.....	\$2, 629, 512 92	\$2, 802, 846 52

Characteristics of Road.

Length of main line of road, from Scranton to Northumberland,	80 miles.
Length of road laid.....	80 "
Length of double track, including sidings.....	10 "
Gauge of road—17 miles, 6 feet ; balance, 4 ft. 8½ inches, with 14 miles third rail.	

Weight of rail per yard on main track.....	56 to 70 lbs.
Branch roads owned by company, viz : Pittston branch.....	2 miles.
Roads leased by company.....	None.
Number of engine houses and shops.....	5
Number of engines.....	16
Number of first class passenger cars—rated as eight wheel cars—(average cost of each \$2,200).....	4
Number of baggage, mail and express cars—rated as eight wheel cars—(average cost of each \$1,200).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each, \$425).....	80
Number of coal cars, (average cost of each, \$170).....	988
Number of iron bridges.....	None.
Number of wooden bridges.....	8
Number of stone bridges.....	3
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	13
Number of wood and water stations on main road.....	7
Number of tunnels.....	None.
How is track laid, and on what foundation? Gravel ballast and cross ties.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	61,700
Number of miles run by freight trains.....	51,000
Number of miles run by coal trains.....	223,000
Number of through passengers for the year on main road, (exclusive of military transportation).....	4,039
Number of passengers (all classes) carried in cars, (exclusive of military transportation).....	125,266
Number of tons of 2,000 lbs. of through freight for the year on main road.....	3,417
Gross amount of tonnage for the year.....	559,727
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20
Average rate of speed adopted by freight trains, (including stops).....	10

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	419,274
Pig iron, railroad iron, other iron or castings.....	29,600
Iron and other ores.....	7,000

RAILROAD REPORT.

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Lime and limestone.....	65,000
Agricultural products, merchandize, manufactures, live stock, lumber and other articles.....	38,853
Total	<u><u>559,727</u></u>

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$53,740 74
Taxes on real estate and insurance.....	1,059 38
Total	<u><u>54,800 12</u></u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$20,151 39
Repairs of passenger, baggage and freight cars.....	22,413 03
Repairs of tools and machinery in shops.....	2,500 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,800 00
Total	<u><u>46,864 42</u></u>

Operating the Road.

Office expenses, stationery, &c.....	\$1,982 44
Agents and clerks.....	11,319 66
Labor—loading and unloading freight.....	2,665 45
Conductors, baggage masters and brakemen.....	20,187 43
Engineermen and firemen.....	20,027 59
Fuel—cost of labor for preparing for use.....	22,116 21
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	9,279 43
Loss and damage of goods and baggage.....	1,106 09
Use of freight cars.....	22,474 82
Use of engines.....	8,215 12
Damages to property, including damages by fire, and cattle killed on road.....	339 70
General superintendence.....	10,370 87
Contingencies, including telegraph expenses.....	2,525 98
Total	<u><u>132,610 79</u></u>

LACKAWANNA AND BLOOMSBURG

Receipts from all Sources.

From passengers	\$93,770 48
freight.....	379,837 47
mail transportation.....	4,504 95
	<hr/>
Total	478,112 90
	<hr/> <hr/>

Payments other than for Construction.

For maintaining and operating the road.....	\$234,275 33
interest.....	134,446 21
	<hr/>
Total.....	368,721 54
Total amount of surplus fund.....	109,391 36
	<hr/>
	478,112 90
	<hr/> <hr/>

Accidents

INJURED—passengers.....	2
employee.....	1
	<hr/>
	3
	<hr/> <hr/>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1863.

- Jan. 7. Brooks Davis, brakeman, had his leg broken by the explosion of the locomotive on which he was riding. The engine was hauling a coal train near West Pittston—cause, defective boiler.
- Aug 8. Passenger train, when near Shickshinny, ran over a cow, throwing the rear car from the track, and upsetting it. Mrs. Simmons, in a confusion, was stepped upon by a fellow passenger, and seriously injured; another passenger, Mr. ———, of Shickshinny, had his arm sprained.

RAILROAD REPORT.

Names and Residence of Officers.

Directors.	Post office address.
Moses Taylor	New York.
William E. Dodge	do.
William Sweetland	Wyoming, Pa.
William C. Reynolds	Wilkesbarre, Pa.
Henderson Gaylord	Plymouth, Pa.
Joseph H. Scranton	Scranton, Pa.
John Brisbin	New York.
Thomas F. Atherton	Wilkesbarre, Pa.
John S. Blair	Blairstown, N. J.
Daniel G. Driesbach	Beach Haven, Pa.
Samuel Hoyt	Kingston, Pa.
C. F. Wells, Jr.	Atheus, Pa.
E. M'Neill, President	
Kingston, Pa.	
A. H. Reynolds, Treasurer and Secretary	
do.	
D. T. Bound, Superintendent	
do.	

MAHANAY AND BROAD MOUNTAIN.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } ss:

Personally appeared Charles E. Smith, president, and Charles C. Brock, treasurer, of the Mahanoy and Broad Mountain railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President.*
 CHAS. C. BROCK, *Treasurer.*

Sworn and subscribed before me, this 5th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law—Unlimited.

Amount of stock subscribed.....	\$494, 250 00
Amount paid in as by last report.....	228, 398 00
Total amount now paid in of capital stock.....	491, 215 00
Funded debt, as per last report.....	250,000 00
Total amount now of funded debt.....	250,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	250,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend.....	None.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	<u>\$148, 887 75</u>	<u>\$678, 729 49</u>

Characteristics of Road.

Length of main line of road, from Locustdale to Mill Creek,	12½ miles.
Length of road laid.....	39¾ "
Length of double track, including sidings and branches.....	27¼ "
Gauge of road.....	4 ft. 8½ in.

RAILROAD REPORT.

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Weight of rail per yard on main track.....	62, 64 and 68 lbs.
Branch roads owned by company.....	8
Number of engine houses and shops.....	3
Number of iron bridges.....	5
Number of wooden bridges.....	9
Number of stone bridges.....	1
Number of railroads crossed at grade.....	1
Number of depots on main road.....	1
Number of wood and water stations on main road.....	4
Value of real estate held by the company, exclusive of road-way.....	\$18,891 25

How is track laid, and on what foundation? Cross ties, broken stone, coal dirt and sub-grade.

No account kept showing the doings of the year in transportation, the amount of freight and the rate of fare for passengers.

The road is operated by the Philadelphia and Reading railroad company.

Names and Residence of Officers.

Directors.	Post office address.
Charles E. Smith.....	Philadelphia.
John H. Towne.....	do.
William Sellers.....	do.
A. E. Borie.....	do.
H. P. M'Kean.....	do.
S. M. Felton.....	do.
Chas. E. Smith, President..... Philadelphia.	
Chas. C. Brock, Treasurer and Secretary..... do.	
Chas. E. Byers..... Ashland, Schuylkill county, Pa.	

PENN HAVEN AND WHITE HAVEN.

STATE OF PENNSYLVANIA, }
Mauch Chunk, Carbon County, } ss:

Personally appeared Asa Packer, president, and John N. Hutchinson, treasurer, of the Penn Haven and White Haven railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

ASA PACKER, *President.*

J. N. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this 22d day of December, 1863.

J. K. PRYOR, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed, 1,290 shares at \$50 00—five dol- lars per share paid in.....	64,500 00
Amount paid in as by last report.....	6,450 00
Total amount now paid in of capital stock.....	6,450 00
Floating debt, as by last report.....	15,547 41
The amount now of floating debt.....	284,150 70

Cost of Road.

	By last report.	By present report.
Construction	\$16,395 91	\$283,250 70

Characteristics of Road.

Length of main line of road, from Penn Haven to White Haven.....	16 miles.
Gauge of road will be.....	4 feet 8½ inches.
Value of real estate held by the company.....	\$1,350 00

Doings of the year in Transportation.

Road not in operation, no receipts and no payments, other than for construction.

RAILROAD COMPANY.

Names and Residence of Officers.

Directors.	Post office address.
Robert H. Sayre.....	Bethlehem, Pa.
Robert Lockhart.....	Mauch Chunk, Pa.
Asa Packer.....	do.
Wm. H. Gatzmer.....	Philadelphia, Pa.
E. F. Stockton.....	do.
J. N. Hutchinson.....	Easton, Pa.
Asa Packer, President.....	
	Mauch Chunk, Pa.
J. N. Hutchinson, Treasurer and Secretary.....	
	Easton, Pa.
E. H. Sayre, Superintendent.....	
	Bethlehem, Pa.

PITTSBURG AND CONNELLSVILLE.

STATE OF PENNSYLVANIA, }
City of Pittsburg, Allegheny County, } ss :

Personally appeared Benjamin H. Latrobe, president, and Wm. Oden Hughart, treasurer, of the Pittsburg and Connellsville railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

BENJ. H. LATROBE, *President.*

W. ODEN HUGHART, *Treasurer.*

Sworn and subscribed before me, this 5th day of January, 1864.

A. S. NICHOLSON, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed	2,144,000 00
Amount paid in, as by last report.....	1,756,636 60
Total amount now paid in of capital stock.....	1,767,373 53
Funded debt, as per last report.....	1,500,000 00
Total amount now of funded debt.....	1,500,000 00
Floating debt, as by last report.....	116,198 94
The amount now of floating debt.....	82,530 04
Total amount now of floating and funded debt.....	1,582,530 04
Average rate per cent. per annum of interest on funded debt,	6 per cent.

RAILROAD REPORT

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Cost of Road and Equipment.

	By last report.	By present report.
Graduation and masonry.....	\$847,201 27	\$848,074 26
Bridging, including trestle work.....	63,852 44	64,413 47
Superstructure, including iron, &c.....	654,697 57	654,782 62
Passenger and freight stations.....	30,358 56	31,249 08
Engine and car houses, machine shops, machinery, &c.....	21,246 86	27,960 82
Land and land damages, &c.....	303,613 26	322,685 13
Locomotives.....	57,668 92	70,612 62
Passenger and baggage cars.....	16,429 42	18,629 42
Freight and other cars.....	35,103 68	35,190 45
Engineering.....	124,176 78	124,187 78
Total cost.....	2,154,348 76	2,197,785 65

Characteristics of Road.

Length of main line of road, from Pittsburg to Cumberland...	149 miles.
Length of road laid, (Pittsburg to Connellsville).....	58 $\frac{1}{8}$ "
Length of double track, including sidings.....	5 $\frac{1}{16}$ "
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50, 52 and 60 lbs.
Branch roads owned by company, viz: One of $\frac{3}{4}$ mile connecting main track with Pennsylvania railroad at Turtle creek.	
Roads leased by the company, viz: Fayette County railroad of 12 $\frac{1}{2}$ miles, from near Connellsville to Uniontown.	
Number of engine houses and shops.....	2
Number of engines.....	11
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,600).....	10
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,000).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each \$550).....	35
Number of coke cars, (average cost of each \$550).....	13
Number of iron bridges.....	1
Number of wooden bridges.....	4
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	19
Number of wood and water stations on main road.....	8

PITTSBURG AND CONNELLSVILLE

Value of real estate held by the company, exclusive of roadway, \$190,544 45
 No tunnels.

How is track laid, and on what foundation? Cross ties with
 broken stone ballast.

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains, (estimated).....	131,600
Number of miles run by freight and coal trains..do.....	78,146
Number of passengers (all classes) carried in cars.....	262,841
Gross amount of tonnage for the year.....	143,792 ¹⁴¹ / ₂₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	18
Average rate of speed adopted by freight trains, including stops.....	12
Average weight in tons of passenger trains, exclusive of pas- sengers and baggage.....	60

The amount of Freight, specifying the quantity in Tons of 2,000 lbs.

Bituminous coal.....	99,329
Pig iron, blooms and ores.....	2,860 ²⁴³ / ₂₀₀₀
Other iron or castings.....	1,477 ⁸⁶³ / ₂₀₀₀
Lime and limestone, stone, brick and fire clay.....	14,408 ⁹⁰¹ / ₂₀₀₀
Agricultural products.....	7,263 ⁶¹⁶ / ₂₀₀₀
Merchandise.....	5,602 ³⁷⁴ / ₂₀₀₀
Manufactures, including flour and whiskey.....	4,342 ¹⁸⁸⁷ / ₂₀₀₀
Live stock.....	3,227 ¹⁰⁰⁰ / ₂₀₀₀
Lumber.....	4,095 ¹⁵⁸⁸ / ₂₀₀₀
Other articles.....	1,184 ¹⁶⁶⁸ / ₂₀₀₀
Total	143,792¹⁴¹/₂₀₀₀

*The rate of fare for Passengers charged for the respective classes per mile,
 as follows:*

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$29,848 12	\$14,924 06	\$14,924 06
Rent of leased road.....	4,000 00	2,000 00	2,000 00
Total	33,848 12	16,924 06	16,924 06
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$19,979 77	\$9,989 88	\$9,989 89
Repairs of passenger and baggage cars.....	4,693 52	4,693 52	.....
Repairs of freight cars.....	8,167 46	.....	8,167 46
Repairs of tools and machinery in shops.....	1,140 17	570 09	570 08
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.	5,879 94	2,939 97	2,939 97
Total	39,860 86	18,193 46	-21,667 40

RAILROAD REPORT.

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Trans.	Freight Trans.
Agents and clerks.....	\$8,302 06	\$4,151 03	\$4,151 03
Labor—loading and unloading freight.....	604 85		604 85
Watchmen and switch tenders.....	392 55	196 27	196 28
Wood and water station attendance.....	820 46	410 23	410 23
Conductors, baggage masters and brakemen.....	7,284 50	7,284 50	
Enginemen and firemen.....	8,425 95	4,212 97	4,212 98
Fuel—cost of labor for preparing for use.....	2,088 22	1,044 11	1,044 11
Oil and waste for engines and tenders, passenger, baggage and freight cars,	1,446 52	723 26	723 26
Loss and damage of goods and baggage.....	159 82		159 82
Use of freight cars.....	180 50		180 50
Damages to persons and property, including damages by fire, and cattle killed on road.....	121 00	121 00	
General superintendence.....	1,500 00	750 00	750 00
Contingencies.....	5,196 13	2,598 06	2,598 07
Total.....	36,522 56	21,491 43	15,031 13

RAILROAD REPORT.

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Receipts from all Sources.

From passengers.....	\$100,626 31
freight.....	105,987 21
mail transportation.....	3,650 00
interest and other sources.....	10,210 08
Total	220,473 60

Payments other than for Construction.

For maintaining and operating the road.....	\$110,231 54
interest.....	17,134 24
other payments.....	87,006 65
Total	214,372 43
Total amount of cash on hand	\$6,101 17

Accidents.

INJURED—passenger	1
employee.....	1
others.....	1
KILLED—others.....	2

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

Dec. 3. Near Saltsburg, the accommodation train run over and killed an unknown man.

1863.

Jan. 1. At Pittsburg station, on accommodation train, in shifting cars, a boy of ten years of age, standing on steps of rear platform, was caught between cars and railing of stairway in depot building—body much bruised and arm broken.

May 19. At West Newton station, a brakeman in getting off the express train, slipped upon the rail—the wheels passed over and cut off his leg between the ankle and the knee—name H. Williamson.

June 16. A woman walking upon track near Osceola station, was run over by an extra engine and instantly killed—name Mrs. Leslie.

May 18. A woman getting off accommodation train at Glenwood station while train was in motion, fell and was considerably bruised—name unknown.

PITTSBURG AND CONNELLSVILLE

Names and Residence of Officers.

Directors.	Post office address.
Wm. S. Bissell.....	Pittsburg.
Joseph Pennock.....	do.
Wm. Bingham.....	do.
G. L. B. Fetterman.....	do.
John Fleming.....	do.
Wm. Baldwin.....	do.
Benj. Deford.....	Baltimore, Md.
Wm. F. Murdock.....	do.
Benj. H. Latrobe.....	do.
Cyrus Meyers.....	Somerset, Pa.
W. W. Taylor.....	Baltimore, Md.
Jas. K. Marston.....	do.
Benj. H. Latrobe, President.....	Baltimore and Pittsburg
W. Oden Hughart, Treasurer and Secretary.....	Pittsburg.
W. B. Sloat, Superintendent.....	do.

WESTERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Samuel T. Bodine, president, and Joseph Lesley, treasurer, of the Western Pennsylvania railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) SAMUEL T. BODINE, *President.*
 JOSEPH LESLEY, *Treasurer.*

Sworn and subscribed before me, this 9th day of January, 1864.

JAMES M'CAHEN, *J. P.*

PHILADELPHIA, *January 9, 1864.*

ISAAC SLENKER, *Esq.,*

Auditor General, &c., Harrisburg:

DEAR SIR:—Yours of the 6th was received, and accompanying this please find blanks filled up as well as can be done, inasmuch as the new organization (which by law took the place of the old North-Western railroad company) only commenced work on the unfinished old line last March. By that law the old bondholders agreed to take a certain percentage in the Western Pennsylvania stock at par, and that is the stock represented in our return.

Yours, respectfully,

JOSEPH LESLEY, *Secretary.*

Stock and Debt.

Capital stock as authorized by law.....	\$3,000,000 00
Amount of stock subscribed.....	821,300 00
Amount paid in as by last report. No report made.	
Total amount now paid in of capital stock.....	821,300 00
Funded debt, as per last report. No report made.	
Total amount now of funded debt.....	108,000 00
Floating debt, as by last report. No report made.	
Average rate per cent. per annum, of interest on funded debt.....	6 per cent.
No dividend.	

WESTERN PENNSYLVANIA

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	None.	\$186, 922 14
No equipment.		

Names and Residence of Officers.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia, Pa.
Josiah Bacon.....	do.
John Hulme.....	do.
John M. Kennedy.....	do.
Wistar Morris.....	do.
O. W. Barnes.....	do.
H. N. Burroughs.....	do.
W. L. Hurst.....	do.
William Maher.....	Blairsville, Pa.
Phillip Collins.....	Ebensburg, Pa.
Thomas E. Stewart.....	Livermore, Pa.
William J. Sterett.....	Saltsburg, Pa.
S. T. Bodine, President.....	Philadelphia.
Joseph Lesley, Treasurer and Secretary.....	do.

JUNCTION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Chas. E. Smith, treasurer, of the Junction railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

J. EDGAR THOMSON, *President.*

CHARLES E. SMITH, *Treasurer.*

Sworn and subscribed before me, this 9th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$250 000 00
Amount of stock subscribed.....	26, 250 00
Amount paid in as by last report—to October 31, 1862.....	6, 130 00
Total amount now paid in of capital stock.....	26, 175 00
Funded debt, as per last report.....	152, 000 00
Total amount now of funded debt.....	300, 000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$9, 636 82	\$115, 993 22
Land, land damages, &c.....	31, 234 90	95, 381 44
Real estate.....		6, 302 44
Engineering and agencies.....	1, 921 55	7, 067 64
Total cost.....	42, 793 27	224, 744 74
	42, 793 27	224, 744 74

Characteristics of Road.

Length of main line of road, from Belmont to Gray's Ferry....	4 ⁶² / ₁₀₀ miles.
Length of double track, including sidings.....	4 ⁶² / ₁₀₀ "
Gauge of road.....	4 ft. 8 ¹ / ₂ in.

Number of iron bridges.....	6
Number of railroads crossed at grade, (Pennsylvania railroad and West Chester and Philadelphia railroad).....	2
Number of tunnels (length of each, 750 feet).....	1
The road is still in course of construction, and no business has been done on it during the year.	

Names and Residence of Officers.

Directors.	Post office address.
J. E. Thomson.....	Philadelphia.
S. M. Felton.....	do.
Asa Whitney.....	do.
Chas. E. Smith.....	do.
J. D. Steele.....	do.
J. Edgar Thomson, President.....	Philadelphia.
Chas. E. Smith, Treasurer.....	do.
Jas. Lesley, Secretary.....	do.
Jno. A. Wilson, Superintendent Engineer.....	do.

LORBERRY CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Chas. E. Smith, president, and Samuel Bradford, treasurer, of the Lorberry Creek railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

CHAS. E. SMITH, *President.*

S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this 8th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Amount of stock subscribed.....	\$52,050 00
Amount paid in as by last report.....	52,050 00
Total amount now paid in of capital stock.....	52,050 00
Funded debt, as per last report.....	30,000 00
Total amount now of funded debt.....	30,000 00
Floating debt, as by last report.....	None.
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend—none.	

Cost of Road and Equipment.

Construction and equipment.....	By last report. \$82,050 00
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Characteristics of Road.

Length of main line of road, from Swatara creek to Lorberry mines.....	5½ miles.
Length of road laid.....	5½ "
Length of single track, including sidings.....	6½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.

The rolling stock used on this road is owned by the Philadelphia and Reading railroad company.

How is track laid, and on what foundation? On graded surface without ballast.

LORBERRY CREEK

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	179, 030
Other articles.....	4, 433
	<hr/>
Total	183, 463
	<hr/> <hr/>

EXPENSES.

Maintaining the road or real estate of the corporation.....	\$5,707 14
Repairs of machinery and operating the road.....	6, 481 77
	<hr/>
Total.....	12, 188 91
	<hr/> <hr/>

Receipts from all Sources.

From freight on coal.....	\$8, 852 20
freight on merchandize.....	489 74
	<hr/>
Total.....	9, 341 94
	<hr/> <hr/>

Payments other than for Construction.

For maintaining and operating the road.....	\$12, 188 91
interest.....	1, 800 00
other payments, (car service, &c).....	1, 180 30
	<hr/>
Total.....	15, 169 21
	<hr/> <hr/>

Accidents.

None.

Names and Residence of Officers.

Directors.	Post office address.
Asa Whitney.....	Philadelphia.
Wm. Sellers.....	do.
John H. Towne.....	do.
S. M. Felton.....	do.
H. Pratt M'Kean.....	do.
A. E. Barie.....	do.
Chas. E. Smith, President.....	Philadelphia.
S. Bradford, Treasurer.....	do.
Wm. H. Webb, Secretary.....	do.
G. A. Nicolls, Superintendent.....	Reading.

CHESTER VALLEY.

PHILADELPHIA, *January 6, 1864.*

ISAAC SLENKER, Esq.,

Auditor General, Harrisburg, Pa.

DEAR SIR:—I have not replied to yours of the 28th ult., having waited in the hope that I might obtain an interview with the Hon. C. O'Neill, our late secretary and treasurer, who has heretofore prepared such a statement as was in his power to make, respecting the Chester Valley railroad company.

The successor of Mr. O'Neill is now from home, and when I last heard from him, was sick at Muncy, Pa. As soon as he returns I will have a search made in the office papers for the blank form, when I will see what answers we can return, if any, to the questions proposed.

The road was operated under lease by the Reading railroad company in 1863, and is in charge of three trustees, who reside in New York. The president and directors have been enjoined not to interfere in the affairs of the company.

I am, very truly,

JOHN F. GILPIN,

President Chester Valley Railroad Company.

ELMIRA AND WILLIAMSPORT.

OFFICE ELMIRA AND WILLIAMSPORT R. R. CO., }
Philadelphia, January 8, 1864. }

HON. ISAAC SLENKER, *Auditor General:* ,

DEAR SIR:—Your favor of the 4th inst. was sent to Mr. J. D. Cameron, president of Northern Central railway company, the lessee of the Elmira and Williamsport railroad, with a request that he would make the report for our road at once, they having all the data of its business, none of which comes to us.* He replies that the report of the business of the Elmira and Williamsport railroad, for 1863, has been sent in along with their own.

Very respectfully yours,

WM. C. LONGSTRETH,

Treasurer Elmira and Williamsport Railroad Company.

*The stock and debt, the characteristics and officers of the road, should have been reported. A. G.

SCHUYLKILL AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles E. Smith, president, and Samuel Bradford, treasurer, of the Schuylkill and Susquehanna railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) CHARLES E. SMITH, *President.*
S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this 7th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,600,000 00
Amount paid in as by last report.....	1,269,150 00
Total amount now paid in of capital stock... ..	1,269,150 00
Funded debt, as per last report.....	97,000 00
Total amount now of funded debt.....	97,000 00
Floating debt, as by last report.....	8,405 58
The amount now of floating debt.....	46,977 05
Total amount now of floating and funded debt.....	143,977 05
Average rate per centum per annum of interest on funded debt.....	6 per cent.
No dividends.	

Cost of Road and Equipment.

	<u>By last report.</u>	<u>By present report.</u>
Total cost of road and equipment.....	\$1,197,773 95	\$1,311,436 15

Characteristics of Road.

Length of main line of road, from Rockville to Auburn.....	54 miles.
Length of road laid.....	59½ "
Length of double track, including sidings.....	5½ "
Gauge of road.....	4 ft. 8½ in.

Weight of rail per yard on main track.....	45 and 60 lbs.
Roads leased by the company.....	None.
Number of engine houses and shops.....	3
Number of engines.....	7
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,400).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each \$375).....	27
Number of coal cars, (average cost of each \$150).....	18
Number of iron bridges.....	2
Number of wooden bridges.....	8
Number of depots on main road.....	3
Number of wood and water stations on main road: 7 water, and 3 wood stations.....	10
Value of real estate held by the company, exclusive of roadway.....	\$63,500 00
Number of tunnels.....	None.
How is track laid, and on what foundation? On the graded surface, without ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	29,080
Number of miles run by freight trains.....	39,230
Number of miles run by coal trains.....	34,263
Number of through passengers for the year on main road.....	263
Number of passengers (all classes) carried in cars.....	25,799
Gross amount of tonnage for the year.....	310,767
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	18
Average rate of speed adopted by freight trains, (including stops).....	10½

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	269,192
Lumber.....	9,113
Other articles.....	32,462
Total.....	<u>310,767</u>

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	2½ cents.
For first class way passengers.....	2½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$64,219 70		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$19,557 42	\$2,444 64	\$17,112 78
Repairs of passenger and baggage cars.....	1,245 00	1,245 00	
Repairs of freight cars.....	2,215 33		2,215 33
Repairs of tools and machinery in shops.....	2,156 37	269 54	1,886 83
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	1,713 86	214 24	1,499 62
Total.....	26,887 98	4,173 42	22,714 56

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
Office expenses, stationery, &c.....	\$351 72	\$43 97	\$307 75
Agents and clerks.....	3,223 71	402 96	2,820 75
Labor—loading and unloading freight.....	701 62	.....	701 62
Porters, watchmen and switch tenders.....	372 00	46 50	325 50
Conductors, baggage masters and brakemen.....	3,925 53	917 60	3,007 93
Engineermen and firemen.....	5,127 22	1,243 85	3,883 37
Fuel—cost of labor for preparing for use.....	8,710 32	1,088 80	7,621 52
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,242 87	155 36	1,087 51
Use of freight cars.....	7,550 14	.....	7,550 14
General superintendence.....	1,200 00	150 00	1,050 00
Contingencies.....	1,156 11	1,156 11
Total.....	33,561 24	4,049 04	29,512 20

RAILROAD REPORT.

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Receipts from all Sources.

From passengers.....	\$8,788 88
freight, (coal \$60,370 26, merchandize \$21,379 13).....	81,749 39
mail transportation	1,770 00
use of freight cars, interest, and other sources.....	3,690 98
Total	95,999 85

Payments other than for Construction.

For maintaining and operating the road.....	\$124,668 92
interest... ..	5,820 00
other payments, including U. S. and State taxes.....	3,851 94
Total	134,340 86

Accidents.

KILLED—others..... 1

The following is a statement of the date of the accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon the person, and the name of such person, as follows, viz :

1863.

October 17. Mr. Adam Brown was crossing the railroad at Pine Grove, with a wagon and two horses; his attention was attracted by an engine coming from the east, when the through freight and passenger train from the west struck the horses, threw him out of the wagon, and killed him.

Names and Residence of Officers.

Directors.	Post office address.
Asa Whitney.....	Philadelphia.
William Sellers.....	do.
C. B. Jaudon.....	do.
John Tucker.....	do.
H. Pratt M'Kean.....	do.
Frank S. Bond.....	New York.
Charles E. Smith, President.....	Philadelphia.
Samuel Bradford, Treasurer.....	do.
Wm. H. Webb, Secretary.....	do.
G. A. Nicolls, General Superintendent.....	Reading.
J. D. Steele, Chief Engineer.....	Pottstown.
U. R. Tracy, Superintendent.....	Pine Grove.

DELAWARE, LACKAWANNA AND WESTERN.

City and County of New York, ss :

Personally appeared John Brisbin, president, and A. J. Odell, treasurer, of the Delaware, Lackawanna and Western railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

J. BRISBIN, *President.*

A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this 8th day of January, 1864.

WM. WALTER PHELPS,

Notary Public City and County of N. Y.

Stock and Debt.

Capital stock as authorized by law—sufficient to complete the road as originally intended.

Amount paid in as by last report.....	\$5, 293, 552 50
Total amount now paid in of capital stock.....	5, 698, 250 00
Funded debt, as per last report.....	4, 917, 641 57
Total amount now of funded debt.....	4, 571, 000 00
Floating debt, as by last report.....	850, 000 00
The amount now of floating debt.....	1, 006, 951 51
Total amount now of floating and funded debt.....	5, 577, 951 51
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend: December 31, 1862; July 7, 1863.	
Rate per cent. per annum of dividend.....	4 and 5 per cent.
Amount of capital on which the respective dividends were declared.....	\$5, 185, 200 00

On 20th July, 1863, \$518,520 was distributed among the stockholders, in the capital stock, out of the accumulated earnings on roads operated by the company in other States.

RAILROAD REPORT.

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Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$6,925,964 50	\$7,018,294 31
Equipment	2,031,759 14	2,160,583 43
Total cost.....	8,957,723 64	9,178,877 74

Characteristics of Road.

Length of main line of road, from Great Bend to Delaware river,	113 miles.
Length of road laid.....	113 "
Length of double track, including sidings: 13 miles double track—37 miles sidings, including tracks to mines.	
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	Part 75 and part 65 lbs.
Branch roads owned by company.....	None.
Roads leased by company.....	None in Pennsylvania.
Number of engine houses and shops—4 engine houses and 2 machine shops.....	6
Number of engines.....	74
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,000).....	15
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,200).....	5
Number of freight cars, rated as eight wheel cars, (average cost of each \$525).....	173 house—306 platform.
Number of coal cars, (average cost of each \$165).....	4,360
Number of iron bridges.....	None.
Number of wooden bridges.....	18
Number of stone bridges.....	26
Number of railroads crossed at grade.....	None.
Number of depots on main road.....	20
Number of wood and water stations on main road.....	wood, 12; water, 15
Value of real estate held by the company, exclusive of road-way.....	Cannot say.
Number of tunnels, (length of each, 2,230, 560 and 700 feet respectively).....	3
How is track laid, and on what foundation? 70 miles ballasted with stone and gravel—balance on natural earth.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains.....	91,873
Number of miles run by freight trains.....	138,657

Number of miles run by coal trains.....	1,238,964
Number of through passengers for the year on main road.....	2,481
Number of passengers (all classes) carried in cars.....	97,741
Number of tons of 2,000 lbs. of through freight for the year on main road.....	9,945
Gross amount of tonnage for the year.....	1,510,495
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20
Average rate of speed adopted by express trains, including stops, (miles per hour).....	Run none.
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	8
Average weight in tons of passenger trains, exclusive of pas- sengers and baggage.....	75
Average weight in tons of freight trains, exclusive of freight,	160

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	1,260,986
Bituminous coal.....	84
Pig iron.....	847
Railroad iron.....	31,961
Other iron or castings.....	3,040
Iron and other ores.....	51,025
Lime and limestone.....	32,836
Agricultural products.....	25,883
Merchandise.....	17,174
Manufactures.....	7,678
Live stock.....	2,043
Lumber.....	72,691
Other articles.....	4,247
Total	1,510,495

*The rate of fare for Passengers charged for the respective classes per mile,
as follows :*

For first class through passengers.....	3 cents.
For first class way passengers.....	3½ "
For second class through passengers.....	None.
For second class way passengers.....	None.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transp.	Freight and Coal Transp.
Repairs or maintenance of way, including buildings.....	\$292,274 20	\$18,267 14	\$274,007 06
Taxes on real estate.....	5,443 16	340 19	5,102 97
Total.....	297,717 36	18,607 33	279,110 03
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$96,972 48	\$6,060 78	\$90,911 70
Repairs of passenger and baggage cars.....	6,215 93	6,215 93	
Repairs of freight cars.....	23,626 87		23,626 87
Repairs of coal cars.....	110,132 01		110,132 01
Total.....	236,947 29	12,276 71	224,670 58

RAILROAD REPORT.

EXPENSES—CONTINUED.

OPERATING THE ROAD.	AMOUNT.	ALLOTTED TO	
		Pass. Transp.	Freight and Coal Transp.
Office expenses, stationery, &c.....	\$4,052 67	\$253 29	\$3,799 38
Agents and clerks.....	12,927 48	807 97	12,119 51
Labor—loading and unloading freight.....	2,350 67		2,350 67
Porters, watchmen and switch tenders.....	1,901 66	118 85	1,782 81
Wood and water station attendance.....	4,622 20	288 88	4,333 32
Conductors, baggage masters and brakemen.....	66,577 83	4,161 11	62,416 72
Engineermen and firemen.....	67,679 23	4,229 95	63,449 28
Fuel—cost of labor for preparing for use.....	169,990 48	10,624 40	159,366 08
Oil and waste for engines and tenders, passenger, baggage and freight cars..	40,556 24	2,534 77	38,021 47
Loss and damage of goods and baggage.....	5,539 85		5,539 85
Damages to property, including damages by fire, and cattle killed on road...	2,266 25		2,266 25
General superintendence.....	4,416 64	276 04	4,140 60
Contingencies.....	11,394 48		11,394 48
Total.....	394,275 68	23,295 26	370,980 42

RAILROAD REPORT.

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Cost of Transportation.

Cannot answer this in time for this report.

Receipts from all Sources.

From passengers.....	\$114,608 80
freight.....	1,614,813 02
mail transportation.....	8,400 00
use of freight cars.....	17,882 14
other sources.....	1,379 31
Total.....	1,757,083 27

Payments other than for Construction.

For maintaining and operating the road.....	\$928,940 33
dividends.....	466,668 00
interest—about.....	320,000 00
Total.....	1,715,608 33

Accidents.

	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
November .. 1862,			1		1		2	
February ... 1863,					1		1	
April.....do..					1		1	
July.....do..					1		1	
August.....do..		1			4	1	4	2
September....do..					1		1	
Total.....		1	1		9	1	10	2

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

- Nov. 1.** — Rice, a farmer, crossing Bailey Hollow crossing with a team of horses, was struck by passenger train and instantly killed.
- Nov. 24.** Wm. Walker, a brakeman on coal train, while coupling cars in motion at Oakland, foot got wedged in frog, holding him still, while the cars passed over and killed him.

1863.

- Feb. 9. Richard Scott, a boy fifteen years of age, killed while attempting to get on a coal train while in motion, on Lackawanna bridge, Scranton.
- April 24. George Drake, (not an employee,) struck by a locomotive and knocked from the Lackawanna bridge, at Scranton; killed instantly.
- July 15. Nathan Hawley, (not an employee,) run over and killed by an engine in Scranton yard.
- Aug. 5. John Hawley, switching in round house at Scranton, killed by being pressed between two engines.
- Aug. 13. An unknown female slightly injured while attempting to get on passenger train while in motion, at Scranton.
- Aug. 15. Dennis Madigan, brakeman, arm crushed while coupling cars at Scranton.
- Aug. 18. James Graham, laborer on gravel train, near Greenville, threw a stone at a dog and lost his equilibrium, fell from the train, which passed over and killed him.
- Aug. 20. John Abbis, laborer in gravel pit, killed by bank caving in, near Greenville.
- Aug. 20. James M'Lain, laborer in gravel pit, killed by bank caving in near Greenville.
- Sept. 17. John Doran, laborer on gravel train, killed while attempting to get on coal train while in motion, near Dunnings.

Names and Residence of Officers.

Directors.	Post office address.
John J. Phelps.....	New York city.
William E. Dodge.....	do.
Moses Taylor.....	do.
George Bulkley.....	do.
John I. Blair.....	Blairstown, N. J.
Henry Young.....	New York city.
Charles H. Marshall.....	do.
Samuel L. Mitchell.....	do.
Rufus R. Graves.....	do.
Lowell Holbrook.....	do.
Simeon B. Chittenden.....	do.
Samuel Wetmore.....	do.
David Thompson.....	do.
George M. Hollenback.....	Wilkesbarre, Pa.
John Brisbin, President.....	New York city.
Andrew J. Odell, Treasurer and Secretary.....	do.
Watts Cooke, Superintendent.....	Scranton, Pa.

Gauge of road.....	5 ft. 2½ in.
Weight of rail per yard on main track.....	About 80 lbs.
Number of car houses, shops and stables.....	One of each.
Number of depots.....	1
Number of first class passenger cars, (two horses).....	13
Average value of each.....	\$650
Number of second class passenger cars, (one horse).....	6
Average value of each.....	\$350
Number of passengers that may be seated in each car.....	18
No other cars.	
Number of horses owned by the company.....	103
Average value of each, including harness.....	\$100
Number of mules owned by the company.....	5
Value of real estate held, exclusive of road way.....	\$9, 751 92
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,300 pounds.
How is track laid, and on what foundation? Upon pine stringers, laid upon oak cross ties, with gravel and clay foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. The road runs from St. Clair street, Pittsburg, over the suspension bridge to Allegheny city, along Federal street to Ohio street, along Ohio street to Bidwell street, (formerly Bagaley's lane,) along Bidwell street to Ohio lane, along Ohio lane to Beaver street, in Manchester, along Beaver street to Wood's run, in M'Clure township, occupying part of a township road on the route down. A branch of the road runs from Federal street along Leacock and Rebecca streets to Manchester.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars—about... *968, 380

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$1, 205 56
Repairs of buildings.....	326 73
Taxes on real estate.....	307 24

*This is averaging each person at 5 cents. Children pay 3 cents, but no account is kept of them separate.

PASSENGER RAILROAD REPORT.

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Expenses of Operating the Road.

On account of horses.....	\$1,544 67
Harness and repairs.....	376 32
Repairs to cars.....	1,731 37
Horse shoeing and blacksmithing.....	595 79
Hay and feed.....	14,439 43
Salaries, pay roll and wages.....	16,006 81
Insurance.....	337 50
General expenses.....	2,153 23
Bridge toll.....	3,026 66
Fluid and oil.....	551 53

Receipts from all Sources.

From passengers.....	\$48,419 00
rent.....	200 00
manure.....	175 00
other sources.....	844 16

Payments other than for Construction.

Interest.....	\$1,357 71
Internal revenue tax.....	647 65

Accidents.

Three passengers injured.

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

Sometime in December, 1862, an old gentleman named Hugh Carson, was injured by the cars of the company, by attempting to cross the street in front of the coming car. He was not quick enough, and was struck by the pole, and knocked down and run over. His injuries were considerable, but he has since recovered, or nearly so. One or two more accidents of a trivial character occurred during the year, but no note has been kept of them.

Names and Residence of Officers.

Directors.	Post office address.
Joseph Kirkpatrick..... Allegheny city	Pittsburg, Pa.
Robert S. Hays..... do.	do.
John E. Parke..... Manchester borough	do.
Henry Irwin..... Allegheny city	do.
A. S. Bell..... do.	do.
Joseph Kirkpatrick.....	President.
Algerson S. Bell.....	Treasurer and Secretary.

PITTSBURG AND BIRMINGHAM.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared before me William M. Hersh, president of the Pittsburg and Birmingham Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of his knowledge and belief.

(Signed) WILLIAM M. HERSH, *President.*

Sworn and subscribed before me, this 24th day of December, 1863.

AND. HUMBERT, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	37,475 00
Total amount now paid in of capital stock.....	42,000 00
Funded debt, as per last report.....	22,600 00
Total amount now of funded debt.....	22,600 00
Floating debt, as by last report.....	3,328 93
The amount now of floating debt.....	5,368 65
Total amount now of floating and funded debt.....	27,968 65
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend:—January 19, 1863.	
Rate per cent. per annum of dividend—\$2 per share applied to account of stock—2,000 shares.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$46,728 58	\$46,228 84
Equipment.....	14,585 98	16,722 95
Total cost.....	61,314 56	62,951 79

Characteristics of Road.

Length of road.....	2 ⁸ / ₁₀ miles.
Length of double track, including sidings.....	1 m. 98 ³ / ₄ perch.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	None.
Number of first class passenger cars, (two horse).....	10
Average value of each.....	\$825 00
Number of second class passenger cars, (one horse).....	None.
Number of passengers that may be seated in each car.....	18 and 20
Number of other cars.....	1 salt, 1 feed car
Number of horses owned by the company.....	70
Average value of each, including harness.....	\$100
Value of real estate held, exclusive of road way.....	\$10, 394 22
Average weight, in pounds, of passenger cars, exclusive of passengers and baggage.....	2 ¹ / ₄ tons of 2,000 lbs.
How is track laid, and on what foundation? Pine stringers, oak ties, and turnpike foundation.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads. Along Smithfield street from 5th, to and across Monongahela bridge to South Pittsburg; thence along Carson street, through borough of South Pittsburg, Birmingham and East Birmingham.

Doings of the Year in Transportation of Passengers.

Number of passengers (all classes) carried in cars.....	806, 901
Average rate of speed adopted by passenger cars, including stops (miles per hour).....	About 5 miles.
Number of trips each day : Nine and ten trips each car daily.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$1, 576 32
Repairs of buildings.....	63 10
Taxes on real estate.....	67 84
Total.....	1, 707 26

PITTSBURG AND BIRMINGHAM

Expenses of Operating the Road.

On account of horses.....	\$302 25
Harness and repairs.....	261 47
Repairs to cars.....	322 38
Horse shoeing.....	1,407 96
Hay and feed.....	7,945 80
Office expenses, stationery and depot expenses.....	246 87
Salaries.....	1,900 00
Insurance.....	243 97
Watchmen, switchmen, hostlers, pay-roll.....	2,785 27
General expenses of stable.....	293 70
Conductors and drivers.....	8,628 12
Fluid, fuel, oil and gas.....	296 91
Damages for injuries of persons.....	None.
Total.....	<u>24,634 65</u>

Receipts from all Sources.

From passengers.....	\$39,542 54
rent.....	392 50
manure.....	75 00
other sources.....	515 79
Total.....	<u>40,525 83</u>

No other receipts.

Payments other than for Construction.

For maintaining and operating the road.....	\$26,341 91
interest.....	1,781 06
stock dividend.....	4,000 00
new passenger cars and horses.....	2,078 00
payment for taxes on personal property.....	133 62

No surplus fund.

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
William M. Hersh.....	Pittsburg.
Benjamin F. Jones.....	do.
John D. M'Crossan.....	do.
Florence Kramer.....	do.
William K. Nimblek.....	do.
William M. Hersh.....	President.
Nathaniel Holmes.....	Treasurer.
William K. Nimblek.....	Secretary.

DELAWARE COUNTY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. Spencer Miller, president, and A. L. Bonnaffon, secretary, of the Delaware County Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) E. SPENCER MILLER, *President.*
JAMES MILLER, *Treasurer.*
A. L. BONNAFFON, *Secretary.*

Sworn and subscribed before me, this 22d day of December, 1863.

JAMES M'CAHEN, J. P.

Stock and Debt.

Capital stock as authorized by law.....	*\$150,000 00
Amount of stock subscribed.....	†24,300 00
Amount paid in, as by last report.....	‡24,030 00
Total amount now paid in of capital stock.....	24,080 00
Funded debt, as per last report.....	6,500 00
Total amount now of funded debt.....	6,500 00
Floating debt, as by last report—about.....	1,850 00
The amount now of floating debt—about.....	2,850 00
Total amount now of floating and funded debt—about.....	9,650 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
No dividend.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$24,345 82	\$24,607 20
Equipment.....	6,092 20	6,122 20
Total cost.....	30,438 02	30,729 40

*Or 3,000 shares at \$50 per share.

†Or 485 shares absolutely, and \$3,700 00, or 74 shares conditionally.

‡Of which \$350 00 was returned to conditional subscribers.

DELAWARE COUNTY

Characteristics of Road.

Length of road—about.....	4 miles.
No double track—sidings about.....	300 yards.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track—strap rail, weighing to the yard about.....	16 lbs.
Number of car houses, shops and stables.....	1 stable.
Number of depots.....	1
Number of first class passenger cars, (two horses).....	4
Average value of each.....	\$400 00
Number of second class passenger cars, (one horse).....	None.
Number of passengers that may be seated in each car—about	20
Number of other cars.....	None.
Number of horses owned by the company.....	13
Average value of each, including harness—about.....	\$50
Value of real estate held, exclusive of road way.....	None.
Average weight in lbs. of passenger cars, exclusive of passengers and baggage—about.....	3,300 lbs.
How is track laid, and on what foundation? A strap rail is laid on oak stringers, which are laid on cross ties, with a plank roadway for horse.	
Describe the route of your road in detail, giving the streets occupied and connections with other roads. It runs from Logan street, West Philadelphia, west along Market street, and the Philadelphia and West Chester turnpike road to the Howard House. It connects with no other road, but its depot on Logan street is near the West Philadelphia passenger railway.	

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars.....	No account kept.
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	About 5 miles.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$462 09
Repairs of buildings.....	None.
Taxes on real estate.....	None.

PASSENGER RAILROAD REPORT.

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Expenses of Operating the Road.

On account of horses.....	\$2,388 92
Harness and repairs.....	72 21
Repairs to cars.....	573 26
Horse shoeing.....	201 04
Hay and feed, (not ascertainable for entire year—horses kept at livery part of year.)	
Office expenses, stationery and depot expenses.....	4 00
Salaries.....	None.
Insurance.....	None.
One ostler at \$1 00 per day, since horses were kept at livery.	
Conductors and drivers.....	\$1,293 42
Fluid, fuel, oil and gas.....	14 77
Damages for injuries of persons.....	None.

Receipts from all Sources.

Receipts from passengers.....	\$5,362 06
manure—about.....	80 00
other sources.....	226 00

Other Receipts.

From sale of bonds.....	Nothing.
stockholders' instalments.....	\$50 00

Payments other than for Construction.

For maintaining and operating the road.....	\$5,495 00
interest.....	213 82
new passenger cars and horses.....	180 00
payment for taxes on personal property.....	80 40

Names and Residence of Officers.

Directors.	Post office address.
John Sellers.....	
James Miller.....	
E. F. Warren.....	
A. L. Bonnaffon.....	
Jos. B. Smith.....	
D. E. Smith.....	
Lewis Watkins.....	
Edward M. Paxson.....	
E. Spencer Miller.....	President.
James Miller.....	Treasurer.
A. L. Bonnaffon.....	Secretary.

GIRARD COLLEGE.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared E. B. Edwards, president, and William S. Blight, treasurer, of the Girard College Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

E. B. EDWARDS, *President.*

WM. S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this 4th day of December, 1863.

J. R. MASSEY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	10,000 shares.
Amount paid in as by last report—per share.....	\$16 00
Total amount now paid in of capital stock.....	160,000 00
Date of each dividend—January 5, 1863, and July 20, 1863.	
Rate per cent. per annum of dividend—\$1 per share Jan. 5, 1863, and 50 cents per share July 20, 1863.	
Amount of capital on which the respective dividends were declared.....	160,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Passenger station, buildings, fixtures, car house and machine shop.....	\$36,394 33	\$36,394 33
Passenger and other cars.....	21,149 65	21,149 65
Horses, harness, &c.....	16,567 74	16,567 74
Construction of track per mile.....	7,500 00	7,500 00

Characteristics of Road.

Length of road.....	5.4 miles.
Gauge of road.....	5 ft. 4 in.
Weight of rail per yard on main track.....	45 pounds.

PASSENGER RAILROAD REPORT.

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Number of car houses, shops, stables and depots.....	1 of each.
Number of first class passenger cars, (two horses).....	25
Cost when new—each.....	\$775 00
Number of passengers that may be seated in each car.....	24
Number of horses owned by the company.....	116
Value of real estate held, exclusive of roadway—assessor's value	\$9,000 00

How is track laid, and on what foundation? Gravel foundation, white pine stringers and ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Ridge avenue, Ninth street, Tenth street and Arch street; giving exchange tickets to passengers, good at the intersection for other roads crossing us.

Doings of the year in Transportation of Passengers.

Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5.4 miles.
Number of trips each day.....	192

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$1,184 76
Taxes on real estate, (whole tax on property).....	414 00

Operating the Road.

Stable account.....	\$23,838 60
Harness and repairs.....	473 27
Repairs to cars.....	1,159 56
Blacksmith account.....	2,894 97
Office expenses, stationery and depot expenses, salaries and insurance	7,208 15
Conductors and drivers, fluid and oil, (running expenses).....	19,575 50

Receipts from all Sources.

From passengers.....	\$76,430 51
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Payments other than for Construction.

For dividends.....	\$15,000 00
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Accidents.

No accidents.

GIRARD COLLEGE

Names and Residence of Officers.

Directors.	Post office address.
John Lambert.....	Philadelphia.
Charles T. Jones.....	do.
William S. Brant.....	do.
Andrew A. Butler.....	do.
Henry Croakey.....	do.
E. B. Edwards.....	President.
W. S. Blight.....	Treasurer and Secretary.

PHILADELPHIA AND GRAY'S FERRY.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared S. Gross Fry, president, and Jas. M'Fadden, Jr., treasurer, of the Philadelphia and Gray's Ferry Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) S. GROSS-FRY, *President.*

JAS. M'FADDEN, JR., *Treasurer.*

Sworn and subscribed before me, this 21st day of November, 1863.

H. TUNISSON, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	497,850 00
Amount paid in, as by last report.....	159,312 00
Total amount now paid in of capital stock.....	159,312 00
Funded debt, as per last report.....	15,500 00
Total amount now of funded debt.....	15,500 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	15,500 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend—January 5th, and July 8th, 1863.	
Rate per cent. per annum of dividend—6 per cent. on par value of stock.	
Amount of capital on which the respective dividends were declared.....	\$158,232 00

Cost of Road and Equipment.

Total cost by last report.....	\$173,010 15
Total cost by present report.....	173,010 15

PHILADELPHIA AND GRAY'S FERRY

Characteristics of Road.

Length of road.....	36,392 ft. or 6 $\frac{7}{8}$ miles.
Length of double track, including sidings.....	1 $\frac{1}{2}$ "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	4
Number of depots... ..	1
Number of first class passenger cars, (two horses).....	17
Average value of each.....	\$300
Number of second class passenger cars, (one horse).....	5
Average value of each.....	\$200
Number of passengers that may be seated in each car.....	20
Number of horses owned by the company.....	120
Average value of each, including harness.....	\$100
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,000 lbs.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars, estimated,	1, 857, 050
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	4
Number of trips each day on main road.....	219

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Included in expenses of operating the road.

Expenses of Operating the Road.

Total (including taxes, repairs of road and all other expenses) \$56, 648 68

Receipts from all Sources.

Receipts from passengers.....	\$74, 281 92
other sources.....	784 06
Total	<u>75, 065 98</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$56, 648 68
interest on bonds.....	1, 052 46

PASSENGER RAILROAD REPORT.

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For dividends on stock—amount paid.....	\$27,341 65
miscellaneous (internal revenue tax).....	1,481 12
Total.....	86,523 90

Accidents.

KILLED —"others".....	1
INJURED —"others".....	2

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1863.

- April 3. Andrew Dolan, aged 2½ years, whose parents reside near 22d and South streets, was run over by car No 10, on South street between 21st and 22d streets, and died shortly afterwards.
- June 27. Joseph Halpin, aged 8 years, residing in Harrison street, son of one of the employees, had his leg run over near 21st and Lombard streets, requiring amputation.
- Oct. 5. Miss Pesoa, residing in 10th street above Chestnut, fell in getting off car at 5th and Spruce streets. Injury not serious.

Names and Residence of Officers.

Directors.	Post office address.
John F. Brinton.....	26 North 7th street..... Philadelphia.
William Penn Chandler....	1702 Arch street..... do.
William M. Farr.....	1824 Spruce street..... do.
Charles Harmer.....	Maiden lane, below Gray's Ferry road..... do.
G. Craig Heberton.....	1509 Arch street..... do.
Oliver Hopkinson.....	1424 Spruce street..... do.
John N. Hutchinson.....	1660 North 15th street..... do.
John P. M'Fadden.....	808 South 4th street..... do.
Israel Mauls.....	1627 Walnut street..... do.
E. H. Townsend.....	1818 Arch street..... do.
Jas. H. Withington.....	Germantown.
S. Gross Fry.....	President, 2101 Green street..... Philadelphia.
Jas. M'Fadden, Jr....	Treasurer, 1345 Christian street..... do
Wm. Penn Chandler, Secretary,	1762 Arch street..... do.

GERMANTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia City, } ss:

Personally appeared Adam Warthman, president, and Joseph Singerly, treasurer, of the Germantown Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) ADAM WARTHMAN, *President.*
 JOSEPH SINGERLY, *Treasurer.*

Sworn and subscribed before me, this 8th day of December, 1863.
 JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	112,245 00
Total amount now paid in of capital stock.....	112,245 00
Funded debt, as per last report.....	250,000 00
Total amount now of funded debt.....	250,000 00
Floating debt, as by last report.....	1,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	250,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.

Cost of Road and Equipment.

As by general contract to build, equip and put in complete running order, which includes tracking, horses, harness, cars, real estate, depots and incidentals necessary thereto, and real estate, &c., purchased since last report,	}	By last report.	By present report.
		\$299,913 17	\$369,446 16

Characteristics of Road.

Length of road, a fraction less than.....	19 miles.
Length of double track, including sidings.....	5½ "
Weight of rail per yard on main track.....	45 pounds.

PASSENGER RAILROAD REPORT.

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Number of car houses, shops and stables—2 car houses, 3 shops and 2 stables.....	7
Number of depots.....	2
Number of first class passenger cars, (two horses,) 28 in general use.....	35
Average value of each.....	\$300 00
Number of second class passenger cars, (one horse).....	None.
Number of passengers that may be seated in each car.....	22
Number of horses owned by the company.....	205
Average value of each, including harness.....	\$80 00
Value of real estate held, exclusive of roadway.....	58,500 00

How is track laid, and on what foundation? White pine cross ties, 7 by 9 stringers.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. To German-town and return, and from Diamond street, south, to Dickerson street via. Fourth street, and return, north via. Eighth street.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars, near.....	2,600 000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) between.....	5 and 6 miles.
Number of trips each day—11 by 8 cars on Walnut street; 8 by 12 cars on Dickerson street; and 6 by 8 cars on German-town end.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Included in expenses of operating road.

Expenses of Operating the Road.

On account of horses.....	}	\$58,541 34
Harness and repairs.....		
Repairs to cars.....		
Horse shoeing.....		
Office expenses, stationery and depot expenses, all taxes, &c.,		
Salaries.....		
Insurance.....		
Watchmen, switchmen, hostlers, pay roll.....		
General expenses of stable.....		
Conductors and drivers.....		
Fluid, fuel, oil and gas.....		
Hay, straw and feed.....	24,867 49	
Total running expenses.....		83,408 83

GERMANTOWN

Receipts from all Sources.

From passengers	\$132,245 59
manure.....	1,260 00
Total.....	133,505 59

Other Receipts.

None.

Payments other than for Construction.

For maintaining and operating the road.....	\$83,408 83
interest on bonds.....	17,500 00
ground rent.....	1,230 00
horses.....	4,622 27
Total.....	106,761 10
Total amount of surplus fund.....	26,744 40

NOTE.—The above statement is for twelve months, from Dec. 1, 1862, to Dec. 1, 1863.

Names and Residence of Officers.

Directors.	Post office address.
Adam Warthman.....	Philadelphia.
Joseph Singerly.....	do.
Lewis Scout.....	do.
Adam Warthman.....	President.
Joseph Singerly.....	Treasurer and Secretary.

FAIRMOUNT AND ARCH STREET CITY.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Chas. B. Dungan, president, and John T. Lange, treasurer, of the Fairmount and Arch Street City Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

C. B. DUNGAN, *President.*

JNO. T. LANGE, *Treasurer.*

Sworn and subscribed before me, this 13th day of November, 1863.

CHAS. E. PANCOAST, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	200,000 00
Total amount now paid in of capital stock.....	200,000 00
The amount now of floating debt.....	2,049 78
Date of each dividend—January and July.	
Rate per cent. per annum of dividend—\$1 00 per share or 5 per cent. for 6 months, in January, and 50 cents. per share or 2½ per cent. in July.	
Amount of capital on which the respective dividends were declared.....	200,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$129,090 79	\$127,535 79
Equipment.....	66,756 40	66,481 56
Total cost.....	<u>195,847 19</u>	<u>194,017 35</u>

Characteristics of Road.

Length of road.....	3 ³⁸⁰ / ₁₀₀₀ miles.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables, and depots.....	1
Number of first class passenger cars, (two horses).....	20
Number of passengers that may be seated in each car.....	22
Number of other cars (one snow plow and one salt car).....	2
Number of horses owned by the company.....	112
Describe the route of your road in detail, giving the streets occupied and connections with other roads. From wire bridge, at Fairmount, via. Callowhill street, Hamilton street, Twenty-second street, Callowhill street, Twentieth street, Arch street, to Second street, the present temporary terminus. Return via. Arch street, Twenty-first and Callowhill streets, to place of beginning—crossing all north and south roads, and connecting with the Hestonville railroad at the wire bridge, and at the eastern end with the Girard College Passenger railway.	

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars.....	1,484,914
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	6 miles.
Number of trips each day.....	200

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway.....	\$657 16
Repairs of buildings.....	44 98
Taxes on real estate, \$161 00, and other taxes \$1,611 05.....	1,772 05
Ground rent.....	700 00
Total	<u>3,174 19</u>

Expenses of Operating the Road.

On account of horses.....	\$392 50
Harness and repairs.....	279 18
Repairs to cars.....	1,228 34
Horse shoeing and blacksmithing.....	2,119 01

PASSENGER RAILROAD REPORT.

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Hay and feed, hostlers' wages and general expenses of stable,	\$18,115 25
Office expenses, \$539 99; depot expenses, \$3,311 70; road toll, \$1,945 00; incidental expenses, \$1,094 52.....	6,891 21
Salaries	2,499 99
Insurance	583 75
Conductors and drivers.....	13,351 52
 Total.....	 45,460 75

Fluid, fuel, oil and gas included in above account.

Receipts from all Sources.

Receipts from passengers.....	\$62,536 74
manure	794 50
other sources.....	188 25
 Total	 63,459 49

Accidents.

KILLED—"others".....	1
INJURED—"others".....	1

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1863.

April 4. A boy named — Stetler, aged about 18 years, while under the influence of liquor, attempted to jump from one car to another while passing. He fell under the wheels and had one leg broken. Recovered.

August 10. A child, aged about 6 years, attempted to get on car No. 10, at Arch street and Sixteenth street, while it was in motion. The front wheel passed over his body, and he died in a few hours from internal hemorrhage.

Names and Residence of Officers.

Directors.	Post office address.
Jos. W. Cardesa.....	Philadelphia.
Frederick Fairthorne.....	do.
D. T. Pratt.....	do.
Israel Peterson.....	do.
Richard Peterson.....	do.
C. B. Dungan..... President.	
John T. Lange..... Treasurer and Secretary.	

THIRTEENTH AND FIFTEENTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Price J. Patton, president, and Henry Haines, treasurer, of the Thirteenth and Fifteenth Streets Passenger railway company, and in due form of law affirmed, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

PRICE J. PATTON, *President.*

HENRY HAINES, *Treasurer.*

A affirmed and subscribed before me, this 9th day of December, 1863.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Total amount now paid in of capital stock.....	Uncertain.
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	5,000 00
The amount now of floating debt.....	3,000 00
Total amount now of floating and funded debt.....	3,000 00
Date of each dividend—January and July.	
Rate per cent. per annum of dividend, January, \$1 00 per share, and July, 75 cents per share.	
Amount of capital on which the respective dividends were declared.....	500,000 00

Cost of Road and Equipment.

The present managers have not the data for ascertaining the amount.

Characteristics of Road.

Length of road—about.....	6½ miles.
Length of double track, including sidings.....	None.
Gauge of road.....	5 feet. 2 in.

PASSENGER RAILROAD REPORT.

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Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	One of each.
Number of depots.....	1
Number of first class passenger cars, (two horses).....	16 running.
Average value of each.....	\$600
Number of second class passenger cars, (one horse).....	None.
Number of passengers that may be seated in each car.....	20
Number of other cars.....	3 baggage trucks.
Number of horses owned by the company.....	133
Average value of each, including harness.....	\$85
Value of real estate held, exclusive of roadway, under lease, about.....	\$50,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage—about.....	4,000 lbs.
How is track laid, and on what foundation? Pine cross ties and stringers, on gravel	

Describe the route of your road in detail, giving the streets occupied and connections with other roads. On Thirteenth and Fifteenth streets, from Carpenter street to Columbia avenue, and on Columbia avenue and Carpenter streets, from Thirteenth to Fifteenth street, and connected with Richmond and Schuylkill, and Frankford and Southwark railways.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars—about...	1,625,000
Average rate of speed adopted by passenger cars, including stops (miles per hour).....	6
Number of trips each day.....	200

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$641 70
Repairs of buildings trifling.	

Expenses of Operating the Road.

All of these items are combined in one account under the title of running expenses, (excepting hay and feed,) viz :

Running expenses.....	\$48,811 24
Hay and feed.....	17,723 30

Receipts from all Sources.

From all sources, including passengers, manure, rent, &c....	\$87, 604 15
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Payments other than for Construction.

For maintaining and operating the road.	\$67, 176 24
Dividends.....	17, 500 00
 Total.....	 <u>84, 676 24</u>

Accidents.

KILLED—"others".....	1
INJURED—"others".....	1

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

1863.

February 27. Dominick O'Donnell, killed on 13th street near Catharine, aged 8 years. Attempted to run across the track immediately in front of the horses; he slipped and fell, so that the wheels passed over his head, thus killing him instantly.

About Aug. 15. A little boy named — Faley, attempted to climb on side of a car, in 15th street near Carpenter, when the car was in motion. He slipped and fell, with the calf of his leg under the wheel, which cut it much. He has, however, recovered.

Names and Residence of Officers.

Directors.	Post office address.
Robert Churchman.....	Philadelphia.
Francis H. Hickling.....	do.
Henry S. Homberger.....	do.
George Williams.....	do.
Thomas S. Dixon.....	do.
Price J. Patton, President.....	Philadelphia.
Henry Haines, Treasurer and Secretary.....	do.

RIDGE AVENUE AND MANAYUNK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles Thomson Jones, president, and Lewis Stokes, treasurer, of the Ridge Avenue and Manayunk Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

CHAS. THOMSON JONES, *President.*

LEWIS STOKES, *Treasurer.*

Sworn and subscribed before me, this 27th day of November, 1863.

JOSHUA HILL, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed—5,000 shares, less 280 shares forfeited for non-payment of instalments.	
Amount paid in as by last report, (less as above on 280 shares)	125,000 00
Total amount now paid in of capital stock.....	118,000 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Date of each dividend—January 3, July 6, and October 5.	
Rate per cent. per annum of dividend—January 50 cents per share; July 60 cents per share; October \$1 00 per share.	
Amount of capital on which the respective dividends were de- clared.....	118,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$120,209 28	\$120,209 28
Passenger station, buildings and fixtures, car house and machine shop.....	36,335 70	36,335 70
Passenger and other cars.....	12,430 63	11,530 63
Horses, harness, &c.....	10,606 75	11,559 98
Total cost.....	<u>179,582 36</u>	<u>179,635 59</u>

Characteristics of Road.

Length of road.....	4½ miles.
Length of double track, including sidings.....	3½ "
Gauge of road.....	5 ft. 4 in.
Weight of rail per yard on main track—about.....	40 pounds.
Number of car houses, shops and stables.....	1 stable.
Number of depots.....	2
Number of first class passenger cars, (two horses).....	10
Average value of each—cost when new.....	\$800 00
Number of second class passenger cars, (one horse).....	None.
Number of passengers that may be seated in each car.....	18
Number of other cars.....	None.
Number of horses owned by the company.....	54
Average value of each, including harness.....	\$100 00
The company hold no real estate except the depot property.	
How is track laid, and on what foundation? Principally on stone ballast.	

ROUTE.—From Columbia and Ridge avenue to Manayunk.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars.....	Don't know.
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	6 miles.
Number of trips each day.....	7 trips each car.

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway.....	\$556 63
Taxes on real estate.....	201 60
Total.....	<u>758 23</u>

Expenses of Operating the Road.

Stable account.....	\$11,603 67
Harness and repairs.....	160 52
Repairs to cars.....	462 42
Blacksmith account.....	1,232 14
Office expenses, stationery and depot expenses and salaries...	1,690 34
Insurance.....	313 50
Conductors and drivers, fluid, fuel, gas and oil, &c.....	6,097 08
Total.....	<u>21,559 67</u>

PASSENGER RAILROAD REPORT.

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Receipts from all Sources.

From passengers..... \$34,549 39

Other Receipts.

None.

Payments other than for Construction.

For interest..... \$4,281 00

dividends..... 9,912 00

Total 14,193 00

Accidents.

None.

Names and Residence of Officers.

Directors.	Post office address.
M. M. Riter.....	Philadelphia.
J. D. Sergeant.....	do.
Samuel K. Ashton.....	do.
Wm. S. Stokely.....	do.
Mahlon H. Dickinson.....	do.
Chas. Thomson Jones.....	President.
Lewis Stokes.....	Treasurer and Secretary.

CITIZENS' (PITTSBURG.)

STATE OF PENNSYLVANIA, }
Allegheny County, } ss.

Personally appeared James Verner, president of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of his knowledge and belief.

(Signed)

JAMES VERNER, *President*

Sworn and subscribed before me, this 10th day of December, 1863.

J. DONALDSON, *J. P.*

Stock and Debt.

Capital stock as authorized by law (with power to increase to (\$200,000).....	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	80,000 00
Total amount now paid in of capital stock.....	92,000 00
Funded debt, as per last report.....	47,800 00
Total amount now of funded debt.....	54,200 00
Floating debt, as by last report.....	3,991 29
The amount now of floating debt.....	5,859 92
Total amount now of floating and funded debt.....	60,059 92
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend, January 12 and July 12.	
Rate per cent. per annum of dividend—January, \$6 per share ; July \$4 per share.	
Amount of capital on which the respective dividends were declared—\$80,000 and \$86,000.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$90,786 92	\$92,850 44
Equipment.....	44,257 00	64,776 65
Total cost.....	<u>135,043 93</u>	<u>157,627 09</u>

Characteristics of Road.

Length of road.....	5 miles and 2, 929 ft.
Length of double track, including sidings—about.....	2½ miles.
Gauge of road.....	5 ft. 2½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	2 car houses and 2 stables.
Number of first class passenger cars, (two horses).....	14
Average value of each.....	\$300
Number of second class passenger cars, (one and two horses,)	6
Average value of each—about.....	\$650
Number of other cars.....	3 trucks and 1 salt car.
Number of horses owned by the company.....	126
Average value of each, including harness.....	\$126 97
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway, and including stable.....	\$21, 210 45

How is track laid, and on what foundation? On white pine stringers, oak cross ties; gravel, broken stone and clay foundation.

Describe the route of your road in detail, giving the streets occupied and connections with other roads. On Penn street, in Pitsburg, on the Pittsburg and Greensburg turnpike road, in Pitt township, on Butler street, in Lawrenceville, on the Lawrenceville and Sharpsburg plank road, in Collins township, and on ——— streets, in Sharpsburg.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars, (estimated at five cents).....	1, 547, 248
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5 miles.
Number of trips each day—about 117 on main line, and 24 on Sharpsburg extension.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, (including keeping streets in repair).....	\$4, 173 76
Repairs of buildings.....	208 78
Total.....	<u>4, 382 54</u>

Expenses of Operating and Maintaining the Road.

On account of horses.....	\$1,092 40
Harness and repairs.....	777 39
Repairs to cars.....	2,335 08
Horse shoeing.....	1,988 67
Hay and feed.....	14,312 84
Salaries.....	1,425 00
Insurance.....	695 24
Watchmen, switchmen, hostlers, pay roll.....	6,904 06
Conductors and drivers.....	14,138 57
Fluid, oil and waste.....	503 64
Damages for injuries of persons and vehicles.....	172 89
Three new cars burnt in Philadelphia—cost.....	1,800 00
Miscellaneous expenses.....	13,553 72
Total.....	59,699 50

Receipts from all Sources.

From passengers.....	\$77,362 40
rent.....	155 10
manure.....	150 00
other sources.....	12,199 82
Total.....	89,867 32

Other Receipts.

Stockholders' instalments.....	\$12,000 00
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Payments other than for Construction.

For maintaining and operating the road and interest— \$59,699 50, less accounts unpaid, \$1,208 67.....	\$58,490 83
dividends.....	20,000 00
new passenger cars and horses.....	11,830 00
payments to loan account.....	1,000 00
miscellaneous.....	10,523 35
Total.....	101,844 18

Accidents.

KILLED —passengers	1
others	2
Total	<u>3</u>
INJURED —others.....	<u>4</u>

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

Howley, boy—playing on street—both feet run over—recovering.

Boy—stealing a ride on side of car—arm broken.

Boy—playing on street—leg run over—recovered.

Martin and Glesen Kamp, boys of eight and ten years of age, stretched a rope across the street in front of a car—were both drawn under the wheels and killed—occurred after night.

Jas. Knolls, boy, wakened out of sleep in a car at night, and set off by the driver—got under the wheels when the car started, and was killed. Verdict of jury, accidental.

Drunken man walked in, front of horses after night—heel run over.

Names and Residence of Officers.

Directors.	Post office address.
James Verner.....	Pittsburg.
Alexander Speer.....	do.
Nathaniel Holmes.....	do.
Richard Hays.....	do.
J. Harvey Jones.....	do.
James Verner.....	President.
Nathaniel Holmes.....	Treasurer.
James B. Murphy.....	Secretary.

SEVENTEENTH AND NINETEENTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia City, } ss:

Personally appeared J. E. Gillingham, president, and H. B. Leach, treasurer, of the Seventeenth and Nineteenth Streets Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) J. E. GILLINGHAM, *President.*
 H. B. LEACH, *Treasurer.*

Sworn and subscribed before me, this 20th day of November, 1863.
 CHAS. WELDING, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	\$500,000 00
• Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	120,000 00
Total amount now paid in of capital stock.....	120,000 00
Total amount of floating and funded debt.....	None.
Date of dividend—January, '1863.	
Rate per cent. per annum of dividend.....	2½ per cent.
Amount of capital on which the respective dividends were declared.....	\$120,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of road and equipment.....	\$113,699 07	\$113,699 07

Characteristics of Road.

Length of road.....	5, ⁸² / ₁₀₀ miles.
Gauge of road.....	5 ft. 2½ in.
Weight of rail per yard on main track.....	55 lbs.
Number of second class passenger cars, (one horse).....	15
Average value of each.....	\$300
Number of passengers that may be seated in each car.....	14

PASSENGER RAILROAD REPORT.

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Number of other cars.....	None.
Number of horses owned by the company.....	60
Average value of each, including harness.....	\$65
Number of mules owned by the company.....	None.
How is track laid, and on what foundation? Sills, with tram rails.	
Describe the route of your road in detail, giving the streets occupied and connections with other roads. Seventeenth street, Carpenter street, Nineteenth street, Master street.	

Doings of the year in Transportation of Passengers.

Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5½ miles.
Number of trips each day.....	12

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$708 48
Repairs to buildings.....	138 09
Total	<u>846 57</u>

Expenses of Operating the Road.

On account of horses.....	\$2, 113 73
Harness and repairs.....	218 15
Repairs to cars.....	1, 072 13
Horse shoeing.....	975 42
Office expenses, stationery and depot expenses, printing, &c.,	1, 289 52
Insurance	205 80
General expenses of stable.....	10, 506 36
Conductors and drivers.....	6, 145 07
Fluid, fuel, oil and gas.....	156 52
Total.....	<u>22, 682 72</u>

Receipts from all Sources.

From passengers.....	\$25, 354 69
manure.....	421 41
other sources.....	2, 671 47
Total	<u>28, 447 57</u>

SEVENTEENTH AND NINETEENTH STREETS

Payments other than for Construction.

For-maintaining and operating the road.....	\$20,568 97
interest.....	58 76
dividends.....	2,601 80
new passenger cars and horses.....	1,727 85
payment for taxes on personal property and internal re- venue.....	758 14
payments to loan account.....	1,744 59
miscellaneous	2,605 77
Total.....	<u>30,065 88</u>

Names and Residence of Officers.

Directors.	Post office address.
C. T. Yerkes, Jr., 1320 North Seventh street.....	Philadelphia.
H. W. Gray, Greene street.....	do.
H. B. Leach, 1322 North Seventh street.....	do.
James Watt, Broad street.....	do.
J. E. Gillingham..... President.	
H. B. Leach..... Treasurer.	
G. E. Leach..... Secretary.	

PHILADELPHIA AND DARBY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas S. Ellis, president, and Thomas Sparks, treasurer, of the Philadelphia and Darby Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

THOS. S. ELLIS, *President.*

THOS. SPARKS, *Treasurer.*

Sworn and subscribed before me, this 1st day of December, 1863.

WM. J. DELLAKER, *Notary Public.*

Stock and Debt, October 31, 1863.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	99,439 00
Total amount now paid in of capital stock.....	100,000 00
Funded debt, as per last report.....	17,000 00
Total amount now of funded debt.....	17,000 00
Floating debt, as by last report.....	500 00
The amount now of floating debt.....	None.
Average rate per cent. per annum of interest on funded debt,	7 per cent.
No dividend declared.	

Cost of Road and Equipment.

	<i>By present report.</i>
For graduation and masonry.....	\$1,885 09
For bridges.....	776 95
Superstructure, including iron.....	40,083 60
Passenger stations, buildings and fixtures.....	17,597 76
Equipment—passenger and other cars.....	8,500 00
horses, harness, &c.....	7,620 00
construction of track.....	5,336 64
land for stations, depots, &c.....	4,647 00
Total cost.....	86,447 04

Characteristics of Road.

Length of road, about	5½ miles.
Length of road laid.....	5 miles, 255 ft.
Length of double track, including sidings.....	5½ miles, 236 ft.
Weight of rail per yard on main track.	42 pounds.
Number of car houses, shops and stables.....	1 car house, 1 stable.
Number of first class passenger cars, (two horses).....	10

ROUTE.—On the Philadelphia and Darby post road from Philadelphia, connecting at Market street, West Philadelphia, with the West Philadelphia railway company.—*Report 1862.*

Doings of the year in Transportation of Passengers.

Number of miles run by passenger cars, about.....	98, 000
Number of passengers (all classes) carried in cars, about...	275, 000
Average rate of speed adopted by passenger cars, including stops (miles per hour).....	6 miles per hour.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$2, 623 64
Repairs of buildings.....	8 74
Taxes on real estate.....	166 76
Total	<u>2, 799 14</u>

Expenses of operating the Road, as from the disbursement book of the company.

Repairs of track.....	\$2, 623 64
Repairs of equipment and horse shoeing.....	1, 160 15
Repairs of buildings.....	8 74
Ground rent, taxes and excise tax	1, 142 37
Wages of conductors, drivers and grooms.....	6, 495 04
Salary of superintendent, (house rent free)	600 00
Stationery, printing and advertising	48 73
Provender, (including straw)	6, 669 00
Sundry supplies.....	373 12
Incidentals	264 61
Total.....	<u>19, 385 40</u>

As our fiscal year, by charter, ends December 31, the above contains ten months of this year, (1863,) and two months of last year, (1862.)

Receipts from all Sources.

From passengers.....	\$23,059 23
rent.....	111 50
manure, old wood and materials.....	530 94
other sources.....	400 00
Total.....	24,101 67

The following are the rates of fare for passengers charged on this passenger railway, viz: The road being divided into ten sections (of about half mile each.)

For the first section or part of a section, a passenger may ride for	3 cents.
For each additional section or part of section.....	1 "
From Market street to Darby, (5 miles).....	12 "

Payments other than for Construction.

Interest on bonds.....	\$1,190 00
To investment in U. S. bonds for renewal and building fund..	3,000 00

Accidents.

Three "others" injured.

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1863.

- May 1.** Small child of Mr. Wilson. The mother had placed it in an enclosure on the opposite side of the road. It, however, got out and ran under the horses' feet; the child was knocked down and slightly injured. Locality, village of Maylandville.
- July.** Small child of Mr. Anderson. This little child was lying in the dry ditch, by the side of the railroad amongst some weeds, with its feet on the track; the driver saw it when too close to it to stop the car. It was injured in both feet, but not dangerously. The place where this occurred was in the village of Paschallville.
- Sept. 2.** Child of George Connell, Esq., State Senator. The child was walking on the road side—he made no signal for the driver to stop the car, but when it came opposite to him, he attempted to jump on the front platform; he slipped and fell, the wheel injuring the calf of his leg; not seriously hurt. Locality, near Mount Moriah lane.

PHILADELPHIA AND DARBY

Names and Residence of Officers.

Directors.	Post office address.
Andrew M. Eastwick.....	Philadelphia.
Joseph B. Conover.....	do.
Pearson Serrill.....	Darby, Delaware county.
D. H. Flickwir.....	Philadelphia.
Dr. Samuel Thomas.....	24th ward, Philadelphia.
Robert Baist.....	Philadelphia.
Thomas S. Ellis, President.....	Philadelphia.
Thomas Sparks, Treasurer.....	do.
D. H. Flickwir, Secretary.....	do.

PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, } ss:
Philadelphia City, }

Personally appeared Charles Camblos, president, and William W. Colket, treasurer, of the Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) CHAS. CAMBLOS, *President.*
 WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 17th day of November, 1863.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law, (with right to increase to \$750,000).....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock.....	100,000 00
Funded debt, as per last report.....	135,000 00
Total amount now of funded debt	135,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend: January 15, and July 16, 1863.	
Rate per cent. per annum of dividend: January \$2 00 per share; July \$2 00 per share.	
Amount of capital on which the respective dividends were declared.....	500,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$187,423 03	\$197,573 03
Amount as per report of 1862.....	\$187,423 03	
Depot lot, &c., paid in 1863.....	10,150 00	
	<u>197,573 03</u>	

Construction brought forward.....	\$187,423 03	\$197,573 03
Equipment.....	32,910 99	33,923 49
Amount as per last report.....	\$32,910 99	
Amount paid for horses, exceeding stock of 1862.....	1,012 50	
	<u>33,923 49</u>	
Total cost.....	<u>220,334 02</u>	<u>231,496 52</u>

Characteristics of Road.

Length of road.....	3 ⁸⁸⁷ / ₈₈₇ miles.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	56 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars, (two horses).....	22
Average value of each.....	\$400 00
Number of second class passenger cars, (one horse).....	None.
Number of passengers that may be seated in each car.....	20
Number of other cars.....	1
Number of horses owned by the company.....	133
Average value of each, including harness.....	\$50
Average weight of passenger cars, exclusive of passengers and baggage.....	3,700 lbs.
How is track laid, and on what foundation?	On string pieces and cross ties; gravel foundation.
Describe the route of your road in detail, giving the streets occupied, and connections with other roads.	From Twenty- first and Chestnut, on Chestnut, to Front street; down Front to Walnut street, and on Walnut street to Twenty-second street; up Twenty-second to Chestnut, and on Chestnut to Twenty-first street. The Green and Coates and German- town Passenger railway companies use the track on Walnut street, from Fourth to Eighth street, to form a circuit with their road on Fourth and Eighth streets.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars.....	2,298,848
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) nearly.....	6 miles.
Number of trips each day.....	15 per car.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$428 03
Taxes on real estate.....	569 02
Total	<u>997 05</u>

Expenses of Operating the Road.

On account of horses.....	\$2,319 25
Harness and repairs.....	490 22
Repairs to cars.....	1,460 78
Horse shoeing and other blacksmithing.....	2,068 34
Hay and feed	13,987 91
Office expenses, stationery and depot expenses.....	2,016 24
Salaries.....	2,799 97
Insurance.....	386 41
Watchmen, switchmen, hostlers, pay-roll.....	5,508 28
General expenses of stable.....	1,087 88
Conductors and drivers.....	18,625 24
Fluid, fuel, oil and gas.....	675 15
Miscellaneous, including car license, &c.....	1,608 80
Total..	<u>53,034 47</u>

Receipts from all Sources.

From passengers.....	\$100,910 30
manure.....	933 18
other sources.....	2,884 12
Total	<u>104,727 60</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$54,031 52
interest.....	2,451 66
dividends.....	40,000 00
additional horses.....	1,012 50
payment for taxes on personal property.....	182 24
for balance.....	3,844 57
United States excise tax.....	1,455 11
State tax on dividends.....	1,750 00
Total.....	<u>104,727 60</u>

PHILADELPHIA CITY

Accidents.

One passenger killed.

The following is a statement of the date of the accident, the place where it occurred, and the cause and extent of the injuries inflicted upon the person, as follows :

On the 21st of February, 1863, a boy, in stepping off the front platform of a car, fell, and the car passed over both legs, from the effects of which injury he died. The accident occurred at the corner of Broad and Walnut streets.

Names and Residence of Officers.

Directors.	Post office address.
Charles Wister.....	Germantown, Pa.
Zophar C. Howell.....	Philadelphia.
Amos Ellis.....	do.
George Williams.....	do.
Coffin Colket.....	do.

LOMBARD AND SOUTH STREETS.

No. 29, SOUTH SIXTH ST., PHILADELPHIA, }
October 16, 1863. }

HON. ISAAC SLENKER,

Auditor General:

SIR:—In response to the circular emanating from your office, addressed to the Lombard and South Streets Passenger railway company, I state, that neither the railway, nor stable, car house, &c., of that company is yet completed, though the company commenced to run cars over a portion of their road on July 1, 1863.

In consequence of the foregoing, such replies to your interrogatories, as the law contemplates, cannot at present be made.

Truly yours,

MOSES A. DROPSIE,

President of the L. and S. Streets Passenger R. R. Co.

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } ss:

Personally appeared James West, president, and E. Hart, treasurer, of the Frankford and Southwark Philadelphia City Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JAMES WEST, *President.*

E. HART, *Treasurer.*

Sworn and subscribed before me, this 11th day of December, 1863.

PETER HAY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	442,045 00
Total amount now paid in of capital stock.....	490,200 00
Funded debt, as per last report.....	200,000 00
Total amount now of funded debt.....	200,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	200,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent
Date of each dividend : January 15, July 15.	
Rate per cent. per annum of dividend—3 per cent. July ; 4 per cent. January.	
Amount of capital on which the respective dividends were declared—\$442,045 in January, \$490,095 in July.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$455,509 83	\$510,255 54
Equipment.....	213,010 59	211,178 28
Total cost.....	<u>668,520 42</u>	<u>721,433 82</u>

Characteristics of Road.

Length of road, (including double track but one length)	12.33 miles.
Length of double track, including sidings.....	4.04 "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track—45 lbs. on single track, 50 on double.	
Number of car houses, shops and stables.....	2
Number of depots.....	3
Number of first class passenger cars, (two horses).....	42
Average value of each.....	\$300 00
Number of second class passenger cars, (one horse).....	3
Average value of each	\$200 00
Number of passengers that may be seated in each car.	22
Number of other cars..	2 salters, 3 trucks, 1 feed car.
Number of horses owned by the company.....	274
Average value of each, including harness.....	\$107 53
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	2,900 lbs.
How is track laid, and on what foundation? Yellow pine stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Berks street (between Third and Fourth streets) west to Sixth; south, along Sixth street, to fifty feet below Pearce street; thence, (through our own property) to Fifth street, northward, along Fifth street to Germantown road; thence along Germantown road to Berks street, eastwardly along Berks street, to place of beginning. From same starting place, east along Berks street to Front street; thence northwardly along Front to Kensington avenue; along Kensington avenue, across Frankford creek, (through our own property,) to Main street, Frankford; thence along Main street to Arrott street. This portion of the road is double track—crosses Frankford creek on a Howe's patent truss bridge. The first, or city section, crosses all the east and west passenger railways in the city.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars, about.....	4,000,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	6 miles.
Number of trips each day, each car	8 trips.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$11,544 25
Repairs of buildings.....	36 50
Taxes on real estate, including horses and cars.....	1,239 06
Total.....	12,819 81

Operating the Road.

On account of horses.....	\$4,428 50
Harness and repairs.....	1,157 26
Repairs to cars.....	6,674 84
Horse shoeing.....	6,294 47
Hay and feed.....	39,377 88
Office expenses, stationery and depot expenses.....	8,467 99
Salaries.....	3,575 02
Insurance.....	270 00
Watchmen, switchmen, hostlers, pay-roll and general expenses of stable.....	13,587 48
Conductors and drivers.....	40,023 67
Fluid, fuel, oil and gas.....	500 26
Damages for injuries of persons.....	70 97
Total.....	124,428 34

Receipts from all Sources.

From passengers.....	\$194,317 38
rent.....	417 00
manure.....	2,058 00
other sources.....	575 00
Total.....	202,367 38

Other Receipts.

Stockholders' instalments.....	\$48,215 00
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PASSENGER RAILROAD REPORT.

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Payments other than for Construction.

For maintaining and operating the road.....	\$143, 610 03
interest—including interest on bonds.....	13, 492 33
dividends.....	32, 384 65
Total.....	<u>189, 487 01</u>
Total amount of surplus fund.....	<u>\$14, 689 38</u>

Names and Residence of Officers.

Directors.	Post office address
Richard Garrod.....	Frankford P. O., Phila.
Nathan Hillis.....	do.
Edward S. Handy.....	Philadelphia.
Jos. Harrison, Jr.....	do.
Henry C. Harrison.....	do.
William O. Keshmie.....	do.
James Keene.....	Tacony P. O., Phila.
Benjamin Rowland.....	Philadelphia.
Charles E. Lex.....	do.
Nathan E. Suplee.....	do.
John H. Towne.....	do.
S. Morris Walne.....	do.
James West, President.....	Philadelphia.
E. Hart, Treasurer.....	do.
Charles R. Abbott, Secretary.....	do.

FAIRMOUNT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Joseph J. Sharpless, superintendent and treasurer of the Race and Vine Street Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of his knowledge and belief.

(Signed)

JOSEPH J. SHARPLESS,

Superintendent and Treasurer.

Sworn and subscribed before me, this 9th day of January, 1864.

LEWIS GODBORE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount paid in as by last report.....	180,000 00
Total amount now paid in of capital stock.....	180,000 00
Total amount now of funded debt.....	125,000 00
The amount now of floating debt.....	57,545 07
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend.....	None.
Rate per cent. per annum of dividend.....	None.
Amount of capital on which the respective dividends were de- clared.....	None

Cost of Road and Equipment.

Total cost of construction.....	<u>\$121,613 19</u>
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Characteristics of Road.

Length of road.....	4 ⁷ / ₁₀ miles.
Weight of rail per yard on main track.....	45 lbs. to yd.
Number of car houses, shops and stables.....	2
Number of depots.....	1
Number of first class passenger cars, (two horses).....	21
Average value of each—cost.....	\$800 00

PASSENGER RAILROAD REPORT.

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Number of passengers that may be seated in each car.....	22
Number of horses owned by the company.....	128
Average value of each, including harness.....	\$80 00
Value of real estate held, exclusive of road way, (subject to ground rent).....	17, 033 33
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	3, 500 lbs.
How is track laid, and on what foundation? On longitudinal strings and cross ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Fairmount via Callowhill to Hamilton, to Twenty-second; down Twenty-second to Race street; down Race to Second; down Second to Walnut; round by Dock street to Third; north to Vine; west to Twenty-third; north to Callowhill, to Fairmount.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars—about....	1, 355 600
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	6 miles.
Number of trips each day.....	190 trips.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway—about.....	\$500 00
Taxes on real estate.....	213 85
Total	<u>713 85</u>

Expenses of Operating the Road.

On account of horses.....	}		
Harness and repairs.....			
Repairs to cars.....			
Horse shoeing.....			
Hay and feed.....			
Office expenses, stationery and depot expenses.....			
Salaries.....			\$65, 740 37
Insurance			
Watchmen, switchmen, hostlers, pay-roll.....			
General expenses of stable.....			
Conductors and drivers.....			
Fluid, fuel, oil and gas.. ..			
Damages for injuries of persons			None.
Total	<u>65, 740 37</u>		

All of the above items are combined under the title of "running expenses."

FAIRMOUNT

Receipts from all Sources.

From passengers	\$64,446 43
manure	849 71
other sources	7,140 87
Total	<u>72,437 01</u>

Payments other than for Construction.

For maintaining and operating the road	\$66,454 22
interest	None.
dividends	None.
payments to loan account	None.
ground rent, rent and legal expenses	3,081 00
Total	<u>69,535 22</u>

Names and Residence of Officers.

Directors.	Post office address.
N. B. Knass	Philadelphia.
Amos Phillips	do.
H. V. Maitland	do.
Josiah Kesterbock	do.
W. J. P. White	do.
Charles Camblos	President.
Joseph J. Sharpless	Treasurer and Receiver.
Joshua Spohring	Secretary.

WEST PHILADELPHIA.

STATE OF PENNSYLVANIA, }
 Philadelphia City and County, } ss:

Personally appeared John S. Morton, president, and William Martin, Jr., treasurer, of the West Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

J. S. MORTON, *President.*

WILLIAM MARTIN, JR., *Treasurer.*

Affirmed and subscribed before me, this 11th day of November, 1863.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	189,100 00
Amount paid in as by last report.....	189,100 00
Total amount now paid in of capital stock.....	189,100 00
Funded debt, as per last report.....	100,000 00
Total amount now of funded debt.....	100,000 00
Floating debt, as by last report.....	4,000 00
The amount now of floating debt.....	4,000 00
Total amount now of floating and funded debt.....	104,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend: January, 1863—July, 1863.	
Rate per cent. per annum of dividend: January, 6 per cent.;	
July, 5 per cent.	
Amount of capital on which the respective dividends were declared.....	189,100 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of construction and equipment, \$	\$270,563 38	\$301,055 81

Characteristics of Road.

Length of road.....	6 miles.
Length of double track, including sidings: Double, 3¼ miles, sidings, 300 feet.	
Gauge of road.....	5 feet 2½ in-
Weight of rail per yard on main track.....	44 lbs.
Number of car houses, shops and stables: 1 car house, 3 shops, and 2 stables.....	6
Number of depots.....	1
Number of first class passenger cars, (two horses,) average number used, say 30.....	48
Average value of each.....	\$400 to \$200
Number of second class passenger cars, (one horse).....	1 (not used)
Average value of each.....	\$200
Number of passengers that may be seated in each car.....	20
Number of other cars: 1 truck, and 2 salt cars.....	3
Number of horses owned by the company.....	233
Average value of each, including harness.....	\$80
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway, assessed 1863,	\$12, 850
How is track laid, and on what foundation? Wooden cross ties, and string pieces of wood, on ground.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Route—from Front and Market street to Haddington, and <i>vice versa</i> , occupying Market from Front street to 41st street, 41st street from Market street to Haverford street, and Haverford and Vine streets, &c., from 41st to Haddington. No connections.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$7, 734 48
Repairs of buildings.....	516 74
Taxes on real estate.....	295 55
Total.....	8, 546 77

Expenses of operating the Road.

On account of horses.....	\$3,448 00
Harness and repairs.....	1,133 29
Repairs to cars.....	4,864 28
Horse shoeing.....	5,497 07
Hay and feed.....	36,163 63
Office expenses, stationery and depot expenses.....	1,593 46
Salaries, (officers, dispatchers, receivers and superintendent's assistants).....	7,268 50
Insurance.....	500 00
Watchmen, hostlers, pay-roll, and general expenses of stable,	10,031 84
Conductors and drivers.....	35,649 06
Fluid, fuel, oil and gas.....	1,330 38
Total.....	<u>107,479 45</u>

Receipts from all Sources:

From passengers.....	\$159,482 13
measure.....	1,114 00
other sources.....	1,103 64
Total.....	<u>161,699 77</u>

Other receipts, none.

Payments other than for Construction.

For maintaining and operating the road.....	\$123,068 27
interest, ground rent, etc.....	463 50
dividends.....	20,217 00
new passenger cars and horses.....	7,048 00
payment for taxes on personal property.....	484 38
miscellaneous coupons.....	7,000 00
payments made to surplus fund out of coupons.....	271 60
Total.....	<u>158,281 15</u>
Total amount of surplus fund.....	<u>\$7,895 08</u>

Accidents.

No passenger or employees killed or injured; Others, two killed.

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

1863.

- Sept. 19. On Market near 22d street, Patrick Coyle was run over by car No. 30, at night, crushing one of his legs—cause, intoxication. Died September 24, 1863—40 years old.
- Oct. 31. On 41st street near Market, Patrick Doras was ran over by car No. 4, at night, crushing one of his legs—cause, intoxication. Died November 2, 1863—60 years old. A coroner's jury exonerated the driver.

Names and Residence of Officers.

Directors.	Post office address.
John S. Morton.....No. 217 South 3d street.....	Philadelphia.
John F. Gross.....66th street and Marion road.....	do.
Daniel Stone.....N. E. Cor. 15th and Filbert streets.....	do.
Herman J. Lombaert.....3rd and Willings alley.....	do.
John C. Davis.....Beach and Locust streets.....	do.
Samuel Baugh.....No. 129 South 2d street.....	do.
J. Warner Johnson.....No. 635 Chestnut street	do.
Benjamin Griffith.....No. 1803 North 7th street.....	do.
William M. Wright.....No. 509 South 9th street.....	do.
John S. Morton.....	President.
William Martin, Jr.....	Treasurer and Secretary.
George C. Jervis.....	Assistant Secretary

OAKLAND,

(Including the Pittsburg and Minersville Branch.)

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared Adam Reineman, president, and C. Hoeveler, treasurer, of the Oakland railway company, including the Pittsburg and Minersville Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

ADAM REINEMAN, *President.*C. HOEVELER, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1863.

VICTOR SCRIBA, *J. P.**Stock and Debt..*

Capital stock as authorized by law—\$100,000 of Oakland railway company, and \$50,000 Pittsburg and Minersville branch.	
Amount of stock subscribed.....	\$81,500 00
Amount paid in as by last report. Never made any; not in existence until March, 1863.	
Total amount now paid in of capital stock.....	81,500 00
Total amount now of floating and funded debt—not exceeding	500 00
No dividend declared.	

Cost of Road and Equipment.

Purchased from trustee of Pittsburg and East Liberty railway company, for.....	\$76,500 00
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Characteristics of Road.

Length of road, including Minersville branch.....	10 miles.
Length of double track, including sidings.....	2 "
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	43 and 28 lbs. respectively.

Number of car houses, shops and stables.....	1 car house and 2 stables.	
Number of depots.....		2
Number of first class passenger cars, (two horses,) including those on Minersville branch.....		19
Average value of each.....		\$400 00
Number of passengers that may be seated in each car.....		15
Number of other cars—freight car.....		1
Number of horses owned by the company.....		96
Average value of each, including harness.....		\$55 00
Value of real estate held, exclusive of road way.....		2,973 87
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....		3,000

How is track laid, and on what foundation? Macadamized turnpike road out of city of Pittsburg; on gravel in city, with usual foundation of stringers and cross ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. The road traverses Third, Ferry, Fourth, Grant, Diamond streets and Pennsylvania avenue, in the city of Pittsburg, and the Farmers' and Mechanics' turnpike road in Pitt township. The Minersville branch traverses Grant and Wylie streets, and Centre avenue, in city of Pittsburg, and Coal Hill turnpike road, in Pitt township.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars, about.....	637,460
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	5 miles.
Number trips each day, about.....	60 in summer and 50 in winter.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$868 63
Repairs of buildings.....	447 52
Taxes on real estate.....	216 95
Internal revenue tax.....	419 30

Expenses of operating the Road.

On account of horses.....	\$3,957 88
Harness and repairs.....	371 89
Repairs to cars.....	1,062 20

PASSENGER RAILROAD REPORT.

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Horse shoeing.....	\$305 55
Hay and feed.....	12, 032 34
Office expenses, stationery, depot expenses and all expenses..	1, 863 11
Salaries, wages, and other like expenses.....	13, 354 86
Insurance, included in expense account, but about.....	300 00
Watchmen, switchmen, hostlers, pay-roll, included in salary account.	
General expenses of stable ; also, in general expense account above.	
Conductors and drivers ; also, in general expense account above.	
Fluid, fuel, oil and gas ; also, in general expense account above.	
Damages for injuries of persons.....	Nothing.

Receipts from all Sources.

From passengers.....	\$31, 873 16
manure.....	17 50
from insurance paid for loss of stable.....	800 00
other receipts.....	None.

Accidents.

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

During the summer, supposed to be in July, and the latter part of August, two persons were injured by the cars. Both were intoxicated. One was injured by attempting to get on the car when in motion, and falling, fell, and was run over. The other, while on the platform, attempted to jump off when the car was about stopping to let him off, and he ralled under the wheel. One of them recovered, but the other, it is alleged, died from the result of the accident. The person who died was named —— Tustin. The name of the other was unknown. No particular record was made of either case, as the company presumed them to be so entirely accidental that they would never hear anything further about them.

Names and Residence of Officers.

Directors.	Post office address.
Of Oakland road, { Adam Reineman.....	Pittsburg, Pa.
{ John M'Devitt.....	do.
{ U. E. Berger.....	do.
Of Minersville branch, { Chas. Meyran, President.....	do.
{ Fran. A. Herron, Treasurer.....	do.
{ H. P. Muller, Secretary.....	do.
Adam Reineman	President.
C. Hoevaler.....	Treasurer.

SECOND AND THIRD STREET.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Robert F. Taylor, president, and Edward A. Lesley, treasurer, of the Second and Third Street Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

ROBERT F. TAYLOR, *President.*

EDWARD A. LESLEY, *Treasurer.*

Sworn and subscribed before me, this 13th day of November, 1863.

ROBT. F. HANLER, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	\$550,000 00
Amount of stock subscribed	550,000 00
Amount paid in as by last report	203,757 25
Total amount now paid in of capital stock	203,757 25
Funded debt, as per last report	175,800 00
Total amount now of funded debt	172,100 00
Floating debt, as by last report	1,037 51
The amount now of floating debt	None.
Total amount now of floating and funded debt	172,100 00
Average rate per cent. per annum of interest on funded debt	7 per cent.
Date of dividend—January and July.	
Rate per cent. per annum of dividend—January, 5 per cent., and July, 5 per cent.	
Amount of capital on which the respective dividends were declared	550,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of construction and equipment,	\$463,198 27	\$476,778 89

Characteristics of Road.

Length of road.....	18, $\frac{9}{10}$ miles.
Length of double track, including sidings	$\frac{1}{4}$ mile.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops, stables and depots, 2 depots and 2 stables.	
Number of first class passenger cars, (two horse).....	60
Average value of each.....	\$300
Number of second class passenger cars, (one horses).....	4
Average value of each.....	\$250
Number of passengers that may be seated in each car.....	20
Number of other cars.....	2
Number of horses owned by the company.....	382
Average value of each, including harness.....	\$90
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way.....	\$117,110 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage, about.....	2 tons.
How is track laid, and on what foundation? On wooden sleepers.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads. Principally on Second and Third streets, and connect with Girard Avenue, Green and Coates, Fairmount Passenger, Fairmount and Arch, West Philadelphia, Chestnut and Walnut, Spruce and Pine, and Lombard and South.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars, about.....	5,800,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5
Number of trips each day.....	From 6 to 10

EXPENSES.*Maintaining the Road or Real Estate of the Corporation.*

Repairs of road bed and railway.....	\$3,858 25
Repairs of buildings.....	141 56
Taxes on real estate.....	813 00
Total.....	<u>4,812 81</u>

SECOND AND THIRD STREET

Expenses of Operating the Road.

On account of horses.....	\$11,680 50
Harness and repairs.....	1,608 01
Repairs to cars.....	8,697 18
Horse shoeing.....	7,094 85
Hay and feed.....	49,392 12
Office expenses, stationery and depot expenses.....	5,500 22
Salaries.....	5,228 95
Insurance.....	1,037 77
Watchmen, switchmen, hostlers, pay-roll.....	21,179 73
General expenses.....	17,340 78
Conductors and drivers.....	52,297 40
Fluid, fuel, oil and gas.....	1,049 66
Damages for injuries of persons.....	718 30
Total.....	182,825 47

Receipts from all Sources.

Receipts from passengers.....	\$276,894 65
rent.....	120 00
manure.....	2,613 91
Total.....	279,628 56

Payments other than for Construction.

For maintaining and operating the road.....	\$182,825 47
interest.....	12,774 26
dividends.....	54,267 50
new passenger cars and horses... .. } included in op-	
payment for taxes on personal property, } rating road.	
payments to loan account.....	3,700 00
Total.....	253,537 23

No surplus fund.

Accidents.

KILLED —passengers.....	2
others.....	3
Total.....	5

INJURED—passengers	7
others	4
	<hr/>
Total	11
	<hr/> <hr/>

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

- January 17. James Gordan jumped off front platform of one of our cars—
was struck by the pedestal of the car, and died Jan. 19, 1863.
- March 25. A man was killed by one of our car horses treading on him
while lying on the road intoxicated—name unknown.
- April 18. A man, named James Diver, jumped off the front platform of
one of our cars, was run over and considerably injured.
- May 21. John Totick, a boy, jumped off the front platform of one of our
cars, fell, and a wheel ran over right arm, which had to be
amputated.
- June 22. A boy, name not ascertained, standing on front platform of car,
fell off and was instantly killed.
- June 26. R. Wilson, a man standing on front platform, fell off while in-
toxicated, and was run over and killed.
- July 3. William Spohn, a man who was much intoxicated, was run over
by one of our cars, and died from the effects of the injury.
- July 27. One of our cars came into contact with a coal cart, the driver
of which was so much injured that he died soon after the
collision.
- August 19. A locomotive engineer, on the North Pennsylvania railway,
ran into one of our cars, and injured two persons, whose
names are as yet unknown.
- August 22. One of our cars ran over a boy named James Rub, who was
slightly injured.
- Sept. 15. A man, name unknown, was slightly injured on the bridge over
Cohocksink creek, by getting between our cars and the
bridge.
- October 5. A man, named James Benton, who was intoxicated, fell off one
of our cars, and one of his feet was run over and injured.
- October 5. John Hutton, a boy, while playing in the street, was struck
by one of our cars, and slightly injured.
- October 15. J. Bosworth, a man, fell off one of our cars, and was slightly
injured.
- October 22. A child, name not ascertained, was slightly injured by one of
our cars.

SECOND AND THIRD STREET

Names and Residence of Officers.

Directors.	Post office address.
Israel Peterson.....809 North Front street.....	Philadelphia.
Peter Rambo.....137 Richmond street.....	do.
John Eisenbrey, Jr.....Pear street, above Dock.....	do.
John Horn.....Third and Brown streets.....	do.
Jacob Binder.....Sixth and Oxford streets.....	do.
John A. Warner.....357 North Second street.....	do.
Thomas J. Potts.....215 North Second street.....	do.
Thomas W. Webb.....Third and Shippen streets.....	do.
J. B. Okie .....47 South Fourth street.....	do.
Reese D. Fell.....305 Walnut street.....	do.
J. P. Steiner.....812 Pine street.....	do.
Charles Remington.....525 Arch street.....	do.
Robert F. Taylor, President, 721 North Eighth street.....	do.
Edward A. Lesley, Treasurer, Frankford road, above Lehigh avenue.....	do.
Thomas Logan, Secretary...238 Dickerson street.....	do.

CITIZENS' (PHILADELPHIA.)

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared George Williams, president, and Wm. Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) GEORGE WILLIAMS, *President.*
WM. BONSALL, *Treasurer.*

Sworn and subscribed before me, this 4th day of November, 1863.

AQUILA HAINES, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	10,000 shares.
Amount paid in as by last report.....	\$192,750 00
Total amount now paid in of capital stock.....	192,750 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	9,000 00
The amount now of floating debt.....	6,000 00
Total amount now of floating and funded debt.....	6,000 00

Date of each dividend—January and July.

Rate per cent. per annum of dividend—in January 3 per cent.,
and in July 3½ per cent., (less national tax.)

The respective dividends were declared on the amount of authorized capital.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$64,366 66	\$65,511 58
Equipment.....	104,076 81	106,264 31
Total cost.....	<u>168,443 47</u>	<u>171,775 89</u>

Characteristics of Road.

Length of road—about.....	7 miles.
Length of double track, including sidings.....	None.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars, (two horses).....	36
Average value of each.....	\$300 00
Number of second class passenger cars, (one horse).....	3
Average value of each.....	\$150 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	None.
Number of horses owned by the company.....	175
Average value of each, including harness.....	\$75 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$44,749 57
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,500 lbs.
How is track laid, and on what foundation? On yellow pine stringers and cross ties.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Tenth and Montgomery streets down Tenth to Reed street, along Reed street to Eleventh street, up Eleventh street to Montgomery street, and along Montgomery street to the place of beginning.	

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars—about....	2,850 000
Average rate of speed adopted by passenger cars, including stops, (miles per hour)—about.....	6 miles.
Number of trips each day.....	224

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway—about.....	\$800 00
Repairs of buildings—about.....	250 00
Taxes on real estate.....	538 07
Total.....	<u>1,588 07</u>

Expenses of Operating the Road.

On account of horses.....	} All of these items are combined under the title of running expenses, excepting insurance, and the cost of hay and feed, viz: Running expenses, \$56,404 55; and hay and feed, \$22,310 68.
Harness and repairs.....	
Repairs to cars.....	
Horse shoeing.....	
Hay and feed.....	
Office expenses, stationery and depot expenses.....	
Salaries.....	
Insurance.....	
Watchmen, switchmen, hostlers, pay-roll.....	
General expenses of stable.....	
Conductors and drivers.....	
Fluid, fuel, oil and gas.....	
Damages for injuries of persons, \$120; included in running expenses.....	
Total.....	<u>\$78,715 23</u>

Receipts from all Sources.

From passengers.....	\$116,556 93
rent.....	441 20
manure.....	1,200 00
other sources.....	8,065 39
Total.....	<u>126,263 52</u>

Other Receipts.

None.

Payments other than for Construction.

For maintaining and operating the road.....	\$78,715 23
interest.....	873 00
dividends.....	31,975 00
new passenger cars and horses.....	2,187 50
payment for taxes on personal property.....	21 36
payments to loan account.....	3,000 00
miscellaneous.....	\$2,838 56
National tax.....	1,250 00
State tax.....	1,000 00
ground rent and insurance.....	519 25
	<u>5,607 81</u>
Total.....	<u>122,389 90</u>

CITIZENS'

Accidents.

KILLED—passengers, 1; employees, 1.

The following is a statement of the date of each accident, the place where it occurred, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows :

On the 22d November, 1862, a man employed as a laborer, named Daniel Baker, was run over in the depot, and died on the following day.

On the 29th July, 1863, a passenger named Francis Cobden fell off the front platform of a car in Tenth below Walnut street, was run over, and died on the 30th.

Names and Residence of Officers.

Directors.	Post office address.
Benjamin Davis.....	Philadelphia.
Coffin Colket.....	do.
John K. M'Ilwain.....	do.
Ames Ellis.....	do.
One vacancy.	
George Williams.....	President.
William Bonsall.....	Treasurer and Secretary.

GREEN AND COATES STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared J. K. M'Ilwain, president, and H. H. Wilson, treasurer, of the Green and Coates Street Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

J. K. M'ILWAIN, *President.*

H. H. WILSON, *Treasurer.*

Affirmed and subscribed before me, this 6th day of November, 1863.

J. K. MASSEY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in as by last report.....	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt, as per last report.....	82,000 00
Total amount now of funded debt.....	87,000 00
Total amount now of floating and funded debt.....	87,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend: January 6, and July 15.	
Rate of dividend: January, \$1 50 per share; July, \$1 40 per share.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost.....	\$219,786 92	\$224,182 28

Characteristics of Road.

Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars, (two horses).....	36
Average value of each—cost.....	\$800 00
Number of second class passenger cars, (one horse).....	4

GREEN AND COATES STREET

Average value of each—cost.....	\$300 00
Number of passengers that may be seated in each car.....	20
Number of horses owned by the company.....	196
Value of real estate held, exclusive of road way.....	\$79,329 52

Describe the route of your road in detail, giving the streets occupied and connections with other roads. From Fairmount park along Landing avenue, Coates, Twenty-second, Green, Fourth, Walnut, Dickerson, Eighth, Coates and Landing avenue to Fairmount park, connecting with Seventeenth and Nineteenth, Thirteenth and Fifteenth, Citizens', Frankford and Southwark, Germantown, Second and Third, Race and Vine, Fairmount and Arch, Philadelphia City, Philadelphia and Gray's Ferry, Lombard and South, and Girard.College Passenger railways.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars	2,517,098
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	6
Number of trips each day	185

Expenses of Operating the Road.

On account of horses.....	\$4,001 34
Repairs to cars and road.....	4,754 74
Horse shoeing	3,881 97
Hay and feed.....	24,047 53
Office expenses.....	379 53
Salaries.....	2,944 67
Insurance.....	583 00
Watchmen, switchmen, hostlers, pay-roll, and general expenses of stable.....	6,884 40
Conductors and drivers.....	22,984 73
Fluid, fuel, oil and gas, and general running expenses.....	3,008 40
Damages for injuries of persons, &c.....	599 50
Total	<u>74,069 81</u>

Receipts from all Sources.

From passengers.....	\$114,617 22
mangre	1,380 81
other sources.....	8,541 95
Total	<u>124,539 98</u>

PASSENGER RAILROAD REPORT.

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Payments other than for Construction.

For maintaining and operating the road.....	\$74,069 81
interest on ground rents, mortgages and coupons.....	7,655 43
dividends.....	29,035 40
payment for taxes.....	645 15
miscellaneous.....	12,410 93
Total	<u>123,816 72</u>

Names and Residence of Officers.

Directors.	Post office address.
Hon. Ellis Lewis.....	Philadelphia.
Robert F. Taylor.....	do.
William H. Sawers.....	do.
John H. Towne.....	do.
Edmund Deacon.....	do.
W. P. Wray.....	do.
T. S. Dixon.....	do.
David Watt.....	do.
George Gordon.....	do.
William Read.....	do.
J. G. Fell.....	do.
J. S. Wilson.....	do.
J. K. M'Iiwain President.	
H. H. Wilson Treasurer and Secretary.	

MAUCH CHUNK AND SUMMIT HILL, PANTHER CREEK VALLEY, LEHIGH AND SUSQUEHANNA RAILROADS.

OFFICE OF THE LEHIGH COAL AND NAVIGATION COMPANY, }
Philadelphia, Jan. 12, 1864. }

HON. ISAAC SLENKER, *Auditor General:*

DEAR SIR:—I have the honor to transmit you, with this, the blank form received from you, filled up as far as we are able to do so, under oath, this year. Owing to an unfortunate circumstance, I only became cognizant of the form sent by you, and of your printed communication accompanying the same, a few days ago, since when we have not been able to collect all the information called for. We send you what we have, and hope our next return will be more complete.

In regard to the railroads owned by this company, those in Panther Creek valley, and between Mauch Chunk and Summit Hill, are private roads, built on lands belonging to this company, and only for the accommodation of their own business. We have no materials at hand at this time from which we could fill up the blanks sent us. Nor have we for the Lehigh and Susquehanna railroad. We will endeavor to collect the materials in time to make reports next year.

Very respectfully yours, .

JAMES S. COX, *President.*

ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thos. Kimber, Jr., president, and Wm. C. Longstreth, treasurer, of the Elmira and Williamsport railroad company, and in due form of law affirmed, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

THOS. KIMBER, JR., *President.*

WM. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, this 13th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock.....	1,000,000 00
Funded debt, as per last report.....	1,000,000 00
Total amount now of funded debt.....	1,000,000 00
Floating debt, as by last report.....	42,155 43
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,000,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$2,083,607 35	\$2,027,651 90

Characteristics of Road.

Length of main line of road, from Williamsport to Elmira.....	78 miles.
Length of road laid.....	78 "
Length of double track, including sidings.....	8½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.

Number of engine houses and shops.....	2
Number of engines	16
Number of first class passenger cars—rated as eight wheel cars—(average cost of each \$2,000).....	8
Number of baggage, mail and express cars—rated as eight wheel cars—(average cost of each \$800)	3
Number of freight cars, rated as eight wheel cars, (average cost of each \$600).....	96
Number of coal cars, (average cost of each \$180).....	700
Number of wooden bridges	26
Number of railroads crossed at grade.....	1
Number of depots on main road.....	5
Number of wood and water stations on main road.....	8
How is track laid, and on what foundation? Mostly gravel.	

Speed and Weight of Trains.

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	21
Average rate of speed adopted by express trains, including stops	25
Average rate of speed adopted by freight trains, including stops.....	12
Average weight in tons of passenger trains, exclusive of passengers and baggage,	25
Average weight in tons of freight trains, exclusive of freight,	80

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$28,031	39
Taxes.....	4,889	29
Total.....	<u>32,920</u>	<u>68</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$9,733	66
Repairs of passenger and baggage cars.....	3,615	58
Repairs of freight cars.....	16,895	95
Repairs of tools and machinery in shops	616	44
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	5,218	52
Total.....	<u>36,080</u>	<u>15</u>

RAILROAD REPORT.

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Operating the Road.

Office expenses, stationery, &c.....	\$1,675 16
Agents and clerks.....	4,680 37
Porters, watchmen and switch tenders.....	6,399 30
Conductors, baggage masters and brakemen.....	6,227 65
Engineermen and firemen.....	5,605 88
Fuel—cost of labor for preparing for use.....	13,691 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	7,598 06
Earnings refunded.....	2,044 70
Use of cars.....	10,683 12
Rent of connecting roads.....	2,413 58
Damages to property, including damages by fire, and cattle killed on road.....	2,456 78
General superintendence.....	2,783 24
Contingencies, including salaries, law expenses, &c.....	15,177 95
Total.....	<u>81,436 79</u>

Receipts from all Sources.

From passengers and troops carried.....	\$93,996 80
freight.....	119,063 51
mail transportation.....	6,737 50
other sources, express, rents, &c.....	26,444 42
Total.....	<u>246,242 24</u>

Payments other than for Construction.

For maintaining and operating the road.....	\$150,437 62
interest.....	65,584 02
rent of chattels.....	11,652 00
Total.....	<u>227,673 64</u>

Names and Residence of Officers.

Directors.	Post office address.
Ellis Lewis.....	Philadelphia.
Wm. D. Lewis.....	do.
C. Macalester.....	do.
Alex. S. Diven.....	Elmira, N. Y.
Robert J. Mercer.....	Philadelphia.
Wm. C. Longstreth.....	do.
Thos Kimber, Jr, President.....	Philadelphia.
Wm. C. Longstreth, Treasurer.....	do.
Lewis P. Geiger, Secretary.....	do.
H. A. Fonda, Superintendent.....	Williamsport.

PHILADELPHIA AND READING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles E. Smith, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

CHARLES E. SMITH, *President.*

S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this 13th day of January, 1864.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	Unlimited.
Amount paid in, as by last report.....	\$11,548,930 00
Total amount now paid in of capital stock.....	13,213,227 64
Funded debt, as per last report.....	12,036,100 00
Total amount now of funded debt.....	10,667,327 84
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	10,667,327 84
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend—December 31, 1862, 7 per cent. on \$1,551,800, preferred stock; January 7, 1863, 7 per cent. on \$9,997,129 51, common stock, payable in stock; June 24, 1863, 3½ per cent. on \$1,551,800, preferred stock.	
Rate per cent. per annum of dividend.....	7 per cent.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$19,048,396 96	\$18,998,276 96
Equipment.....	5,736,479 57	5,736,479 57
Total cost.....	<u>24,784,876 53</u>	<u>24,734,756 53</u>

Characteristics of Road.

Length of main line of road, from Philadelphia to Pottsville, 93 miles; Reading to Harrisburg, 54 miles.....	147 miles.
Length of road laid.....	147 "
Length of double track, including sidings—double track 103½; single track 43½; total length of track, including sidings...	344.38 miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	68 and 64 lbs.
Roads leased by the company.....	7
Number of engine houses and shops.....	15 engine houses, 4 shops.
Number of engines.....	166
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,500).....	40
Number of baggage, mail and express, and second class pas- senger cars, rated as eight wheel cars, (average cost of each \$1,100).....	28
Number of freight cars, rated as eight wheel cars, (average cost of each \$550).....	860
Number of coal cars, rated as four wheel cars, (average cost of each \$250).....	10, 188
Number of iron bridges.....	19
Number of wooden bridges.....	18
Number of stone bridges.....	54
Number of railroads crossed at grade.....	3 locomotive, 18 horse.
Number of depots on main road.....	21
Number of wood and water stations on main road.....	10 wood, 14 water.
Number of tunnels 3. Length of each—Pulpit Rock, 1,657 feet; Black Rock, 1,932 feet; Flat Rock, 932 feet.	
How is track laid, and on what foundation? Broken stone and cinder ballast.	

Doings of the year in Transportation, and total Miles Run.

Number of miles run by passenger trains on main road and branches.....	302, 343
Number of miles run by freight trains on main road and branches.....	325, 593
Number of miles run by coal trains on main road and Lebanon Valley branch.....	1, 131, 830
Number of through passengers for the year on main road.....	13, 694
Number of passengers (all classes) carried in cars on main road and branches.....	576, 861

Number of tons of 2,000 lbs. through freight, for the year on main road.....	No records.
Gross amount of tonnage for the year, (tons of 2,000 lbs.)....	4, 090, 978
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	23
Average rate of speed adopted by express trains, (including stops).....	27
Average rate of speed adopted by freight trains, (including stops).....	8 to 14
Average weight in tons of passenger trains, exclusive of passengers and baggage, and engine and tender.....	55

The amount of Freight, specifying the quantity in Tons of 2,000 lbs.

Anthracite coal.....	3, 191, 337
Bituminous coal.....	244, 351
Pig iron.....	97, 032
Railroad iron.....	23, 401
Other iron or castings.....	57, 360
Iron and other ores.....	159, 432
Lime and limestone.....	34, 486
Agricultural products.....	66, 223
Merchandise and manufactures.....	65, 063
Live stock.....	31, 159
Lumber.....	50, 990
Other articles.....	70, 144
Total.....	4, 090, 978

The rate of fare for Passengers charged for the respective classes per mile, as follows:

For first class through passengers.....	3 ¹ / ₁₀ cents.
For first class way passengers.....	3 ¹ / ₁₀ "
For second class through passengers.....	2 ⁵ / ₁₀ "
For second class way passengers.....	2 ⁶ / ₁₀ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings, bridges, wharves at Port Richmond, but excepting cost of railroad iron.....	\$374, 211 99
Allotted to passenger transportation.....	39, 206 90
Allotted to freight transportation, coal and merchandise.....	335, 005 09

Repairs of Machinery.

Repairs of engines and tenders.....	\$209, 949 09
Repairs of passenger and baggage cars.....	25, 792 61
Repairs of freight cars, } merchandize cars.....	75, 038 44
} coal cars.....	242, 385 74
Repairs of tools and machinery in shops—incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	17, 999 54
Total	571, 165 42
Allotted to passenger transportation.....	\$40, 253 46
Allotted to freight transportation, coal and merchandize.....	530, 911 96

Operating the Road.

Office expenses, stationery, &c.....	\$15, 210 10
Agents and clerks.....	64, 433 24
Labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance.....	86, 236 61
Conductors, baggage masters, brakemen, engineers and firemen.....	236, 210 67
Fuel and cost of labor for preparing for use.....	319, 792 88
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	83, 292 72
Loss and damage of } merchandize..... \$1, 109 26 }	6, 657 36
goods, baggage, &c., } coal..... 5, 548 10 }	
Damages to property, including damages by fire, and cattle killed on road.....	533 32
Salaries of officers, law, advertising, &c., Philadelphia office,	94, 912 16
Hauling and assorting coal cars, lateral railroad and other ex- penses.....	109, 711 84
Total	1, 016, 990 90
Allotted to passenger transportation.....	\$114, 152 49
Allotted to freight transportation, coal and merchandize.....	902, 838 41

Receipts from all Sources.

From passengers.....	\$566, 520 38
freight.....	5, 570, 342 65
mail transportation.....	21, 309 34
other sources.....	94, 729 65
Total	6, 252, 902 02

PHILADELPHIA AND READING

Payments other than for Construction.

For maintaining and operating the road.....	\$1,962,368 31
dividends.. .. .	108,626 00
interest	687,436 00
rents, drawbacks and allowances, insurance and United States taxes	583,633 43
other payments, including cost of additional rolling stock, &c.....	1,066,775 34
Total.....	4,408,839 08
Total amount of surplus fund.....	\$2,171,259 29

Accidents.

KILLED —employees.....	7
others.....	81
Total.....	25
INJURED —employees.....	1
others.....	10
Total.....	11

The following is a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

1862.

- Dec. 17. Ann James, killed by passenger train, while standing on the track near Fountain Green rolling mill, Philadelphia.
- Dec. 22. Reuben Keim, brakeman, killed by falling under a freight train, near Reading.
- Dec. 23. Philip C. Greiner, killed in attempting to get on a freight train, near Schuylkill Haven.
- Dec. 24. Samuel Kistler, repairman, killed by a coal train, while at work on the track at Hamburg.

1863.

- Jan. 4. John M'Govern, brakeman, killed near Norristown, by falling under a coal train.
- Jan. 10. William Johnson, killed near Valley Forge, in attempting to walk across the track, in front of an approaching passenger train.
- Jan. 22. Andrew M'Allister, arm cut off, by jumping from passenger train. at Twenty-second street, Philadelphia.

- Feb. 9. Charles M'Corklan, leg cut off by coal train, while walking on the track, near Bridgeport.
- Mar. 1. Samuel Reaf, boy, killed near Reading, in attempting to get on a passing stock train.
- Mar. 29. John Sheeler, brakeman, leg cut off while coupling cars at Norristown.
- April 6. Ezekiel Stitzer, boy, leg cut off in attempting to get on a coal train, at Schuylkill Haven.
- April 9. George Hays, arm broken by an accident to a freight train at Sinking Spring.
- April 12. Stranger, boy, leg cut off in attempting to get on a coal train passing Norristown.
- April 26. James Reilly, boy, killed at Leesport, in attempting to get on a passing coal train.
- May 9. William Maddock, repairman, fatally injured in attempting to get on a train passing Spring Garden water works, Philadelphia.
- May 22. Patrick M'Gue, watchman, killed at night by a coal train in Phoenixville tunnel.
- May 25. Philip Volkner, foot cut off, in attempting to get on a train passing Fountain Green rolling mill, Philadelphia.
- June 5. F. M. Drexel, fatally injured by jumping off a passenger train at Seventeenth street, Philadelphia.
- June 16. George Hoagland, engine driver, scalded to death at Phoenixville station.
- July 12. Child of Peter Gravell, killed by passenger train at Manayunk.
- July 16. Weston Early, injured in attempting to get on a coal train passing Twenty-second street, Philadelphia.
- July 24. Levi Neiswenter, injured at Leesport, by falling between the bumpers of a freight train.
- Aug. 7. Caroline Wenrich, killed by engine "Mohawk," while picking coal at Manayunk.
- Aug. 12. John Spanningsburg, a soldier, killed at Spring Garden water works, in attempting to walk across the track ahead of an approaching passenger train.
- Aug. 29. Jacob Webster, injured by jumping off a train passing Sixteenth street, Philadelphia.
- Sept. 26. ——— Lehman, boy, leg cut off in attempting to get on a coal train passing Pencoga iron works.
- Oct. 5. Mrs. Whiskeyman, killed by engine "Mohawk," while picking coal at Mohrsville.
- Oct. 7. An unknown soldier, killed by passenger train at Harrisburg, while intoxicated and asleep on the track.

- Oct. 7. — Yergey, boy, killed below Limerick station, in attempting to get on a passing coal train.
- Oct. 30. George Hoffman, repairman, killed by accommodation passenger train, while walking on the track between Pottstown and Douglassville.
- Oct. 7. John Geardy, boy, killed at Lebanon, by falling under a freight train.
- Oct. 14. John Kramer, boy, killed by a coal train at Auburn, while picking coal.
- Oct. 16. Thomas Donley, killed by a shifting engine at Harrisburg, while lying on the track intoxicated.
- Oct. 16. Helen Renfir, killed by a coal train near Sixth street bridge, Richmond branch, while picking coal.
- Oct. 16. Louisa Shaffer, killed by a coal train at Sixth street bridge, Richmond branch, while picking coal.
- Oct. 20. Nathan Farnswalt, killed by a coal train, while walking on the track near Norristown.

Names and Residence of Officers.

Directors.	Post office address.
Asa Whitney.....	Philadelphia.
S. M. Felton.....	do.
William Sellers.....	do.
H. Pratt M'Kean.....	do.
John H. Towne.....	do.
A. E. Boris.....	do.
Chas. E. Smith, President.....	Philadelphia.
Samuel Bradford, Treasurer.....	do.
William H. Webb, Secretary and Auditor.....	do.
G. A. Nicolls, Superintendent.....	Reading.
J. Dutton Steele, Chief Engineer.....	Pottstown.

Number of dams.....	33
Number of aqueducts.....	53
Number of miles of slackwater.....	44
Number of boats owned by the company.....	27 boats and flats.
Average tonnage of boats: new boats on Eastern division, 110 tons; Juniata boats, 60 to 75 tons; old Eastern di- vision boats, 80 to 90 tons.	
Length of boating season, about.....	8 months.
Feet of lockage on main line of canal.....	1,040
Value of real estate held by the company, exclusive of canal. No real estate, except canal property.	
Are the locks wood, cut-stone or composite? The locks are wood, cut-stone and composite.	

Doings of the year in Transportation.

Gross amount of tonnage for the year..... 1,028,547

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Lumber, feet.....	137,991,692
Anthracite coal, tons.....	} 631,837
Bituminous.....do.....	
Class No 1, amount in tons.....	} 224,221
Do...2.....do.....	
Do...3.....do.....	
Do...4.....do.....	
Do...5.....do.....	
Do...6.....do.....	

LOCAL RATES.

ARTICLES PER 1,000 POUNDS.	DISTANCES IN MILES.																	
	10 or less.	10 to 20	20 to 30	30 to 40	40 to 50	50 to 60	60 to 70	70 to 80	80 to 90	90 to 100	100 to 110	110 to 120	120 to 130	130 to 140	140 to 150	150 to 160	160 to 170	170 to 180
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
1st Class.—Clay, earth, stones unwrought, wood for fuel.....	8	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36
2d Class.—Bricks, gypsum, iron ore, lime and cement, lath, posts and rails split, tar, staves and hoop poles, slate for roofing, sand and forge cinders.....	4	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54
3d Class.—Bones and horns, charcoal, corn, rye and oats, hay and straw, marble in block, salt and soap stones, railroad, pig and scrap iron.....	4	8	12	16	20	24	28	32	36	40	44	48	52	56	60	64	68	72
4th Class.—Cider, flour, fish, hardware, iron, (all kinds, except that in 3d class,) machinery and castings, nails, wheat and seeds, potatoes and other vegetables, fruit of all kinds, and crude chemicals.....	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90
5th Class.—Agricultural implements, groceries, leather, marble manufactured, oils, ropes and cordage.....	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
6th Class.—Drugs and medicines, dry goods, furniture, liquors, paper, and all unenumerated articles.....	9	18	27	36	45	54	63	72	81	90	99	108	117	126	135	144	153	162
Bark, unground, will be cleared at 8 mills per cord per mile. Powder will be cleared at 2½ cents per ton per mile.																		
Mineral coal.....	5	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40
Sawed lumber, per 1,000 feet B. M.....	10	20	30	40	50	58	65	71	76	80	84	88	92	96	100	104	108	112
Shingles in boats, per 1,000, long shingles.....	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90
Do.....do.....do.....short shingles bunched.....	8	6	9	12	15	18	21	24	27	30	33	36	39	42	45	48	51	54
Timber, round or hewed, in boats, per 100 cubic feet.....	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180
Do.....do.....in rafts.....do.....do.....do.....	10	25	35	45	55	65	75	85	95	105	115	125	135	145	155	165	175	185

CANAL REPORT.

PA Auditor General 1864.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools.....	\$5,556 97
Materials.....	5,308 05
Repairs—houses.....	6,065 30
bridges.....	18,430 82
locks.....	168,556 35
aqueducts.....	49,469 82
dams.....	11,940 51
culverts.....	469 98
waste-wiers and sluices.....	1,863 37
slope and vertical wall.....	1,454 74
canal bed and banks.....	19,698 17
Watchmen.....	873 52
Boats and flats, and repairs of.....	6,409 20
Rents and furniture.....	761 90
Stationery, printing and office expenses.....	1,034 20
Taxes on real estate.....	867 80
Superintendence.....	6,537 54
Incidentals.....	2,304 56
	<hr/>
	307,602 80

Operating the Canal.

Lock-keepers.....	\$9,189 90
Weigh-masters.....	605 49
Collectors.....	6,438 62
Stationery, printing and office expenses.....	1,395 80
Rents and furniture.....	130 54
Superintendence.....	2,017 72
Incidentals.....	25,132 35
Drawbacks and overcharges.....	12,685 70
Labor.....	1,685 31
	<hr/>
	59,281 43
	<hr/>
Total.....	366 884 23

Receipts from all Sources.

From tolls on coal.....	133,642 17
lumber.....	40,847 32
miscellaneous freight.....	47,441 26
lockages.....	17,158 42
boat toll.....	18,336 61
other sources, rents, &c.....	19,233 15
	<hr/>
	276,658 93

Summary of Expenses.

Maintaining and operating the canal.....	\$366, 884 23
For dividends,	} Expenses exceed receipts.
For interest,	
For surplus funds,	
For other payments,	

Names and Residence of Officers

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	do.
Thos. Mellon.....	do.
John Hulme.....	do.
G. D. Rosengarten.....	do.
Wistar Morris.....	do.
George W. Cass.....	Pittsburg.
W. H. Smith.....	do.
Samuel T. Bodine.....	Philadelphia.
Joseph B. Myers.....	do.
David Saloman.....	do.
Hugh Craig.....	do.
Sylv'r Megargee.....	do.
Thomas A. Scott.....	do.
Herman J. Lombaert.....	do.
J. Edgar Thomson, President.....	Philadelphia.
Thos. T. Firth, Treasurer.....	do.
Edmund Smith, Secretary.....	do.
Thos. T. Wierman, Superintendent.....	Harrisburg.

LEHIGH COAL AND NAVIGATION COMPANY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared James S. Cox, president, and Edwin Walter, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath or affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JAMES S. COX, *President.*

EDWIN WALTER, *Treasurer.*

Affirmed or sworn and subscribed before me, this 12th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law—amount not to exceed	\$6,000,000 00
Amount of stock subscribed.....	2,479,950 00
Total amount paid in of capital stock.....	2,479,950 00
Total amount of funded debt.....	2,786,681 92
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend—4th Tuesday in May and November, to wit: May 26th and November 24th.	
Rate per cent. per annum of dividend.....	6 per cent.
Amount of capital on which the respective dividends were declared.....	2,479 950 00

Cost of Canal and Fixtures.

Cost of canal and river improvements.....	\$4,450 000 00
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Characteristics of Canal.

Length of main line of canal, from White Haven to Easton, (of which only 48 miles have been in use since the flood of 1862).....	72 miles.
Number of branch canals, with the length of each.....	No branches

CANAL REPORT.

Canals leased by the company.....	None.
Width of canal at top water line—varies from 60 to 100 feet and over.	
Width of canal on bottom.....	45 ft. and upwards.
Depth of water.....	6 feet.
Length and breadth of locks	100 feet long and 22 feet wide.
Number of locks (lift locks in use in 1863).....	42
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of dams, (of which only 9 were used in 1863 for navigation purposes, most of the others having been destroyed or greatly injured by the flood of 1862).....	27
Number of aqueducts.....	4
Number of boats owned by the company, (used in the coal trade).....	163
Number of boats owned and run by private parties, (besides about 400 owned by connecting lines).....	500 to 600
Average tonnage of boats, (of those owned by this company,).....	90 tons.
Length of boating season—from.....	8 to 9 months.
Feet of lockage on main line of canal, from White Haven to Mauch Chunk, 600 feet; from Mauch Chunk to Easton, 353 feet; total.....	953 feet.
Value of real estate held by the company, exclusive of canal—cost over.....	\$1, 600, 000 00
Are the locks wood, cut-stone or composite? Mostly of rubble masonry, lined with wood.	

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Anthracite coal.....	699, 557
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The rate of Toll charged for the respective classes per mile, as follows:

- For lumber per 1,000 feet board measure, (hemlock,) 1 cent; or for 1st class, $\frac{1}{2}$ cent per ton.
- For lumber per 1,000 feet board measure, (pine lumber,) $1\frac{1}{4}$ cents; or for 2d class, $\frac{3}{4}$ cent per ton.
- For shingles, per 1,000 feet board measure; or for 3d class, 1 cent per ton.
- For anthracite coal per ton, maximum of $1\frac{1}{4}$ cents; or for 4th class, $1\frac{1}{4}$ cents per ton.
- For bituminous coal per ton, maximum of $1\frac{1}{4}$ cents; or for 5th class, $1\frac{1}{2}$ cents per ton.
- Sixth class, 2 cents per ton.

Receipts from all Sources.

From tolls on coal, lumber, miscellaneous freight, lockages,
 boat toll, other sources, rents, &c., (total for 1863)..... \$377,715 15

Names and Residence of Officers.

Directors.	Post office address.
Erskine Hazard.....	Philadelphia.
John Farnum.....	do.
Richard Richardson.....	do.
Alexander Fullerton.....	do.
Andrew Manderson.....	do.
Jacob P. Jones.....	do.
Francis C. Yarnall.....	do.
Samuel E. Stokes.....	do.
Francis R. Cope.....	do.
Joseph Fisher.....	do.
James S. Cox, President.....	Philadelphia.
Edwin Walter, Treasurer and Secretary.....	do.
John Leisenring, Superintendent.....	Mauch Chunk.

WYOMING VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Joseph H. Dulles, president of the Wyoming Valley canal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of his knowledge and belief.

(Signed) JOSEPH H. DULLES, *President.*

Affirmed and subscribed before me, this 6th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law, (with liberty to increase \$850,000.).....	\$500,000 00
Amount of stock subscribed. Canal and property transferred from Wyoming canal company.	.
Total amount paid in of capital stock at sum of.....	500,000 00
Total amount of funded debt.....	750,000 00
The amount of floating debt.....	None.
Total amount of floating and funded debt.....	As above.
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend : September 21st, 1863.	
Rate per cent. per annum of dividend: Six per cent. for portion of the year before October.	
Amount of capital on which the respective dividends were declared : \$518,000—having been increased \$18,000.	

Cost of Canal and Fixtures.

Answered above.

Characteristics of Canal.

Length of main line of canal from Wilkesbarre to Northumberland.....	64 miles.
Number of branch canals, with the length of each.....	None.

Canals leased by the company	None.
Width of canal at top water line.....	40 feet.
Width of canal on bottom.....	28 "
Depth of water.....	4 feet 6 in.
Length and breadth of locks: Chamber 90 feet long by 17 feet wide in the clear.	
Number of basins.....	Not known to me.
Number of houses.....	Not known to me.
Number of locks.....	Not known to me.
Number of weigh-locks.....	1
Number of tunnels.....	Not known to me.
Number of bridges.....	Not known to me.
Number of dams.....	Not known to me.
Number of aqueducts.....	Not known to me.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties. Not known, the number varying.	
Average tonnage of boats: 80 to 120 tons—few of the latter size.	
Length of boating season.....	8 months.
Value of real estate held by the company, exclusive of canal: None, but for toll houses, &c.	
Are the locks wood, cut stone or composite? Generally cut stone.	

Doings of the year in Transportation.

Number of tons of 2,000 lbs. of through freight for the year on main canal: 660,000 total—part of this local.

Gross amount of tonnage for the year, including branches and leased canals. None on branch.

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Lumber.....	5,270,300 feet.
Shingles.....	1,287,000 count
Anthracite coal.....	587,416
Pig iron, railroad iron, and other iron or castings.....	13,124
Iron and other ores.....	37,881
Lime and limestone, agricultural products, merchandize, manufactures, live stock, other articles.....	19,009

The rate of Toll charged for the respective classes per mile, as follows:

For lumber per 1,000 feet board measure, (hemlock,) or for 1st class: 4 mills 1,000 feet per mile.

For lumber per 1,000 feet board measure, (pine and other lumber,) or for 2d class, 5 mills 1,000 feet per mile.

For shingles per 1,000 feet, or 4th class average 2½ mills 1,000 feet per mile.

Anthracite coal per ton, or for 5th class average 28 cents through tolls.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

The canal having been in possession of the present corporation only since the discharge of the receiver, July 31, 1863, these questions cannot be answered at present.

Receipts from all Sources.

Answer same as above.

Summary of Expenses.

The canal having been received from the receiver appointed by the Supreme Court, on the 31st of July, 1863, these data cannot be ascertained on so short a period of operations.

Names and Residence of Officers.

Directors.	Post office address.
John H. Brown.....	Philadelphia.
Robert Smith.....	do.
Wm. G. Moorhead.....	do.
Benjamin Orne.....	do.
Robert F. Taylor.....	do.
E. P. Darling	Wilkesbarre.
Joseph H. Dulles.....	President.
Charles Parrish.....	Treasurer, Secretary and Superintendent.

WEST BRANCH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, } ss:
 Lycoming County, }

Personally appeared John A. Gamble, president, and F. T. Carpenter, treasurer, of the West Branch and Susquehanna canal company, and in due form of law made oath or affirmation, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) JOHN A. GAMBLE, *President.*
 F. T. CARPENTER, *Treasurer.*

Sworn or affirmed and subscribed before me, this 4th day of January, 1864.
 R. M'GOWAN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Total amount paid in of capital stock.....	1,000,000 00
Total amount of funded debt.....	450,000 00
The amount of floating debt.....	None.
Total amount of floating and funded debt.....	450,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend—the first Tuesday in January, and the last Tuesday in July.	
Rate per cent. per annum of dividend.....	7 per cent.
Amount of capital on which the respective dividends were declared.....	1,000,000 00

Cost of Canal and Fixtures.

Cost of canal and fixtures..... \$500,000 00

This company pay annually into the hands of trustees \$7,500 for a sinking fund, which has been invested from time to time, until \$51,000 of their own bonds have been purchased under the operation. This amount (\$51,000) is included in the above \$450,000 funded debt, because the company pay the interest, which is re-invested, on these bonds.

Characteristics of Canal.

Length of main line of canal from Tangascootac to junction at Duncan's Island.....	117 miles.
Number of branch canals, with the length of each, viz:	
Bald Eagle cross-cut and feeder.....	3 "
Dewitburg cross-cut.....	1 "
Canals leased by the company.....	None.
Width of canal at top water line.....	40 feet.
Width of canal on bottom.....	28 "
Depth of water.....	4 "
Length and breadth of locks.....	17 by 85 "
Number of basins.....	29
Number of houses.....	29
Number of locks.....	35
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges—one towing path and road bridge at Northumberland, and 200 farm and road bridges.	
Number of dams.....	8
Number of aqueducts.....	21
Number of miles of slackwater.....	10
Number of boats owned by the company—one steamboat, one steam dredge, and nine flats.	
Number of boats owned and run by private parties.....	Cannot say.
Average tonnage of boats, 62,000 feet lumber, or 95 tons coal.	
Length of boating season.....	8 months.
Feet of lockage on main line of canal—cannot say exactly, about 2½ feet fall to the mile for the whole length.	
Value of real estate held by the company, exclusive of canal.	None.
Are the locks wood, cut-stone or composite? Composite on the West Branch, and stone on Susquehanna division.	

Doings of the year in Transportation.

Gross amount of tonnage for the year, including branches... 796,208 tons.

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Lumber.....	170,330
Shingles.....	800
Anthracite coal.....	537,776
Bituminous coal.....	3,673

WEST BRANCH AND SUSQUEHANNA

Pig iron, railroad iron, and other iron or castings.....	11, 756
Iron and other ores.....	39, 464
Lime and limestone, agricultural products, merchandize, manufactures, live stock, and other articles.....	32, 409
Total.....	<u>796, 208</u>

The rate of Toll charged for the respective classes per mile, as follows :

For lumber per 1,000 feet board measure, (hemlock,).....	4 mills.
For lumber per 1,000 feet board measure, (pine and other lumber).....	5 "
For shingles per 1,000 feet board measure, 3 mills per mile for long, and 2 mills for short.	
For anthracite coal per ton.....	4½ "
For bituminous coal per ton.....	4.2 "

The above are the through rates—the local rates are somewhat higher.

F. T. C.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools, materials, and repairs of houses, bridges, locks, &c.....	\$41, 524 97	
Steamboat and repairs of flats.....	2, 550 00	
Taxes and real estate.....	2, 678 37	
Weigh-scales at Northumberland.....	3, 045 00	
		<u>\$49, 798 34</u>

I have put the superintendent and foremen under the head of "Operating the Canal." A part of that would appropriately belong to maintenance of canal.

F. T. C.

Operating the Canal.

Lock-keepers.....	\$6, 600 00	
Collectors, clerks, and weigh-master.....	3, 600 00	
Stationery, printing and office expenses.....	530 71	
Rents and furniture.....	165 00	
Superintendent and foremen.....	4, 666 00	
Incidentals.....	1, 800 00	
		<u>17, 361 71</u>
Total.....		<u>67, 160 05</u>

CANAL REPORT.

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Receipts from all Sources.

From tolls on coal.....	\$94,928 82
lumber.....	76,000 00
miscellaneous freight.....	28,157 72
lockages included in tolls.	
boat toll.....	17,456 54
other sources, rents, &c.....	200 00
Total	<u>216,743 08</u>

Summary of Expenses.

Maintaining and operating the canal.....	\$67,160 05
For dividends.....	70,000 00
For interest.....	13,500 00
For surplus funds.....	120,309 41
For other payments.....	12,104 88

Names and Residence of Officers.

Directors.	Post office address.
Oliver Watson.....	Williamsport, Pa.
James Gamble.....	Jersey Shore, Pa.
L. A. Mackey.....	Lock Haven, Pa.
James Duffy.....	Marietta, Pa.
A. C. Noyes.....	Westport, Pa.
John A. Gamble, President.....	Jersey Shore, Pa.
F. T. Carpenter, Treasurer and Secretary.....	do.
Robert H. Lawshe, Superintendent.....	do.

ERIE.

STATE OF PENNSYLVANIA, } ss:
Erie County,

Personally appeared Chas. M. Reed, president, and David M'Allaster, treasurer, of the Erie canal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

CHAS. M. REED, *President.*

DAVID M'ALLASTER, *Treasurer.*

Sworn and subscribed before me, this 29th day of December, 1863.

E. P. BENNETT, *J. P.*

Stock and Debt.

Capital stock as authorized by law, per act of April 12, 1853,	\$750,000 00
Amount of stock subscribed.....	64,000 00
Total amount paid in of capital stock.....	64,000 00
Total amount of funded debt.....	None.
The amount of floating debt.....	1,300,984 94
Total amount of floating and funded debt.....	1,300,984 94
Date of each dividend.....	None.
Rate per cent. per annum of interest paid on bonded debt, is.....	2 $\frac{51}{100}$ per cent.
Amount of debt on which the respective interests were de- clared, (on an average)	860,000 00

Cost of Canal and Fixtures.

Stock.....	\$64,000 00
Bonds.....	743,654 83
Interest certificates.....	161,960 38
	\$969,615 21
Amount of bonds, &c., cancelled.....	69,856 33
	899,758 88
Back interest unpaid.....	465,226 06
	1,364,984 94
Amount of stock and debt.....	1,364,984 94

Characteristics of Canal.

Length of main line of canal from Erie to Bridgewater.....	136 miles.
Number of branch canals, with the length of each, viz : French Creek feeder.....	25 "
Canals leased by the company.....	None.
Width of canal at top water line, (fifty-four feet).....	54
Width of canal on bottom, (thirty feet).....	30
Depth of water, (four feet).....	4
Length and breadth of locks : Chambers, 80 by 15 feet; recesses for gates, 11 feet.	
Number of basins, (thirty)	30
Number of houses	34 lock houses and 1 weigh lock house.
Number of locks, (one hundred and thirty-three).....	133
Number of weigh-locks, (one).....	1
Number of tunnels.....	None.
Number of bridges, (two hundred and twenty-one).....	221
Number of dams, (thirteen)	13
Number of aqueducts, (nine).....	9
Number of miles of slackwater, (thirty-two).....	32
Number of boats owned by the company, (eight repair flats,)	8
Number of boats owned and run by private parties, (two hundred and sixty-seven).....	267
Average tonnage of boats, (sixty-five tons).. ..	65
Length of boating season : 7½ months on northern end, and 8½ on southern.	
Feet of lockage on main line of canal, (about nine hundred and seventy-seven).....	977
Value of real estate held by the company, exclusive of canal and lock house lots, (fifty dollars).....	\$50 00
Are the locks wood, cut-stone or composite? Fifty-six are cut-stone and seventy-seven composite.	

Doings of the year in Transportation.

No. of tons of 2,000 lbs. of through freight for the year on main canal. Our business is all local.	
Gross amount of tonnage for the year, including branches and leased canals ..	413,458,888.

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Lumber, 6,722,000 feet B. M., about.....	12,000
Shingles, 540 M.....	40
Anthracite coal.....	5 $\frac{419}{1000}$
Bituminous coal.....	236,760 $\frac{390}{1000}$
Pig iron.....	39,323
Railroad iron.....	1,420 $\frac{1253}{1000}$
Other iron or castings.....	6,927 $\frac{1075}{1000}$
Iron and other ores.....	63,426 $\frac{1129}{1000}$
Lime and limestone.....	10,155 $\frac{850}{1000}$
Agricultural products.....	999 $\frac{506}{1000}$
Merchandise.....	7,204 $\frac{1093}{1000}$
Manufactures.....	2,255 $\frac{1503}{1000}$
*Other articles.....	32,940 $\frac{1413}{1000}$
Total.....	<u>413,458 $\frac{1623}{1000}$</u>

The rate of Toll charged for the respective classes per mile, as follows:

Lumber pays one cent per M per mile for the first forty miles, and four mills for each additional mile.

Shingles pay three mills per M per mile. The minimum toll is fifteen cents.

Coal pays four mills per 1,000 pounds per mile.

Coal shipped south of New Castle, pays a maximum toll of thirty cents.

Coal shipped north of New Castle, pays a maximum toll of thirty-five cents.

200,000 tons of coal paid the maximum tolls of thirty-five and thirty cents, for the year ending October 30, 1863.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools, materials, houses, bridges, locks, aqueducts, dams, culverts, waste-wiers and sluices, slope and vertical wall, canal bed and banks, watchmen, boats and flats and repairs of, rents, and furniture, stationery, printing and offices expenses, taxes and real estate, superintendence and incidentals	\$33,355 98
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* Principally staves, wood and railroad ties.

CANAL REPORT.

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Operating the Canal.

Lock-keepers	\$7,617 00
Weigh-masters.	600 00
Collectors.	3,125 00
Stationery, printing and office expenses.	729 30
Rents and furniture.	200 00
Superintendence.	7,400 00
Incidentals	1,100 00
	<hr/>
	\$20,771 30
	<hr/>
Total	54,127 28
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Receipts from all Sources.

From tolls on coal, lumber, miscellaneous freight, lockages and boat toll.	\$137,879 72
From other sources, rents, &c.	926 80
	<hr/>
Total	138,806 52
	<hr/>

Summary of Expenses.

Maintaining and operating the canal.	\$54,127 28
For interest.	49,825 12
For other payments.	200 00
	<hr/>
Total	104,152 40
	<hr/>

Names and Residence of Officers.

Directors.	Post office address.
Chas. M. Reed.	Erie, Pa.
James C. Marshall.	do.
John Hearn.	do.
Henry Rawie.	do.
D. M'Allister.	do.
F. Metcalf.	do.
A. Scott.	do.
Chas. M. Reed.	President.
D. M'Allister.	Treasurer.
A. H. Ganghey.	Secretary.
Wm. W. Reed.	Superintendent.

WICONISCO.

STATE OF PENNSYLVANIA, }
Philadelphia City, } ss:

Personally appeared Edward Gratz, president, and Isaac Prince, treasurer, of the Wiconisco canal company, and in due form of law made oath, that the statements in the following report are true and corret, to the best of their knowledge and belief.

(Signed)

EDW. GRATZ, *President.*

ISAAC PRINCE, *Treasurer.*

Sworn and subscribed before me, this 28th day of November, 1863.

WILLIAMS OGLE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law, (with authority to increase to \$100,000).....	\$60,000 00
Amount of stock subscribed.....	59,430 00
Total amount paid in of capital stock.....	58,925 00
Total amount of funded debt.....	None.
The amount of floating debt.....	None.
Total amount of floating and funded debt.....	None.
Date of each dividend: January 5, 1863.	
Rate per cent per annum of dividend.....	6 per cent.
Amount of capital on which the respective dividends were declared.....	59,430 00

Cost of Canal and Fixtures.

The actual cost of this canal is about \$450,000. The State expended about \$390,000 on it, and left it in an unfinished state, and would make no further appropriations for its completion. The Legislature, in 1844, incorporated this company, and released all ownership in the canal, investing the same in this company. [See the act of incorporation.]

Characteristics of Canal.

Length of main line of canal, from Millersburg to Clark's Ferry,	12 miles.
Number of branch canals, with the length of each.....	None.

CANAL REPORT.

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Canals leased by the company.....	None.
Width of canal at top water line—about.....	45 feet.
Width of canal on bottom.....	28 "
Depth of water.....	4 ft. 2 in.
Length and breadth of locks.....	90 ft. by 17 ft.
Number of basins.....	1
Number of houses.....	4
Number of locks.....	7
Number of weigh-locks.....	None.
Number of tunnels.....	None.
Number of bridges.....	15
Number of dams.....	1
Number of aqueducts.....	3
Number of miles of slackwater.....	None.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties.....	Uncertain.
Average tonnage of boats.....	83 tons.
Length of boating season. From about April 15 to December 10.	
Feet of lockage on main line of canal.....	24 feet.
Value of real estate held by the company, exclusive of canal, about.....	\$300 00
Are the locks wood, cut-stone or composite? Cut-stone and composite, plank lining.	

Doings of the year in Transportation.

Number of tons of 2,000 pounds of through freight for the year on main canal.....	84, 299 coal.
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The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Lumber.....	91, 000 feet.
Shingles.....	None.
Anthracite coal.....	84, 299 tons.
Bituminous coal.....	None.
Pig iron.....	None.
Railroad iron.....	None.
Iron and other ores.....	None.
Lime and limestone.....	300 tons.
Agricultural products.....	16 "
Merchandize.....	2 "
Other articles, (household furniture).....	4 "

WICONISCO

The rate of Toll charged for the respective classes per mile, as follows :

For lumber, per 1 000 feet board measure, (hemlock,) or for first class, about..... 1½ cents.
 For anthracite coal, per ton, or for fourth class, from..... 6 to 12 "

EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal..... \$6, 218 85

Receipts from all Sources.

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, other sources, rents, &c..... \$10, 318 00

Summary of Expenses.

Maintaining and operating the canal..... \$6, 218 85
 For dividends..... 3, 568 80
 interest..... None.
 surplus funds..... 532 35
 Total..... 10, 318 00

Total amount of surplus fund..... \$532 35

Names and Residence of Officers.

Directors.	Post office address.
Edward Gratz.....	Philadelphia.
B. B. Bancroft.....	do.
Isaac Hazelhurst.....	do.
Benj Etting.....	do.
Chas. E. Lex.....	do.
S. F. Fisher.....	do.
Edward Gratz, President.	
Isaac Prince, Treasurer and Secretary.	
John Rohes, Superintendent..... Halifax, Dauphin co.	

JUNCTION.

STATE OF NEW YORK, } ss:
 Chemung County, }

Personally appeared Stephen T. Arnot, treasurer of the Junction canal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of his knowledge and belief.

(Signed) STEPHEN T. ARNOT, *Treasurer.*

John Arnot not being in town cannot join in the affidavit.

Sworn and subscribed before me, this 15th day of December, 1863.

JESSE L. COOLEY, *Notary Public.*

Stock and Debt.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	400,000 00
Total amount paid in of capital stock.....	398,910 00
Total amount of funded debt.....	20,500 00
Total amount of floating and funded debt.....	30,500 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend. No dividends declared.	

Cost of Canal and Fixtures.

Cost of canal and fixtures.....	530,636 60
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Characteristics of Canal.

Length of main line of canal, from Elmira, New York, to North Branch canal.....	18 miles.
Number of branch canals, with the length of each.....	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	40 feet.
Width of canal on bottom.....	26 feet.
Depth of water,.....	4 feet.
Length and breadth of locks: 90 feet between quoins; 17 feet wide.	

Number of basins.....	3
Number of houses.....	10
Number of locks.....	11
Number of weigh-locks.....	None.
Number of tunnels.....	None.
Number of bridges.....	30
Number of dams.....	3
Number of aqueducts.....	2.
Number of miles of slackwater.....	7
Number of boats owned by the company.....	None.
Average tonnage of boats.....	75 tons.
Length of boating season.....	6 months 27 d.
Feet of lockage on main line of canal.....	70 feet.
Value of real estate held by the company, exclusive of canal.....	\$2,000 00
Are the locks wood, cut stone or composite?.....	Wood.

Doings of the year in Transportation.

Number of tons of 2,000 lbs. of through freight for the year on main canal.....	142, 110 $\frac{8}{10}$
Gross amount of tonnage for the year, including branches and leased canals.....	None.

The amount of Freight, specifying the quantity in Tons of 2,000 pounds.

Lumber.....	4, 339 $\frac{1}{10}$
Shingles.....	64 $\frac{1}{10}$
Anthracite coal.....	69, 898 $\frac{1}{10}$
Bituminous coal.....	50, 397 $\frac{1}{10}$
Pig iron.....	24 $\frac{1}{10}$
Other iron or castings.....	133 $\frac{3}{10}$
Lime and limestone.....	650 $\frac{4}{10}$
Agricultural products.....	3, 066 $\frac{1}{10}$
Merchandise.....	446 $\frac{7}{10}$
Manufactures.....	2, 536 $\frac{1}{10}$
Other articles.....	10, 553 $\frac{8}{10}$
Total.....	142, 110 $\frac{8}{10}$

The rate of Toll charged for the respective classes per mile, as follows:

For lumber per 1,000 feet board measure, (hemlock,).....	1 $\frac{1}{4}$ cts. per mile.
For lumber per 1,000 feet board measure, (pine and other lumber).....	1 $\frac{1}{4}$ cts. per mile.

CANAL REPORT.

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For shingles per 1,000 feet board measure..... $\frac{1}{2}$ ct. per 1,000
 For anthracite coal per ton : 45 cents through the canal.
 Bituminous coal, per ton : 18 cents through the canal.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Materials.....	\$1, 363 50
Repairs—houses.....	149 58
bridges.....	26 19
locks.....	423 91
canal bed and banks.....	1,912 46
Boats and flats, and repairs of.....	191 08
Taxes and real estate.....	121 42
Superintendence.....	500 00

Operating the Canal.

Lock-keepers.....	1, 355 76
Collectors.....	285 29
Stationery, printing and office expenses.....	37 42
Rents and furniture.....	33 34
Superintendence.....	600 00
Incidentals.....	6 78
Total.....	7, 006 73

Receipts from all Sources.

From tolls on coal.....	\$21, 195 28
lumber.....	514 62
miscellaneous freight.....	2, 692 69
bo toll.....	1, 362 34
Total.....	25, 764 93

Summary of Expenses.

Maintaining and operating the canal.....	7, 006 73
For interest.....	2, 412 50
Total.....	9, 419 23

JUNCTION

Names and Residence of Officers.

Directors.	Post office address.
C. F. Welles, Jr.....	Athena, Pa.
J. W. Hollenback.....	Wilkesbarre, Pa.
G. F. Mason.....	Towanda, Pa.
John Arnot, Jr.....	Elmira, N. Y.
John Arnot.....	do.
Lyman Covell.....	do.
Riggs Watrous.....	do.
John Arnot, President.....	Elmira, N. Y.
Stephen T. Arnot, Treasurer and Secretary.....	do.
David Shearer, Superintendent.....	do.

UNION.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared James Page, president, and Oscar Thompson, treasurer, of the Union canal company, and in due form of law made affirmation and oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JAMES PAGE, *President.*

O. THOMPSON, *Treasurer.*

Sworn and subscribed before me, this 4th day of December, 1863.

JAMES M'CAHLEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$2, 750, 000 00
Amount of stock subscribed.....	2, 750, 000 00
Total amount paid in of capital stock.....	2, 750, 000 00
Total amount of funded debt.....	2, 500, 000 00
The amount of floating debt, (or thereabouts).....	600, 000 00
Total amount of floating and funded debt.....	3, 100, 000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend.....	None.
Rate per cent per annum of dividend.....	None.
Amount of capital on which the respective dividends were declared.....	None.

Cost of Canal and Fixtures.

Five million seven hundred and fifty thousand dollars represents the present cost, although it cost much more.

Characteristics of Canal.

Length of main line of canal, from Middletown to Reading,	77 ⁵⁴ / ₁₀₀ miles.
Number of branch canals, with the length of each, viz: One from water works to Pine Grove.....	22 "
Canals leased by the company.....	None.

Width of canal at top water line.....	43 feet.
Width of canal on bottom.....	28 "
Depth of water.....	4 ft. 4 in.
Length and breadth of locks: Seventeen by ninety feet in chamber; whole length.....	132 feet.
Number of basins.....	8
Number of houses.....	92
Number of locks.....	100, and 2 guard locks.
Number of weigh-locks.....	2
Number of tunnels.....	1
Number of bridges.....	173
Number of dams.....	16
Number of aqueducts.....	17
Number of miles of slackwater.....	5 on the branch canal.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties.....	Don't know.
Average tonnage of boats.....	80 tons.
Length of boating season.....	260 days.
Feet of lockage on main line of canal.....	395 feet.
Value of real estate held by the company, exclusive of canal.....	\$12, 500 00
Are the locks wood, cut-stone or composite?.....	Stone.

Doings of the year in Transportation.

Gross amount of tonnage for the year, including branches and leased canals..... 170, 630 tons.

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Lumber.....	22, 380
Shingles.....	874
Anthracite coal.....	31, 391
Bituminous coal.....	1, 615
Pig iron.....	4, 992
Iron and other ores.....	70, 801
Lime and limestone.....	17, 395
Agricultural products.....	11, 031
Merchandise.....	6, 238
Other articles.....	3, 913
Total.....	170, 630

The rate of Toll charged for the respective classes per mile, as follows:

For lumber per 1,000 feet board measure, (hemlock).....	5 mills.
Do.....do.....do.....do.....(pine and other lumber)	6 "
Shingles.....do.....do.....do.....	5 "
Anthracite coal per ton.....	5½ "
Bituminous coal....do.....	5½ "

EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$74,404 38
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Receipts from all Sources.

From tolls on coal, lumber, miscellaneous freight, lockages, boat ton, other sources, rents, &c.....	\$76,614 58
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Summary of Expenses.

Maintaining and operating the canal, for dividends, interest, surplus funds, and other payments.....	\$74,404 38
Total amount of surplus fund.....	<u>\$2,210 55</u>

Names and Residence of Officers.

Directors.	Post office address.
Wm. B. White.....	Philadelphia.
Herman Cope.....	
Isiah Hacker.....	
J. B. M'Farland.....	
Thos. Williamson.....	
D. Haddock, Jr.....	
J. V. Williamson.....	
T. C. Henry.....	
H. C. Wood.....	
Saml. Smyth.....	
F. A. Drexel.....	
A. J. Bucknor.....	
James Page.....	President.
Oscar Thompson.....	Treasurer and Secretary.
L. R. Hynicka.....	Superintendent.

DELAWARE DIVISION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } 55:

Personally appeared J. B. Moorhead, president, and J. W. Woolston, treasurer, of the Delaware Division canal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) J. B. MOORHEAD, *President.*
 J. W. WOOLSTON, *Treasurer.*

Affirmed and subscribed before me, this 30th day of November, 1863.
 JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$2,400,000 00
Amount of stock subscribed.....	1,633,350 00
Total amount paid in of capital stock....	1,633,350 00
Total amount of funded debt.....	800,000 00
The amount of floating debt.....	Nothing.
Total amount of floating and funded debt.....	800,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date of each dividend—August 15, 1863.	
Rate per cent. per annum of dividend, (paid half yearly, dividend rate of 6 per cent. per annum).....	6 per cent.
Amount of capital on which the respective dividends were declared.....	1,633,350 00
Cost of canal and fixtures.....	2,433,350 00

Characteristics of Canal.

Length of main line of canal, from Easton to Bristol.....	60 miles.
Number of branch canals, with the length of each.....	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	44 feet.
Width of canal on bottom.....	26 feet.
Depth of water.....	6 feet.

CANAL REPORT.

Length and breadth of locks.....	90 feet long and 11 wide.
Number of basins.....	4
Number of houses.....	24
Number of locks.....	32
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	88
Number of dams.....	2
Number of aqueducts.....	10
Number of miles of slackwater.....	None,
Number of boats owned by the company, (estimated).....	1,000
Number of boats owned and run by private parties.....	1,000
Average tonnage of boats, about.....	90, capacity of canal 100 tons.
Length of boating season, about.....	9 months.
Feet of lockage on main line of canal.....	166 $\frac{5}{8}$
Value of real estate held by the company, exclusive of canal, (estimated).....	\$5,000 00
Are the locks wood, cut-stone or composite? Some of each.	

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Lumber.....	530
Anthracite coal.....	337,875
Pig iron.....	8,224

Or if in classes, the amount of freight passed over this canal
of each class.

Class No. 1.....	33,153 tons.	
Do...2.....	25,585 "	
Do...3.....	4,080 "	
Do...4.....	3,794 "	
Do...5.....	462 "	
Do...6.....	6,488 "	
		73,562
Total.....		<u>420,191</u>

The rate of Toll charged for the respective classes per mile, as follows:

For lumber per 1,000 feet B. M., (hemlock,) or for 1st class, 1 mill per 1,000 lbs. per mile.

For lumber per 1,000 feet B. M., (pine and other lumber,) or for 2d class, 2 mills per 1,000 lbs. per mile.

Shingles, per 1,000, or for 3d class, 3 mills per 1,000 lbs. per mile.

Athracite coal per ton, or for 4th class, 4 mills per 1,000 lbs. per mile.

DELAWARE DIVISION

Bituminous coal per ton, or for 5th class, 5 mills per 1,000 lbs. per mile.
6th class, 6 mills per 1,000 lbs. per mile.

EXPENSES.

Maintaining the canal or real estate of the corporation.....	\$15,966 71
Operating the canal.....	8,858 85
Total	<u>24,825 56</u>

Receipts from all Sources.

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, other sources, rents, &c.....	<u>\$156,873 81</u>
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Summary of Expenses.

Maintaining and operating the canal.....	\$24,825 56
For dividends.....	49,000 50
For interest.....	48,000 00
For surplus funds.....	} 35,047 75
For other payments.....	
Total.....	<u>156,873 81</u>

Names and Residence of Officers.

Directors.	Post office address.
J. G. Fell.....	Philadelphia.
Ephraim Marsh.....	Jersey city.
Samuel Hepburn.....	Carlisle.
A. S. Roberts.....	Philadelphia.
J. V. Williamson.....	do.
Jay Cooke.....	do.
E. W. Clark.....	do.
Edward Roberts.....	do.
J. B. Moorhead.....	President.
J. W. Woolston.....	Treasurer and Secretary.
O. S. Palmer.....	Superintendent.

MUNCY.

STATE OF PENNSYLVANIA, }
 Lycoming County, } ss:

Personally appeared James Rankin, president, and Jacob Cooke, treasurer, of the Muncy canal company, and in due form of law made oath, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

JAMES RANKIN, *President.*

JACOB COOKE, *Treasurer.*

Sworn and subscribed before me, this 11th day of November, 1863.

WM. P. I. PAINTER, *J. P.*

LYCOMING COUNTY, MUNCY, }
 October 1, 1863. }

The undersigned, James Rankin, president, and Jacob Cooke, treasurer, of the Muncy canal company, report to the Auditor General of the State of Pennsylvania, as follows :

Amount of the shares of stock each, is.....	\$25 00
Amount of the shares subscribed and taken.....	105
Amount of the capital stock all paid in.....	2, 625 00
Amount of floating debt.....	None.
Amount of funded debt.....	None.
Dividend declared on each share of stock, payable on the first day of May, 1863, 10 per cent.....	262 50
Length of the canal which is slackwater, the basin included, is three-fourths of a mile.	
Average width of the bottom of said canal, is about.....	40 feet.
Average depth of the same, is about.....	3 feet 8 in.
Average width of the top, is about.....	45 feet.
Number of bridges.....	1
Number of locks and toll houses.....	None.
Lumber shipped annually, is about.....	1, 500, 000
Shingles shipped annually, is about.....	250, 000,
Merchandise brought in annually, (fish included,) is about....	220 tons.

MUNOY

Number of tons of salt brought in, is about..... 100
Number of tons of iron and castings brought in, is about..... 40
Number of tons of coal brought in, is about..... 3,000

James Rankin..... President.
William A. Petrikin..... Secretary.
Jacob Cooke..... Treasurer.

LANCASTER AND SUSQUEHANNA SLACKWATER NAVIGATION.

STATE OF PENNSYLVANIA, }
Lancaster, Lancaster County, } ss:

Personally appeared James L. Reynolds, president, and George Calder, treasurer, of the Lancaster and Susquehanna slackwater navigation company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

JAMES L. REYNOLDS, *President.*

GEORGE CALDER, *Treasurer.*

Sworn and subscribed before me, this 19th day of December, 1863.

J. C. VAN CAMP, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Total amount paid in of capital stock.....	200,000 00
Total amount of funded debt, (including unpaid interest)...	29,115 00
The amount of floating debt—estimated.....	1,971 36
Total amount of floating and funded debt.....	32,086 36
Average rate per cent. per annum of interest on funded debt,	6 per cent.
No dividend declared.	

Cost of Canal and Fixtures.

Total cost.....	\$200,000 00
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Characteristics of Canal.

Length of main line of canal, from Safe Harbor to Lancaster,	18 miles.
Number of branch canals, with the length of each.....	None.
Canals leased by the company.....	None.
Width of canal at top water line—slackwater navigation.	
Width of canal on bottom,	do.

Depth of water—about.....	3½ feet.
Length and breadth of locks.....	95 feet by 16 feet.
Number of basins.....	None.
Number of houses.....	2 lock houses and 2 warehouses.
Number of locks.....	7
Number of weigh-locks.....	None.
Number of tunnels.....	None.
Number of bridges.....	6 towpath bridges.
Number of dams.....	7
Number of aqueducts.....	None.
Number of miles of slackwater.....	18 miles.
Number of boats owned by the company—one old canal boat, one flat, repair boat.	
Number of boats owned and run by private parties—eight boats run regular and a number transient.	
Average tonnage of boats.....	80 tons.
Length of boating season.....	8 months.
Feet of lockage on main line of canal.....	58 feet.
Value of real estate held by the company, exclusive of canal,	\$10,000 00
Are the locks wood, cut-stone or composite? Composite.	

Doings of the year in Transportation.

No freight transported by this company.

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Passed in and out of navigation—timber, lumber, (feet board measure).....	5,002, 100
Shingles....	122, 000
Anthracite and bituminous coal.....	8,061½ tons.
Pig iron.....	227 “
Railroad iron.....	90 “
Iron and other ores.....	3,053 “
Lime and limestone.....	1,466½ “
Agricultural products.....	612 “
Merchandise and manufactures.....	409¼ “
Live stock.....	None.
Other articles—slate.....	1,237 tons.
wood, bark.....	217 cords.
posts and rails.....	4,608 “

Tolls are not classed—only specific rates.

The rate of Toll charged for the respective classes per mile, as follows :

For lumber per 1,000 feet board measure, (hemlock,) 25 cents per 1,000 feet; or for 1st class, the average rate of toll per mile would be about 1½ cents per 1,000 lbs.

For lumber per 1,000 feet board measure, (pine and other lumber,) 25 cents per 1,000 feet; or for 2d class the average rate of toll per mile would be about 1½ cents per 1,000 lbs.

For shingles per 1,000 feet board measure, 8 cents per 1,000 shingles.

For anthracite coal per ton, 10 cents per ton of 2,240 lbs; or for 4th class, the average rate of toll per mile would be about 2¼ mills per 1,000 lbs.

For bituminous coal 10 cents per ton of 2,240 lbs.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools	} No separate account kept. General repairs for the year, \$1,299-23.
Materials	
Repairs—houses	
bridges	
locks	
aqueducts	
dams	
culverts	
waste-wiers and sluices	
slope and vertical wall	
canal bed and banks	
Watchmen	None.
Boats and flats, and repairs of, included in the above amount.	
Rents and furniture	\$65 00
Stationery, printing and office expenses	25 00
Taxes and real estate—taxes paid by the lessees of the real estate.	
Superintendence, (salaries of officers)	1,250 00
Incidentals, (estimated)	150 00
Total	3,789 23

Operating the Canal.

Lock-keepers	\$384 00
Weigh-masters	None.
Collectors	300 00
Stationery, printing and office expenses	25 00

LANCASTER AND SUSQUEHANNA

Rents and furniture.....	\$65 00
Superintendence.....	250 00
Incidentals—about.....	200 00
	<u>1,224 00</u>

Receipts from all Sources.

From tolls on coal.....	} No separate account kept; whole amount tolls..... \$2,806 71	
lumber.....		
miscellaneous freight.....		
lockages.....		
boat toll.....		
other sources, rents, &c.....		810 00
Total.....		<u>3,616 71</u>

Summary of Expenses.

Maintaining and operating the canal.....	\$4,013 23
For dividends.....	Nothing.
interest.....	1,170 00
other payments, drawbacks, &c.....	294 62
Total... ..	<u>5,477 85</u>

Names and Residence of Officers.

Directors.	Post office address.
James L. Reynolds.....	Lancaster, Pa.
Abraham Peters.....	do.
Benj. Snavelly.....	do.
Jacob Bausman.....	do.
John A. Sheaff.....	do.
Jas. L. Reynolds.....	President.
Geo. Calder.....	Treasurer and Secretary.
John A. Sheaff.....	Superintendent.

SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Frederick Fraley, president, and Charles W. Bacon, treasurer, of the Schuylkill navigation company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed)

F. FRALEY, *President.*

CHAS. W. BACON, *Treasurer.*

Sworn and subscribed before me, this 14th day of January, 1864.

JAMES M'CAHEN, *J. P.*

Stock and Debt.

Capital stock as authorized by law	Not limited.
Amount of stock subscribed, (preferred stock \$2,888,804 75.)	
common stock.....	\$1, 908, 207 00
Total amount paid in of capital stock.....	4, 797, 011 75
Total amount of funded debt.....	6, 400, 602 10
The amount of floating debt.....	255, 657 01
Total amount of floating and funded debt.....	6, 656, 259 11
Average rate per cent. per annum of interest on funded debt,	6 per cent.
No dividends declared in 1863.	

Cost of Canal and Fixtures.

Total cost.....	\$10, 287, 194 12
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Characteristics of Canal.

Length of main line of canal, from Mill Creek to Philadelphia, 108 $\frac{3}{10}$ miles.
 Number of branch canals, with the length of each, viz: One,
 one mile long.
 Canals leased by the company..... None.
 Width of canal at top water line. Varies from 60 to 300 feet.
 Width of canal on bottom. Variable; minimum or straight
 line 40 feet; on curves 45 feet.

Depth of water—minimum.....	6 feet.
Length and breadth of locks. 110 feet long by 18 feet wide in chamber.	
Number of basins.....	18
Number of houses. Lock houses 60, other houses 6.....	66
Number of locks. On main line 71 of maximum size; also 5 smaller locks along side of enlarged locks.	76
Number of weigh-locks.....	None.
Number of tunnels.....	None.
Number of bridges. One railroad bridge, 47 road, 35 farm, 2 foot, 6 towing path across river, 13 over locks, and 2 over docks.....	106
Number of dams.....	31
Number of aqueducts.....	12
Number of miles of slackwater.....	50 $\frac{4}{100}$
Number of boats owned by the company—about.....	400
Number of boats owned and run by private parties—about.....	200
Average tonnage of boats—about.....	170 tons.
Length of boating season—averages.....	250 days.
Feet of lockage on main line of canal, (to mid tide).....	618 $\frac{13}{100}$
Value of real estate held by the company, exclusive of canal, \$195,926 31	
Are the locks wood, cut-stone or composite? 17 are cut-stone; 2 cement, uncut; 58 composite.	

Doings of the year in Transportation.

Gross amount of tonnage for the year, including branches and leased canals: 1,104,935 tons of 2,240 pounds, or 1,237,682 tons of 2,000 pounds.

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Lumber.....	32,612
Shingles.....	715
Anthracite coal.....	982,851
Bituminous coal.....	3,128
Pig iron.....	31,630
Railroad iron.....	Not classified.
Other iron or castings.....	12,392
Iron and other ores.....	26,294
Lime and limestone.....	85,596
Agricultural products.....	19,988
Merchandise.....	3,419

CANAL REPORT.

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Manufactures	2, 294
Live stock	None.
Other articles	36, 763
Total	1, 237, 682

The rate of Toll charged for the respective classes per mile, as follows :

For 1st class, maximum toll	30 cts. per ton.
For 2d class.....do.....	45 "
For 3d class.....do.....	60 "
Anthracite coal per ton. Varying from 25 cents to \$1 43 per ton, according to distance carried, and the season of of the year when transported.	
Bituminous coal per ton, maximum toll.....	60 "
Rates of toll not classified as above for miscellaneous articles.	

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools.....	\$1, 607 63
Materials.	19, 721 75
Repairs—bridges.....	2, 102 81
locks, including lock-houses and sheds.	11, 817 78
aqueducts.	2, 041 13
dams.....	4, 116 48
towing paths and channels in pools.	16, 841 70
culverts.	2, 248 81
Waste-wiers and sluices.....	800 66
slope and vertical wall, included in canal bed and banks.	
canal bed and banks.....	15, 724 51
Watchmen.	1, 022 58
Boats and flats and repairs of.....	1, 586 18
Rents and furniture.....	
Stationery, printing and office expenses	
Taxes and real estate.....	
}	78, 156 22
Superintendence, engineering, office and contingent expenses,	8, 591 67
Incidentals.....	2, 657 67

SCHUYLKILL NAVIGATION

Operating the Canal.

Lock-keepers	\$24,771 38
Weigh-masters.....	None.
Collectors, stationery, printing and office expenses, included in above statement.	
Superintendence, included in maintenance.	
Incidentals.....	<u>6,361 04</u>

Receipts from all Sources.

From tolls on coal, (anthracite).....	\$828,597 53
lumber.....	12,717 00
miscellaneous freight.....	42,276 15
lockages.....	No charge.
boat toll.....	12,477 85
other sources, rents, &c.....	25,688 23
Total.	<u><u>921,756 76</u></u>

Summary of Expenses.

Maintaining and operating the canal.....	\$135,283 81
For interest ...	379,155 75
other payments, car, standing expenses.....	\$59,167 00
drawbacks.....	58,498 93
towing boats and vessels.....	9,537 94
salaries of officers and clerks.....	23,810 00
State tax on stock.....	7,892 79
land damages.....	1,145 60
taxes and repairs of real estate and all other incidental charges.....	46,453 43
	<u>206,505 69</u>
interest and sinking fund and bonds of 1870, paid to trust- tees.....	44,227 80
Total.	<u><u>765,173 05</u></u>

CANAL REPORT.

Names and Residence of Officers.

Directors.	Post office address.
John R. Worrell.....	Philadelphia.
Eli K. Price.....	do.
Thomas T. Lea.....	do.
Thomas Williamson.....	do.
Joseph B. Townsend.....	do.
Samuel V. Merrick.....	do.
Samuel Brigham.....	do.
John O. Cresson.....	do.
Joshua W. Ash.....	do.
William G. Moorhead.....	do.
George Cromelien.....	do.
John N. Hutchinson.....	do.
Frederick Fraley, President.....	Philadelphia.
Charles W. Bacon, Treasurer.....	do.
William M. Tighman, Secretary.....	do.
James F. Smith, Chief Engineer and Superintendent.....	Reading.

DELAWARE AND HUDSON.

STATE OF NEW YORK, }
City and County of New York, } ss:

Personally appeared Geo. Talbot Olyphant, president, and Isaac N. Seymour, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the following report are true and correct, to the best of their knowledge and belief.

(Signed) GEO. TALBOT OLYPHANT, *President.*
 I. N. SEYMOUR, *Treasurer.*

Sworn and subscribed before me, this 10th day of December, 1863.

J. S. MERRIAM, *Notary Public.*

Stock and Debt.

Amount of stock subscribed.....	\$7, 500, 000 00
Total amount paid in of capital stock.....	7, 500, 000 00
Total amount of funded debt.....	1, 500, 000 00
Total amount of floating and funded debt.....	1, 500, 000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date of each dividend—June and December, each year.	
Rate per cent. per annum of dividend—for 1862.....	8½ per cent.
Amount of capital on which the respective dividends were declared.....	7, 500, 000 00

Characteristics of Canal.

Length of main line of canal from Honesdale, Pa., to Eddyville, New York.....	108 miles.
Number of branch canals, with the length of each.....	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	48 ft. and over.
Width of canal on bottom.....	30 "
Depth of water.....	6 "
Length and breadth of locks—100 feet between gates, 15 feet wide, six ascending 15½ feet.	
Number of basins—more than ½ of canal.	

Number of houses, about.....	120
Number of locks..... 106 lift and 3 guard locks.	
Number of weigh-locks	2
Number of tunnels.....	None.
Number of bridges—144 road and farm, and 14 crossings at foot of locks.....	158
Number of dams—17 reservoir and 13 feeder dams.....	30
Number of aqueducts—4 wire suspension and 16 wooden trunk aqueducts.....	20
Number of miles of slackwater, about.....	3 miles.
Number of boats owned and employed by the company.....	541
Number of boats owned and run by private parties—Pennsylvania coal company, 579; other parties, 75: total,	1,195
Average tonnage of boats, 125 tons of 2,240 lbs.	
Length of boating season—from opening to close, 200 days.	
Detained by flood, &c., 43 days.	
Feet of lockage on main line of canal, about 1,028 feet, including 58 feet ascending to Summit.	
Are the locks wood, cut-stone or composite? 12 cut-stone, 94 composite, 1 stone guard, and 2 composite.	

Doings of the year in Transportation.

Number of tons of 2,000 lbs. of through freight for the year on main canal, 1,464,713, besides lumber, shingles, wood, &c., for which see below.

The amount of Freight, specifying the quantity in tons of 2,000 pounds.

Anthracite coal } up canal.... 567 }	1,397,604
} down canal, 1,397,037 }	
Bituminous coal.....	448
Cement and cement stone.....	36,126
Iron and other ores (lead)	34
Stone, brick, lime and limestone.....	2,410
Merchandise.....	14,730
Manufactures.....	614
Other articles.....	12,747
Total.....	1,464,713
Ship timber, cubic feet.....	57,143
Lumber, board measure, feet.....	15,926,071
Shingles, number.....	88,750
Cords of wood.....	11,594

The rate of Toll charged for the respective classes per mile, as follows :

	Per mile.	Total, 60 miles.	Total, 108 miles.
For lumber per 1,000 feet board measure (hemlock),	1½ cents.	50 cents.	75 cents.
For lumber per 1,000 feet board measure (pine and other lumber)	1½ "		100 "
For shingles per 1,000 feet board measure (pine)	⅓ "	20 "	30 "
For shingles per 1,000 feet board measure (hemlock)	⅓ "	10 "	20 "
Anthracite coal per ton, for 99 miles	44½ "		
Bituminous coal per ton	2 "	50 "	100 "

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools, materials, repairs, houses, bridges, locks, aqueducts, dams, culverts, waste-wiers and sluices, slope and vertical wall canal bed and banks, watchmen, boats and flats and repairs of, rents and furniture, stationery, printing and office expenses, taxes and real estate, superintendence, incidentals, lock-keepers, weigh-masters, collectors, stationery, printing and office expenses, rents and furniture, superintendence, incidentals..... \$409,589 12

Receipts from all Sources.

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, other sources, rents, &c..... \$316,376 97

Names and Residence of Officers.

Directors.	Post office address.
Wm. S. Herriman.....	New York city.
Chas. N. Talbot.....	do.
Edward J. Woolsey.....	do.
G. Talbot Olyphant.....	do.
Robert Ray.....	do.
Samuel B. Schieffelin.....	do.
Abiel A. Low.....	do.
Robert L. Kennedy.....	do.
Jas. M. Halsted.....	do.
Le Grand B. Cannon.....	do.
John L. Aspinwall.....	do.
John J. Crane.....	do.
Geo. Talbot Olyphant, President.....	New York city.
Isaac N. Seymour, Treasurer.....	do.
Jas. G. Hart, Secretary.....	do.
L. A. Sykes, Superintendent.....	Roundout, N. Y.
R. F. Lord, Engineer.....	Honesdale, Pa.

NORTH BRANCH.

OFFICE NORTH BRANCH CANAL COMPANY, }
Athens, January 11, 1864. }

ISAAC SLENKER, ESQ.,

Auditor General, Harrisburg, Pa.:

DEAR SIR :—Your favor of 7th instant is at hand, and contents noted. We regret to say that in consequence of unexpected delays in closing up our business for the year, it is impossible for us to make up a full and correct exhibit in time for your report, and we do not wish to make one which is incomplete or incorrect.

As soon as we can complete our statements for 1863, we will fill up and return the blank report furnished by you, and this we hope to do in a few days.

Yours respectfully,

C. F. WELLES, JR., *President.*

TABLE [A.]—STOCK AND DEBT.

NAME OF ROAD.	Capital stock as author'd by law.	Amount of stock subscribed.	Am't paid in, as by last report.	Total am't now paid in of capital stock.	Funded debt as per last report.
Atlantic and Great Western railroad company.....	\$2,000,000 00	\$1,411,684 00	.....	\$1,362,228 00	.....
Allegheny Valley railroad company.....	2,000,000 00	2,066,850 00	\$1,649,900 00	1,649,900 00	\$378,000 00
Bethlehem railroad company.....	125,000 00	84,000 00	.....	.....	.....
Beaver Meadow railroad company.....	.....	.....	1,816,150 00	1,983,900 00	1,500 00
Bellefonte and Snow Shoe railroad company.....	600,000 00	600,000 00	600,000 00	600,000 00	9,500 00
Bald Eagle Valley railroad company.....	500,000 00	500,000 00	.....	600,000 00	.....
Bedford railroad company.....	250,000 00	104,950 00	89,979 21	98,250 00	90,000 00
Buffalo, Bradford and Pittsburg railroad company.....	950,000 00	848,800 00	250,184 00	250,684 00	.....
Cleveland, Painesville and Ashtabula railroad company....	4,000,000 00	4,000,000 00	3,800,000 00	3,800,000 00	1,507,000 00
Cumberland Valley railroad company.....	1,750,000 00	1,280,000 00	966,900 00	966,900 00	270,500 00
Catawissa railroad company.....	3,350,000 00	3,350,000 00	3,350,000 00	3,350,000 00	84,000 00
Chestnut Hill railroad company.....	.....	120,650 00	120,650 00	120,650 00	.....
Chester Valley railroad company.....	871,900 00	871,900 00	871,900 00	871,900 00	762,500 00
Catasauqua and Fogelsville railroad company.....	.....	882,275 00	882,275 00	882,275 00	.....
Delaware, Lackawanna and Western railroad company.....	.....	.....	5,298,552 50	5,698,250 00	4,917,841 57
Delaware and Hudson canal and railroad company.....	7,500,000 00	7,500,000 00	7,500,000 00	7,500,000 00	.....
East Pennsylvania railroad company.....	700,000 00	604,400 00	492,400 00	604,190 00	598,400 00
Erie and North-East railroad company.....	600,000 00	600,000 00	600,000 00	600,000 00	400,000 00
Elmira and Williamsport railroad company.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Erie and Pittsburg railroad company.....	1,500,000 00	.....	.....	.....	.....
East Mahanoy railroad company.....	500,000 00	880,415 00	.....	880,415 00	.....
East Brandywine and Waynesburg railroad company.....	285,000 00	91,150 00	88,000 00	88,600 00	152,000 00
Fayette County railroad company.....	107,400 00	100,000 00	90 000 00	.....	.....
Franklin railroad company.....	.....	.....	360,000 00	360,000 00	200,000 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad co.	2,500,000 00	1,182,650 00	1,182,550 00	1,182,550 00	700,000 00
Huntingdon and Broad Top Mountain railroad company....	1,100,000 00	750,600 00	578,960 97	622,845 08	1,166,000 00
Hanover Branch railroad company.....	500,000 00	121,000 00	117,590 72	117,590 72	none.
Hempfield railroad company.....	unlimited.	1,880,865 18	1,809,565 18	1,809,565 18	1,000,000 00
Hazleton coal company.....	2,000,000 00	1,615,000 00	1,615,000 00	1,615,000 00	150,000 00
Ironton railroad company.....	500,000 00	400,000 00	394,350 00	400,000 00	.....
Jamestown and Franklin railroad company.....	500,000 00	17,000 00	56,200 00	95,845 00	.....
Junction railroad company.....	250,000 00	26,250 00	6,180 00	26,175 00	152,000 00
Lorberry Creek railroad company.....	.....	52,050 00	52,050 00	52,050 00	80,000 00
Lehigh Susquehanna railroad company.....	560,000 00	261,850 00	158,850 00	261,850 00	159,000 00

Lehigh and Mahanoy railroad company.....	1,000,000 00	718,400 00		498,806 00	
Little Schuylkill navigation, railroad and coal company....	2,648,100 00	2,648,100 00	2,258,100 00	2,648,100 00	960,000 00
Little Saw Mill Run railroad company.....	260,000 00	88,562 00	88,562 00	88,562 00	84,166 67
Lehigh Valley railroad company.....	8,000,000 00	2,297,250 00	2,297,250 00	2,297,250 00	1,465,000 00
Lykens Valley railroad and coal company.....	400,000 00	400,000 00	400,000 00	400,000 00	none.
Lackawanna and Bloomsburg railroad company.....	1,900,000 00	728,000 00	710,000 00	710,000 00	2,020,888 00
Mill Creek and Mine Hill navigation and railroad company,	828,375 00	828,375 00	828,375 00	828,375 00	none.
Mine Hill and Schuylkill Haven railroad company.....	4,800,000 00	4,800,000 00	8,250,000 00	4,182,985 47	none.
Mount Carbon railroad company.....	200,000 00	200,000 00	200,000 00	200,000 00	none.
Mount Carbon and Port Carbon railroad company.....	282,850 00	282,850 00	282,850 00	282,850 00	none.
Mahanoy and Broad Mountain railroad company.....	unlimited.	494,250 00	228,898 00	491,215 00	250,000 00
Northern Central railroad company.....	8,000,000 00	2,260,000 00	2,260,000 00	2,260,000 00	5,150,000 00
North Pennsylvania railroad company.....	1,500,000 00	8,147,750 00	8,147,750 00	8,147,750 00	8,097,822 50
North Lebanon railroad company.....	150,000 00	150,000 00	149,250 00	149,250 00	144,000 00
Nanticoke railroad company.....	400,000 00	88,900 00	81,867 52	82,025 02	47,000 00
Nesquehoning Valley railroad company.....	500,000 00	104,500 00	80,600 00	88,800 00	none.
New Castle and Beaver Valley railroad company.....	800,000 00	107,700 00		90,000 00	
Oil Creek railroad company.....	100,000 00	100,000 00		478,100 00	
Pittsburg, Fort Wayne and Chicago railroad company.....	6,500,000 00	6,124,886 86	6,861,062 40	6,124,886 86	12,985,178 00
Pittsburg and Connellsville railroad company.....	5,000,000 00	2,144,000 00	1,756,686 60	1,767,878 58	1,500,000 00
Philadelphia and Reading railroad company.....	unlimited.	not stated.	11,548,980 00	18,218,227 64	12,086,100 00
Philadelphia and Erie railroad company.....	10,000,000 00	5,084,885 00	4,822,450 00	6,010,944 00	6,981,000 00
Philadelphia and Baltimore Central railroad company.....	2,000,000 00	225,000 00	218,000 00	218,108 76	575,000 00
Philadelphia, Wilmington and Baltimore railroad company,	no fixed sum.	cannot say.	5,620,500 00	7,460,000 00	2,285,000 00
Philadelphia and Trenton railroad company.....	1,000,000 00	999,200 00	999,200 00	999,200 00	250,000 00
Philadelphia, Germantown and Norristown railroad comp'y,	400,000 00	1,267,200 00	1,248,500 00	1,267,200 00	488,900 00
Pennsylvania railroad company.....	20,000,000 00	not stated.	18,274,600 00	18,430,250 00	9,527,400 00
Pennsylvania coal company.....	8,860,829 00	8,200,000 00	8,200,000 00	8,200,000 00	686,500 00
Penn Haven and White Haven railroad company.....	600,000 00	64,500 00	6,450 00	6,450 00	
Reading and Columbia railroad company.....	600,000 00	526,250 00	228,890 80	266,112 98	
Schuylkill and Susquehanna railroad company.....	1,600,000 00		1,269,150 00	1,269,150 00	97,000 00
Schuylkill Valley navigation and railroad company.....	576,050 00	576,050 00	576,050 00	576,050 00	none.
Shamokin Valley and Pottsville railroad company.....	1,500,000 00	869,400 00			791,597 50
Tioga railroad company.....	125,000 00	124,950 00	97,550 00	97,550 00	896,500 00
Wrightsville, York and Gettysburg railroad company.	1,500,000 00	817,050 00	817,050 00	817,050 00	52,000 00
West Chester railroad company.....	165,000 00	165,000 00	165,000 00	165,000 00	18,338 00
West Chester and Philadelphia railroad company.....	1,600,000 00	888,500 00	688,480 88	688,580 88	1,020,856 24
Western Pennsylvania railroad company.....	8,000,000 00	821,800 00		821,800 00	

121,207,504 00 78,678,527 49 101,858,640 68 118,240,868 42 76,492,782 48

RAILROAD REPORTS.

STOCK AND DEBT—CONTINUED.

NAME OF ROAD.	Total am't now of funded debt.	Floating debt, as by last report.	The am't now of floating debt.	Total am't now of float'g & funded debt.	Avg. rate per ct per an. of interest, &c.
Atlantic and Great Western railroad company.....	\$8,849,500 00		\$41,864 26	\$8,891,864 26	7
Allegheny Valley railroad company.....	878,000 00	\$50,000 00	none.	878,000 00	7
Bethlehem railroad company.....					
Beaver Meadow railroad company.....	1,000 00			1,000 00	6
Bellefonte and Snow Shoe railroad company.....	58,000 00	4,500 00	7,585 47	65,535 47	6
Bald Eagle Valley railroad company.....	287,700 00			287,700 00	6
Bedford railroad company.....	98,772 75	8,250 00	1,500 00	96,272 75	6
Buffalo, Bradford and Pittsburg railroad company.....	289,000 00		59,487 99	289,487 99	7
Cleveland, Painesville and Ashtabula railroad company.....	1,508,000 00	none.	none.	1,508,000 00	7
Cumberland Valley railroad company.....	270,500 00	9,008 07	18,481 87	286,981 87	8
Catawissa railroad company.....	284,000 00	105,646 40	68,880 88	352,880 88	6.77
Chestnut Hill railroad company.....				none.	
Chester Valley railroad company.....	787,500 00	600 00	600 00	788,100 00	7
Catasauqua and Fogelsville railroad company.....					
Delaware, Lackawanna and Western railroad company.....	4,571,000 00	850,000 00	1,008,951 51	5,577,951 51	7
Delaware and Hudson canal and railroad company.....				none.	
East Pennsylvania railroad company.....	598,400 00	none.	none.	598,400 00	7
Erie and North-East railroad company.....	400,000 00	none.	none.	400,000 00	7
Elmira and Williamsport railroad company.....	1,000,000 00	42,155 48	none.	1,000,000 00	7
Erie and Pittsburg railroad company.....	900,000 00		none.	900,000 00	7
East Mahanoy railroad company.....				none.	
East Brandywine and Waynesburg railroad company.....	188,000 00	17,000 00	5,000 00	178,000 00	
Fayette County railroad company.....					
Franklin railroad company.....	200,000 00		10,858 52	210,858 52	7
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad co....	700,000 00			700,000 00	6
Huntingdon and Broad Top Mountain railroad company.....	1,825,992 50	142,158 00	228,090 00	1,549,082 52	7
Hanover Branch railroad company.....	none.	28,400 00	18,700 00	18,700 00	
Hempfield railroad company.....	1,000,000 00	100,000 00	100,000 00	600,000 00	6
Hazlet n coal company.....	150,000 00	none.	none.	150,000 00	6
Ironton railroad company.....		18,000 00	11,200 00	11,200 00	6
Jamestown and Franklin railroad company.....					
Junction railroad company.....	800,000 00			800,000 00	6
Lorberry Creek railroad company.....	80,000 00			80,000 00	6
Lehigh Luzerne railroad company.....	50,500 00	none.	none.	50,500 00	6

Lehigh and Mahanoy railroad company.....				none.	
Little Schuylkill navigation, railroad and coal company.....	\$980,000 00	\$72,800 00	62,228 67	1,022,228 67	7
Little Saw Mill Run railroad company.....	80,166 67	4,968 67	1,873 46	82,040 13	7
Lehigh Valley railroad company.....	1,465,000 00	81,546 58	58,127 67	1,523,127 67	6
Lykens Valley railroad and coal company.....	none.	none.	none.	none.	
Lackawanna and Bloomsburg railroad company.....	1,929,065 00	205,000 00	68,838 59	1,997,898 59	7
Mill Creek and Mine Hill navigation and railroad company....	none.	none.	none.	none.	
Mine Hill and Schuylkill Haven railroad company.....	none.	none.	none.	none.	
Mount Carbon railroad company.....	none.	none.	none.	none.	
Mount Carbon and Port Carbon railroad company.....	none.	none.	none.	none.	
Mahanoy and Broad Mountain railroad company.....	250,000 00	none.	none.	250,000 00	6
Northern Central railroad company.....	4,858,600 00	none.	none.	4,858,600 00	6
North Pennsylvania railroad company.....	3,104,287 50	none.	none.	3,104,287 50	6.46
North Lebanon railroad company.....	127,250 00	none.	none.	127,250 00	7
Nanticoke railroad company.....	47,000 00	none.	none.	47,000 00	6
Nesquehoning Valley railroad company.....	none.	none.	none.	none.	
New Castle and Beaver Valley railroad company.....	176,100 00		6,000 00	181,100 00	7
Oil Creek railroad company.....	420,000 00		56,588 12	476,588 12	7
Pittsburg, Fort Wayne and Chicago railroad company.....	12,935,178 00	none.	none.	12,935,178 00	5 9-10
Pittsburg and Connellsville railroad company.....	1,500,000 00	116,198 94	82,530 04	1,582,530 04	6
Philadelphia and Reading railroad company.....	10,667,827 84	none.	none.	10,667,827 84	6
Philadelphia and Erie railroad company.....	8,528,000 00	157,739 00	80,161 00	8,608,161 00	6 1-7
Philadelphia and Baltimore Central railroad company.....	800,000 00	175,000 00	none.	800,000 00	7
Philadelphia, Wilmington and Baltimore railroad company....	1,017,600 00	none.	none.	1,017,600 00	6
Philadelphia and Trenton railroad company.....	250,000 00	none.	none.	250,000 00	6
Philadelphia, Germantown and Norristown railroad company..	405,900 00			405,900 00	6
Pennsylvania railroad company.....	9,684,840 00	43,000 00	none.	9,684,840 00	6
Pennsylvania coal company.....	597,600 00	191,920 19	237,455 28	834,955 28	7
Penn Haven and White Haven railroad company.....		15,547 41	284,150 70	284,150 70	
Reading and Columbia railroad company.....	605,800 00		14,000 00	619,800 00	7
Schuylkill and Susquehanna railroad company.....	97,000 00	8,405 58	46,977 05	148,977 05	6
Schuylkill Valley navigation and railroad company.....	none.	none.	none.	none.	
Shamokin Valley and Pottsville railroad company.....	700,000 00	5,659 55		700,000 00	7
Tioga railroad company.....	896,600 00	65,826 17	59,208 86	455,708 86	7
Wrightsville, York and Gettysburg railroad company.....	52,000 00	24,180 43	24,180 43	76,180 43	6
West Chester railroad company.....					6
West Chester and Philadelphia railroad company.....	1,002,402 00	none.	122,255 95	1,124,657 95	7½
Western Pennsylvania railroad company.....	108,000 00			108,000 00	6
	82,091,177 20	2,478,806 42	2,771,665 07	84,868,088 38	

TABLE [B.]—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Cost of road and equipment, or work done.	Length of main line (in miles) in the State as near as can be ascert'd.	Gauge of road.....	Weight of rail per yard on main track.....	No. of branch roads....	Number of engine houses and shops....	Number of engines....	Number of first class passenger cars.....	Number of baggage, mail and express cars.
Atlantic and Great Western railroad company.....	\$3,694,516 89	91.11	6	56	1	2	20	8	4
Allegheny Valley railroad company.....	1,828,781 00	180	4.70	60		8	9	8	2
Barley railroad company.....	.....	16	.....	.....	.....	.....	.....	.....	.....
Bethlehem railroad company.....	not stated.	12	.....	.....	.....	.....	.....	.....	.....
Beaver Meadow railroad company.....	1,464,790 60	24½	4 8½	56 & 60	.....	6	19	2	1
Bellefonte and Snow Shoe railroad company.....	322,079 06	20½	4 8½	45	1	2	2	1	3
Bald Eagle Valley railroad company.....	767,700 00	61	4 8½	45	1	.....	.....	.....	.....
Bedford railroad company.....	192,589 72	19½	4 8½	45	.....	.....	.....	.....	.....
Buffalo, Bradford and Pittsburg railroad company.....	412,767 93	20	6	45	.....	.....	.....	.....	.....
Cleveland, Painesville and Ashtabula railroad company...	4,806,098 86	26½	4 10	57	.....	4	81	21	16
Cleveland and Pittsburg railroad company.....	.....	16	.....	.....	.....	.....	.....	.....	.....
Lumberland Valley railroad company.....	1,181,037 06	66	4 8½	60	.....	8	12	8	66
Catawissa railroad company.....	3,634,000 00	65	4 8½	56 & 57	.....	.....	.....	.....	4
Chestnut Hill railroad company.....	120,650 00	4½	4 8½	60	.....	.....	.....	7	.....
Chester Valley railroad company.....	1,471,900 00	21½	4 8½	45 to 50	.....	1	.....	.....	.....
Catsanqua and Fogelsville railroad company.....	382,275 00	12	4 8½	50	.....	1	8	.....	1
Delaware, Lackawanna and Western railroad company.....	9,178,877 74	118	6	66 & 75	.....	6	74	15	5
Delaware and Hudson canal and railroad company.....	1,915,595 96	32	4 8	40	.....	4	4	4	2
East Pennsylvania railroad company.....	1,266,371 41	36	4 8½	52 & 57	1	2	7	8	1
Erie and North East railroad company.....	700,000 00	18½	4 10	56 & 60	.....	1	.....	.....	.....
Elmira and Williamsport railroad company.....	2,027,651 90	69	4 8½	56	.....	2	16	8	8
Erie and Pittsburg railroad company.....	not stated.	80½	4 10	60	.....	1	8	2	1
East Mahanoy railroad company.....	not stated.	8	4 8½	60	.....	.....	.....	.....	.....
East Brandywine and Waynesburg railroad company.....	266,000 00	17½	4 8½	45	.....	1	.....	.....	.....
Ebenburg and Oresson railroad company.....	.....	11	.....	.....	.....	.....	.....	.....	.....

Erie railroad company, (New York).....		42½							
Fayette County railroad company.....	180,000 00	12½	4 8½	48			2		
Franklin railroad company.....	228,127 11	16	4 8½	50			1		
Gettysburg railroad company.....		17							
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad co.	1,882,550 00	18*	4 8½	60	1		1		
Huntingdon and Broad Top Mountain railroad company..	1,927,246 26	81	4 8	56 & 60	8	4	14	2	2
Hanover Branch railroad company.....	228,801 68	12 1-5	4 8½	48 & 50		2	4	3	19
Hempfield railroad company.....	1,657,798 94	17	4 8½	60		2	8	2	1
Hazleton railroad company.....	not stated.	15	4 8½	50,56,57	1	4			
Ironton railroad company.....	241,821 77	9.68	4 8½	50 & 57			2		
Jamestown and Franklin railroad company.....	not stated.	40	4 10						
Junction railroad company.....	224,744 74	4.62	4 8½						
Lorberry Creek railroad company.....	82,040 00	5½	4 8½	60					
Lehigh Luzerne railroad company.....	315,828 68	9½	4 8½	56	1				
Lehigh and Mahanoy railroad company.....	not stated	40	4 8½	50	3		2		
Little Schuylkill navigation, railroad and coal company..	1,871,868 41	28½	4 8½	60	2	3			
Little Saw Mill Run railroad company.....	83,041 18	3	4 8			2	2		
Lehigh Valley railroad company.....	4,491,230 35	46	4 8½	57		6	29	4	4
Lykens Valley railroad and coal company.....	415,041 63	16	4 8½	50		2	3	1	1
Littlestown railroad company.....		7½							
Lackawanna and Bloomsburg railroad company.....	2,802,846 52	80	6 & 4 8½	56,70	1	5	16	4	8
Mill Creek and Mine Hill navigation and railroad co....	not stated.	4							
Mine Hill and Schuylkill Haven railroad company.....	3,811,618 08	130½	4 8½	60 & 62		9	81		
Mount Carbon railroad company.....	203,219 58	7	4 8½	50					
Mount Carbon and Port Carbon railroad company.....	not stated.	2½							
Mahanoy and Broad Mountain railroad company.....	678,729 49	12½	4 8½	62,64,68	8	8			
Northern Central railroad company.....	8,668,757 29	103	4 8½	64			75	38	15
North Pennsylvania railroad company.....	5,890,478 97	55	4 8½	56 to 64	2	5	17	16	11
North Lebanon railroad company.....	308,706 28	7½	4 8½	50	3	1	2		
Nanticoke railroad company.....	80,000 00	10	4 8	58		1			
Nesquehoning Valley railroad company.....	86,117 17	13	4 8½						
New Castle and Beaver Valley railroad company.....	800,000 00	14.92	4 10	56		1	1		
Oil Creek railroad company.....	857,905 00	54	6	56		2	2	2	3
Pittsburg, Fort Wayne and Chicago railroad company....	18,766,871 48	49	4 10	56,58,71		16	189	65	33
Pittsburg and Connellsville railroad company.....	2,197,786 65	140	4 8½	50,52,60	1	2	11	10	8
Pittsburg and Steubenville railroad company.....		85							
Philadelphia and Reading railroad company.....	24,784,756 53	147	4 8½	64 & 68		19	166	40	23
Philadelphia and Erie railroad company.....	18,980,819 00	288	4 8½	56 & 57		8	30	2	3
Philadelphia and Baltimore Central railroad company....	980,000 00	81	4 8½	50 & 57		2	2	1	1
Philadelphia, Wilmington and Baltimore railroad company.	not stated.	17½	4 8½	50 to 65		15		66	32

CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	Cost of road and equipment, or work done..	Length of main line (in miles) in the State, as near as can be ascert'd,	Gauge of road.....	Weight of rail per yard on main track.....	No. of branch roads.....	Number of engine houses and shops.....	Number of engines.....	Number of first class passenger cars.....	Number of baggage, mail and express cars,
Philadelphia and Trenton railroad company.....	\$808,882 24	28.20	4 10	41 to 60	.....	9	.....	.....	.....
Philadelphia, Germantown and Norristown railroad co....	1,886,517 96	8 & 17	4 8½	50	.....	4	16	84	7
Pennsylvania railroad company.....	22,058,095 96	855.65	4 8½	60 to 88	2	7	820	120	50
Pennsylvania coal company.....	2,000,000 00	47	4 8	15	.....	4	†	.....	.....
Penn Haven and White Haven railroad company.....	288,250 70	16	4 8½	.....	.....	.....	.....	.....	.....
Reading and Columbia railroad company.....	not stated.	89	4 8½	56	.....	2	2	1	2
Schuylkill and Susquehanna railroad company.....	1,811,486 15	54	4 8½	45, 60	.....	3	7	.....	3
Schuylkill Valley navigation and railroad company.....	not stated.	9	.....	.....	.....	.....	.....	.....	.....
Shamokin Valley and Pottsville railroad company.....	not stated.	28	4 8½	60	.....	.....	.....	.....	.....
Tioga railroad company.....	837,520 54	29.61	6	45 & 57	.....	3	5	3	1
Wrightsville, York and Gettysburg railroad company....	898,230 48	18	4 8½	.....	.....	.....	.....	.....	.....
West Chester railroad company..	not stated.	9	4 8½	50	.....	.....	.....	.....	.....
West Chester and Philadelphia railroad company.....	1,390,182 04	28.88	4 8½	50 & 64	.....	3	5	11	2
Western Pennsylvania railroad company.....	186,822 41	45	.....	.....	.....	.....	.....	.....	.....
	162,824,814 58	8,880‡	.....	.....	82	185	1,106	512	888

* Columbia branch.

† Gravity road, worked by twenty-three stationary engines.

‡ This includes main line only, double or single track; about 420 miles is unfinished.

TABLE [B.]—CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	Number of freight cars or trucks.....	Number of coal cars.....	Number of iron bridges,	Number of wooden bridges.....	No. of stone bridges....	Number of depots or stations on main road,	Number of wood and water stations on main road.....	Value of real estate held by the company.....
Atlantic and Great Western railroad company.....	254			11		18	7	\$15,087 81
Allegheny Valley railroad company.....	41	21		14		10	6	not stated.
Barclay railroad company.....								
Bethlehem railroad company.....								
Beaver Meadow railroad company.....	3	1,800	3	5		6	7	54,072 44
Bellefonte and Snow Shoe railroad company.....	36	56		9		3	2	cannot say.
Balt. Eagle Valley railroad company.....								1,000 00
Bedford railroad company.....				2		1	1	700 00
Buffalo, Bradford and Pittsburg railroad company.....				2				161,479 68
Cleveland, Painesville and Ashtabula railroad company.....	801		1	4	6	17	12	none.
Cleveland and Pittsburg railroad company.....								
Cumberland Valley railroad company.....			1	3	2		6	
Catawissa railroad company.....	359	67		11		7	10	
Chestnut Hill railroad company.....				3	1	1		5,000 00
Chester Valley railroad company.....				3		16		
Catasauqua and Fogelsville railroad company.....	2		2		1	6	2	5,000 00
Delaware, Lackawanna and Western railroad company.....	479	4,860		18	26	20	27	cannot say.
Delaware and Hudson canal and railroad company.....		1,860		12				
East Pennsylvania railroad company.....	65			2	10	10	3	23,764 68
Erie and North-East railroad company.....				4	3	3	3	9,000 00
Elmira and Williamsport railroad company.....	96	700		23		5	6	
Erie and Pittsburg railroad company.....				10		6	1	
East Mahanoy railroad company.....			1			1	1	600 00
East Brandywine and Waynesburg railroad company.....				6		3	2	
Ebensburg and Cresson railroad company.....								

CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	Number of freight cars or trucks.....	Number of coal cars..	Number of iron bridges,	Number of wooden bridges.....	No. of stone bridges...	Number of depots or stations on main road,	Number of wood and water stations on main road.....	Value of real estate held by the company.....
Erie railroad company, (New York).....				17		2	1	\$1,000 00
Fayette County railroad company.....					4	2	2	
Franklin railroad company.....						1		
Gettysburg railroad company.....				10		1		
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad co.		100	1	40		10	7	
Huntingdon and Broad Top Mountain railroad company.....				11		5	2	8,885 00
Hanover Branch railroad company.....				7	1	6	4	104,899 96
Hempfield railroad company.....	14			1			4	
Hazleton railroad company.....								159,180 47
Ironton railroad company.....								
Jamestown and Franklin railroad company.....			6					
Junction railroad company.....								
Lorberry Creek railroad company.....							2	none.
Lehigh Luzerne railroad company.....							3	none.
Lehigh and Mahanoy railroad company.....		100		5				
Little Schuylkill navigation, railroad and coal company.....				23		2	7	23,625 00
Little Saw Mill Run railroad and coal company.....		40		2				26,973 23
Lehigh Valley railroad company.....	71	1,188	5	14	17	16	18	4,114 85
Lykens Valley railroad and coal company.....	1		1	8		1	8	
Littlestown railroad company.....								
Lackawanna and Bloomsburg railroad company.....	80	988		8	8	18	7	
Mill Creek and Mine Hill navigation and railroad company.....								
Mine Hill and Schuylkill Haven railroad company.....		51	1	65	7	4	15	
Mount Carbon railroad company.....								
Mount Carbon and Port Carbon railroad company.....								

Mahanoy and Broad Mountain railroad company.....			5	9	1	1	4	18,891 25
Northern Central railroad company.....	700	2,000	12	168	4	12	17	
North Pennsylvania railroad company.....	184	429	8	8		28	9	882,107 49
North Lebanon railroad company.....	60			18		1	2	500 00
Nanticoke railroad company.....				5			1	
Nesquehoning Valley railroad company.....								
New Castle and Beaver Valley railroad company.....	4			7		1	2	2,000 00
Oil Creek railroad company.....	51	10		9		7	4	8,500 00
Pittsburg, Fort Wayne and Chicago railroad company.....	1,591		4	188	87	80	45	
Pittsburg and Connellsville railroad company.....	85	18	1	4		19	8	190,544 45
Pittsburg and Steubenville railroad company.....								
Philadelphia and Reading railroad company.....	860	10,188	19	18	54	21	24	
Philadelphia and Erie railroad company.....	460	70		132	5	84	25	
Philadelphia and Baltimore Central railroad company.....	17			18		18	8	not estimated.
Philadelphia, Wilmington and Baltimore railroad company.....	828		1	26	12	80	10	
Philadelphia and Trenton railroad company.....				6		2	7	288,208 82
Philadelphia, Germantown and Norristown railroad company.....	101		1	16	8	5	4	400,629 07
Pennsylvania railroad company.....	4,224	550	89	49	17	102	108	1,900,000 00
Pennsylvania coal company.....		1,950		28				
Penn Haven and White Haven railroad company.....								1,850 00
Reading and Columbia railroad company.....	10			6	22	18	8	7,500 00
Schuylkill and Susquehanna railroad company.....	27	18	2	8		8	10	63,500 00
Schuylkill Valley navigation and railroad company.....								
Shamokin Valley and Pottsville railroad company.....				30				
Tioga railroad company.....	25	170		9		8	8	6,500 00
Wrightsville, York and Gettysburg railroad company.....								
West Chester railroad company.....								
West Chester and Philadelphia railroad company.....	19		1	16		22	8	
Western Pennsylvania railroad company.....								
	11,498	26,169	160	1,109	241	601	458	8,784,068 60

RAILROAD REPORTS.

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TABLE [C.]

NAME OF COMPANY.	DOINGS OF THE YEAR IN TRANSPORTATION.			
	Number of through passengers for the year on main road.	Number of passen- gers (all classes) carried in cars....	Number of tons of 2,000 lbs. of thro'h freight, for the year on main road.....	Gross amount of ton- nage for the year,
Atlantic and Great Western railroad company.....		80,728		167,205
Allegheny Valley railroad company.....	22,897	188,752	10,454	151,574
Beaver Meadow railroad company.....		21,501	15,022	1,610,751
Bellefonte and Snow Shoe railroad company.....	4,029	5,247	18,019	18,019
Cleveland, Painesville and Ashtabula railroad company.....	187,409	258,479	544,842	590,088
Cumberland Valley railroad company.....		256,928		218,448
Catawissa railroad company.....				255,792
Chestnut Hill railroad company.....	285,000	285,000		
Catawissa and Fogelsville railroad company.....				102,551
Delaware, Lackawanna and Western railroad company.....	2,481	97,741	9,945	1,510,495
Delaware and Hudson canal and railroad company.....	8,502	17,409		868,576
East Pennsylvania railroad company.....		127,185	40,828	225,889
Erie and North-East railroad company.....			688,668	688,668
Huntingdon and Broad Top Mountain railroad company.....	14,450	25,586		848,818
Hanover Branch railroad company.....				27,078
Hazleton railroad company.....				965,999
Ironton railroad company.....			108,017	96,445
Lorberry Creek railroad company.....				188,468
Lehigh Luzerne railroad company.....				547,884
Little Saw Mill Run railroad company.....				121,455
Lehigh Valley railroad company.....	78,749	262,459		1,685,488
Lykens Valley railroad and coal company.....	8,200			142,781
Lackawanna and Bloomsburg railroad company.....	4,089	125,268	8,417	559,727

Mine Hill and Schuylkill Haven railroad company.....		10,685	18,977	1,578,860
Mount Carbon railroad company.....				190,478
Northern Central railroad company.....	88,821	428,582	98,522	1,028,148
North Pennsylvania railroad company.....	48,470	419,108	149,331	227,955
North Lebanon railroad company.....			281,708	281,708
Oil Creek railroad company.....		47,081		†28,888
Pittsburg, Fort Wayne and Chicago railroad company.....	86,891	638,601	514,285	801,528
Pittsburg and Connelleville railroad company.....		262,841		148,792
Philadelphia and Reading railroad company.....	18,694	576,861		4,090,978
Philadelphia and Erie railroad company.....		371,584		869,820
Philadelphia and Baltimore Central railroad company.....	12,768	80,745		45,058
Philadelphia, Wilmington and Baltimore railroad company.....	290,457	1,069,961		260,668
Philadelphia and Trenton railroad company.....	480,606	669,075		1,834
Philadelphia, Germantown and Norristown railroad company.....	1,548,782	1,961,974		184,298
Pennsylvania railroad company.....		1,501,730	484,975	2,256,347
Pennsylvania coal company.....				754,988
Schuylkill and Susquehanna railroad company.....	268	25,799		310,767
Tioga railroad company.....	1,878	25,488	227,546	246,859
West Chester and Philadelphia railroad company.....	46,594	347,975	8,859	69,775
	8,072,475	10,135,139	8,218,905	28,982,248

* Tons of 2,240 lbs.

† And 897,098 barrels petroleum.

RAILROAD REPORTS.

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TABLE [D.]—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Anthracite coal...	Bituminous coal..	Pig iron	Railroad iron....	Other iron or cast ings.....	Iron and other ores.....	Lime and lime stone.....
Atlantic and Great Western railroad company.....							
Allegheny Valley railroad company.....		58,496					
Beaver Meadow railroad company.....	1,595,729						
Bellefonte and Snow Shoe railroad company.....		12,049				60	10
Cleveland, Painesville and Ashabula railroad company.....		656		8,649	9,024		
Cumberland Valley railroad company.....	48,961		819	1,840	8,995	22,814	
Catawissa railroad company.....	150,846		13,622	9,008			
Chestnut Hill railroad company.....							
Catasauqua and Fogelsville railroad company.....	4,687					71,666	24,878
Delaware, Lackawanna and Western railroad company.....	1,260,986	84	817	31,961	8,040	51,025	82,486
Delaware and Hudson canal and railroad company.....	856,234						
East Pennsylvania railroad company.....	21,068	2,802			26,702	116,902	
Erie and North-East railroad company.....							
Huntingdon and Broad Top Mountain railroad co.....		888,575	276	1,852		718	282
Hanover Branch railroad company.....	6,270		77	61	149	1,462	148
Hazleton railroad company.....	965,999						
Ironton railroad company.....	8,809					64,118	28,822
Lorberry Creek railroad company.....	179,080						
Lehigh Luzerne railroad company.....	547,884						
Little Saw Mill Run railroad company.....		121,455					
Lehigh Valley railroad company.....	1,175,611	1,918	118,819	7,780	1,597	173,788	107,777
Lykens Valley railroad and coal company.....	141,581						
Lackawanna and Bloomsburg railroad company.....	419,274				29,600	7,000	65,060
Mine Hill and Schuylkill Haven railroad company.....	1,559,918						
Mount Carbon railroad company.....	190,478						
Northern Central railroad company.....	469,140		24,489	6,692	10,688	21,694	87,878
North Pennsylvania railroad company.....	120,198	1,015	17,497		2,519	12,297	7,818

North Lebanon railroad company.....	86,162		80,548			174,115	9,709
Oil Creek railroad company.....							
Pittsburg, Fort Wayne and Chicago railroad company.....		187,388					
Pittsburg and Connellsville railroad company.....		99,329	2,860		1,477		14,408
Philadelphia and Reading railroad company.....	8,191,887	244,851	97,082	28,401	57,880	159,432	84,406
Philadelphia and Erie railroad company.....	90,209	12,787	12,229	12,979	6,882	4,877	1,850
Philadelphia and Baltimore Central railroad company.....							
Philadelphia, Wilmington and Baltimore railroad co.....	7,174		6,149	800	6,882		8,821
Philadelphia and Trenton railroad company.....							
Philadelphia, Germantown and Norristown railroad co.....	183,800	5,278		820	840	16,660	21,160
Pennsylvania railroad company.....	134,417	780,688	143,260	26,818	48,689	45,721	88,016
Pennsylvania coal company.....	748,069	179			56		8
Schuylkill and Susquehanna railroad company.....	289,192						
Tioga railroad company.....		226,188	18		210		72
West Chester and Philadelphia railroad company.....	27,678						
	14,851,174	2,088,698	432,842	125,161	208,010	942,979	421,919

TABLE [D.]—CONTINUED.

NAME OF COMPANY.	Agricultural products.....	Merchandise.....	Manufactures.....	Live stock.....	Lumber.....	Other articles.....	Total.
Atlantic and Great Western railroad company.....	11,705	9,692	108,536	8,858	10,991	22,898	167,205
Allegheny Valley railroad company.....						98,078	151,574
Beaver Meadow railroad company.....					5,965,129	15,022	1,610,751
Bellefonte and Snow Shoe railroad company.....	658	500			2,924	1,843	18,019
Cleveland, Painesville and Ashtabula railroad co.....	78,740	180,648	59,407	149,907	9,428	98,264	590,088
Cumberland Valley railroad company.....	49,492	12,864	47,802	2,862	10,729	17,161	218,448
Catawissa railroad company.....	28,894	9,189	3,771	2,666	86,488	2,818	255,792
Chestnut Hill railroad company.....							
Catasauqua and Fogelsville railroad company.....	1,578	41	12		171	76	102,551
Delaware, Lackawanna and Western railroad company,	25,888	17,174	7,678	2,048	72,691	4,247	1,510,495
Delaware and Hudson canal and railroad company.....						7,842	868,576
East Pennsylvania railroad company.....	10,265	22,486		21,921	4,255		225,889
Erie and North-East railroad company.....	126,487	182,104	72,017	264,766	25,216	68,088	688,688
Huntingdon and Broad Top Mountain railroad co.....	283	5,062		6	2,086	283	848,818
Hanover Branch railroad company.....	12,640	1,128	128	88	1,664	3,816	27,078
Hazleton railroad company.....							965,999
Ironton railroad company.....						200	96,445
Lorberry Creek railroad company.....						4,483	188,468
Lehigh Luzerne railroad company.....							547,824
Little Saw Mill Run railroad company.....							121,455
Lehigh Valley railroad company.....			24,764	21,668	25,750	81,578	1,685,488
Lykens Valley railroad and coal company.....						1,209	142,781
Lackawanna and Bloomsburg railroad company.....						88,868	559,727
Mine Hill and Schuylkill Haven railroad company...		16,944					1,578,800
Mount Carbon railroad company.....							190,478
Northern Central railroad company.....	68,578	80,289	44,528	98,451	75,786	148,250	1,028,148
North Pennsylvania railroad company.....	18,294	29,176	1,455	258	12,272	10,657	227,955

North Lebanon railroad company.....						684	281,708
Oil Creek railroad company.....		28,888					28,888
Pittsburg, Fort Wayne and Chicago railroad co.....	25,296	106,272	127,119	156,787	52,472	195,595	801,528
Pittsburg and Connellsville railroad company.....	7,268	5,602	4,842	8,227	4,095	1,185	148,792
Philadelphia and Reading railroad company.....	66,228	65,068		31,159	50,990	70,144	4,090,978
Philadelphia and Erie railroad company.....	50,488	19,004	25,311	5,288	85,209	42,859	889,820
Philadelphia and Baltimore Central railroad company.....							45,058
Philadelphia, Wilmington and Baltimore railroad co.....	50,421			27,818	9,501	140,158	250,668
Philadelphia and Trenton railroad company.....							1,884
Phil'a, Germantown and Norristown railroad company.....	610	5,750	600	80	850	200	184,298
Pennsylvania railroad company.....	280,229	251,951	46,272	212,164	118,612	185,285	2,256,847
Pennsylvania coal company.....	408	1,897	1		4,860	5	754,988
Schuylkill and Susquehanna railroad company.....					9,118	82,462	810,767
Tioga railroad company.....	559	2,678	260		16,879		246,859
West Chester and Philadelphia railroad company.....						42,102	69,775
	909,868	948,892	568,548	1,000,885	642,442	1,229,744	28,982,248

* Feet of lumber.

† Tons of 2,240 lbs.

TABBE [E.]

NAME OF COMPANY.	EXPENSES.				RECEIPTS.
	Maintaining the road or real estate of the corporation.	Repairs of machinery	Operating the road.	Total.	Total.
Atlantic and Great Western railroad company.....	\$58 015 92	.....	\$17,722 78	\$70,758 70	\$2,449 10
Allegheny Valley railroad company.....	28,618 62	\$87,250 68	28,190 24	94,054 66	184,113 86
Beaver Meadow railroad company.....	.....	.....	.....	240,658 15	588,218 98
Bellefonte and Snow Shoe railroad company.....	5,682 62	2,118 58	6,474 80	18,270 90	20,812 47
Bedford railroad company.....	1,155 49	16 72	.....	1,172 21	8,095 80
Cleveland, Painesville and Astabula railroad company.....	311,880 82	159,870 29	828,587 35	797,837 96	2,066,622 86
Cumberland Valley railroad company.....	28,511 56	11,794 72	117,788 10	188,044 38	276,287 80
Catawissa railroad company.....	64,295 10	66,160 46	108,229 91	233,685 47	308,567 75
Chestnut Hill railroad company.....	.....	.....	.....	.....	22,624 18
Catsauqua and Edgelsville railroad company.....	9,872 40	15,208 38	6,912 48	31,998 16	88,881 57
Delaware, Lackawanna and Western railroad company.....	297,717 86	286,947 29	894,275 68	928,940 83	1,757,088 27
Delaware and Hudson canal and railroad company.....	65,982 56	104,881 42	125,505 89	296,869 87	9,186 88
East Pennsylvania railroad company.....	16,422 48	10,018 55	61,644 24	88,080 27	288,248 00
Erie and North-East railroad company.....	.....	.....	.....	264,090 14	428,856 07
Elnira and Williamsport railroad company.....	*82,920 68	86,080 15	81,436 79	150,437 62	246,242 24
Erie and Pittsburg railroad company.....	.....	.....	.....	27,886 79	41,680 61
Franklin railroad company.....	.....	.....	.....	.....	87,751 64
Huntingdon and Broad Top Mountain railroad company.....	62,570 29	82,646 85	62,841 81	158,058 95	259,629 11
Hanover Branch railroad company.....	7,835 46	5,949 39	18,012 82	26,297 17	48,185 47
Hempfield railroad company.....	11,238 42	8,209 09	13,436 87	82,884 88	37,047 50
Hazleton railroad company.....	49,800 00	.....	.....	49,800 00	.....
Ironton railroad company.....	2,181 78	987 18	11,490 45	14,609 86	72,087 19
Lorberry Creek railroad company.....	5,707 14	.....	6,481 77	12,188 91	9,841 94
Lehigh Luzerne railroad company.....	8,040 09	.....	1,284 85	4,288 44	47,241 11
Lehigh and Mahanoy railroad company.....	.....	.....	.....	.....	13,742 64
Little Saw Mill Run railroad company.....	7,590 19	4,262 26	7,884 99	19,887 44	87,929 76
Lehigh Valley railroad company.....	147,942 74	95,726 58	802,814 84	545,988 66	1,820,057 92
Lykens Valley railroad and coal company.....	4,061 82	2,939 40	14,405 81	21,398 58	56,897 95
Lackawanna and Bloomsburg railroad company.....	54,800 12	46,864 42	182,610 79	234,275 88	478,112 90
Mine Hill and Schuylkill Haven railroad company.....	.....	176,574 61	94,801 81	273,876 42	868,866 92
Mount Carbon railroad company.....	.....	.....	.....	.....	14,000 00

Northern Central railroad company.....	457,899 87	541,108 92	835,587 42	1,884,841 21	2,448,874 88
North Pennsylvania railroad company.....	71,251 78	40,638 24	126,614 78	288,504 80	511,896 87
North Lebanon railroad company.....	11,568 71	9,660 22	5,767 92	26,981 85	66,181 97
Oil Creek railroad company.....	41,908 09	14,845 79	50,445 20	107,197 08	387,458 06
Pittsburg, Fort Wayne and Chicago railroad company.....	986,305 48	465,187 37	1,485,911 55	2,897,854 40	4,984,689 67
Pittsburg and Connellsville railroad company.....	88,848 12	89,860 86	86,522 56	110,281 54	220,478 60
Philadelphia and Reading railroad company.....	874,211 99	571,165 42	1,016,990 90	1,962,368 81	6,252,902 02
Philadelphia and Erie railroad company.....	104,159 42	77,786 09	823,818 89	505,714 40	699,299 70
Philadelphia and Baltimore Central railroad company.....				51,188 94	78,542 88
Philadelphia, Wilmington and Baltimore railroad co.....				988,129 19	2,540,248 32
Philadelphia and Trenton railroad company.....	64,225 97		816,012 42	380,238 89	644,049 84
Philadelphia, Germantown and Norristown railroad co.....				152,928 61	382,488 92
Pennsylvania railroad company.....	1,280,447 17	1,199,055 08	2,482,093 80	†6,851,189 49	11,846,597 24
Pennsylvania coal company.....					9,062 41
Schuylkill and Susquehanna railroad company.....	64,219 70	26,887 98	33,561 24	124,668 92	95,999 85
Tioga railroad company.....	18,817 07	16,834 20	17,965 72	47,616 99	126,692 80
West Chester railroad company.....					9,806 88
West Chester and Philadelphia railroad company.....	27,496 95	9,399 26	47,832 33	84,728 54	806,108 29
	4,812,427 83	4,068,321 83	8,639,297 75	20,602,804 56	40,523,571 45

* From October 1, 1862, to April 30, 1863.

† \$1,409,548 47 extraordinary.

TABLE [F.]—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed...	Injured..	Killed...	Injured..	Killed...	Injured..	Killed...	Injured..
Atlantic and Great Western railroad company			2	1	2	1	4	2
Beaver Meadow railroad company			2	18	8	3	5	16
Cleveland, Painesville and Astabula railroad company			1		4		5	
Catawissa railroad company			5	4			5	4
Delaware, Lackawanna and Western railroad company		1	1		9	1	10	2
East Pennsylvania railroad company				1				1
Erie and North-East railroad company					2		2	
Huntingdon and Broad Top Mountain railroad company			1	8	1		1	8
Hanover Branch railroad company					1		1	
Lehigh Valley railroad company			5	8	8		8	8
Lackawanna and Bloomsburg railroad company		2		1				8
Mine Hill and Schuylkill Haven railroad company			1	1			1	1
North Pennsylvania railroad company			2	1	8	8	5	4
New Castle and Beaver Valley railroad company			2				2	
Oil Creek railroad company				1	1	1	1	2
Pittsburg, Fort Wayne and Chicago railroad company		6	17	18	15	9	82	88
Pittsburg and Connellsville railroad company		1		1	2	1	2	8
Philadelphia and Reading railroad company			7	1	18	10	25	11
Philadelphia and Erie railroad company	1		1	5	2	1	4	6
Philadelphia and Baltimore Central railroad company			1				1	
Philadelphia, Wilmington and Baltimore railroad company	1	8	2		2	4	5	7
Philadelphia and Trenton railroad company		1	2			8	2	4
Philadelphia, Germantown and Norristown railroad company	1						1	
Pennsylvania railroad company	1	10	85	62	48	81	79	108
Schuylkill and Susquehanna railroad company	1						1	
Tioga railroad company						1		1
West Chester and Philadelphia railroad company						1		1
	5	24	87	121	111	70	208	274

PASSENGER RAILWAY TABLE [A.]—STOCK AND DEBT.

NAME OF ROAD.	Capital stock, as authori- zed by law....	Amount of stock sub- scribed.....	Total amount now paid in of capital stock.....	Total amount now of float- ing and fund- ed debt.....	Rate per cent. on funded debt.	Rate per cent. of dividend.
Citizens' Passenger railway, Pittsburg.....	\$200,000 00	\$100,000 00	\$92,000 00	\$80,059 92	7	20
Citizens' Passenger railway, Philadelphia.....	500,000 00	500,000 00	192,750 00	6,000 00	.....	6½
Delaware County Passenger railway, Philadelphia.....	150,000 00	24,800 00	24,080 00	9,850 00	7	none.
Frankford and Southwark Passenger railway, Philadelphia.....	500,000 00	500,000 00	490,260 00	200,000 00	7	7
Fairmount Passenger railway, Philadelphia.....	500,000 00	.....	180,000 00	182,545 07	7	none.
Fairmount and Arch Street Passenger railway, Philadelphia...	500,000 00	500,000 00	200,000 00	2,049 78	.....	7½
Green and Coates Street Passenger railway, Philadelphia.....	500,000 00	150,000 00	150,000 00	87,000 00	7	5.80
Germantown Passenger railway, Philadelphia.....	500,000 00	500,000 00	112,245 00	250,000 00	7	none.
Girard College Passenger railway, Philadelphia.....	500,000 00	500,000 00	160,000 00	none.	.....	8
Oakland and Minersville Branch Passenger railway, Pittsburg..	150,000 00	81,500 00	81,500 00	500 00	.....	none.
Pittsburg, Allegheny and Manchester Passenger railway.....	75,000 00	75,000 00	67,875 00	21,621 66	7	none.
Pittsburg and Birmingham Passenger railway, Pittsburg.....	100,000 00	100,000 00	42,000 00	27,968 66	7	4
Philadelphia City Passenger railway, Philadelphia.....	500,000 00	500,000 00	100,000 00	135,000 00	6	8
Philadelphia and Darby Passenger railway, Philadelphia.....	200,000 00	100,000 00	100,000 00	17,000 00	7	none.
Philadelphia and Gray's Ferry Passenger railway, Philadelphia,	500,000 00	497,850 00	159,312 00	15,500 00	7	6
Ridge Avenue and Manayunk Passenger railway, Philadelphia,	250,000 00	286,000 00	118,000 00	none.	.....	4.20
Second and Third Street Passenger railway, Philadelphia.....	550,000 00	550,000 00	208,757 25	172,100 00	7	10
Seventeenth and Nineteenth Street Passenger railway, Phila...	500,000 00	500,000 00	120,000 00	none.	.....	2½
Thirteenth and Fifteenth Street Passenger railway, Philadelphia,	500,000 00	500,000 00	uncertain.	3,000 00	.....	3½
West Philadelphia Passenger railway, Philadelphia.....	500,000 00	189,100 00	189,100 00	104,000 00	7	11
	7,675,000 00	6,108,760 00	2,782,879 25	1,298,996 08	.....	.....

*For basis of dividend, see respective reports.

RAILROAD REPORTS.

PASSENGER RAILWAY TABLE [B.]

NAME OF ROAD.	COST OF ROAD AND EQUIPMENT.	CHARACTERISTICS OF ROAD.										
		Length of road.....	Gauge of road.....	Weight of rail per yard.....	No. of car houses, shops and stables,	No. of depots.....	No. first class passenger cars, (two horse).....	No. of second class passenger cars, (one horse).....	No. of other cars..	No. of horses owned by the company..	No. of mules owned by the company..	Value of real estate held, exclusive of road way.....
Citizens', Pittsburg	\$157,627 09	5.2, 929	5 2 $\frac{1}{2}$	48	4	...	14	6	4	126	none.	\$21,210 45
Citizens', Philadelphia.....	171,775 89	7	5 2 $\frac{1}{2}$	45	3	1	86	3	none.	175	none.	44,749 57
Delaware County, Philadelphia.....	30,729 40	4	5 2	16	1	1	4	none.	13	none.	none.	
Frankford and Southwark, Philadelphia...	721,433 82	12.38	5 2	46 & 50	2	3	42	3	6	274	none.	.....
Fairmount, Philadelphia.....	121,613 19	4 7-10	.....	46	2	1	21	.....	.....	128	.....	17,033 83
Fairmount and Arch Street, Philadelphia..	194,017 85	8.880	5 2	45	1	.....	20	.....	2	112	.....	.....
Green and Coates Street, Philadelphia....	224,182 28	.....	.....	45	5	2	86	4	.....	196	.....	79,329 52
Germantown, Philadelphia.....	369,446 18	19	.....	45	7	2	35	none.	none.	205	none.	58,500 00
Girard College, Philadelphia.....	114,611 72	5.4	5 4	45	4	.....	25	.....	.....	116	.....	9,000 00
Oakland, Pitts'g. (and Minersville branch),	76,500 00	10	5 2	43	3	2	19	none.	1	96	none.	2,973 87
Pittsburg, Allegheny and Manchester.....	76,417 96	8 $\frac{1}{2}$	5 2 $\frac{1}{2}$	80	3	1	13	6	none.	103	5	9,751 98
Pittsburg and Birmingham, Pittsburg	62,951 79	2 6-10	5 2	45	3	none	10	none.	2	70	none.	10,891 22
Philadelphia City, Philadelphia.....	231,496 52	8.807-880	5 2	56	3	1	22	none.	1	133	.....	.....
Philadelphia and Darby, Philadelphia.....	86,447 04	.....	.....	42	2	.....	10	.....	.....	.....	.....	.....
Philadelphia and Gray's Ferry, Philadel'a..	173,010 15	6 $\frac{1}{2}$	5 2	45	4	1	17	5	.....	120	none.	none.
Ridge Avenue and Manayunk, Philadelphia,	179,686 59	4 $\frac{1}{2}$	5 4	40	1	2	10	none.	none.	54	.....	.....
Second and Third Street, Philadelphia....	476,778 89	18 9-10	5 2	45	2	2	60	4	2	382	none.	117,110 00
Seventeenth and Nineteenth Street, Phil'a,	118,699 07	5 62-100	5 2	55	.....	.....	.....	15	none.	60	none.	none.
Thirteenth and Fifteenth Street, Philadel'a	†	6 $\frac{1}{2}$	5 2	45	3	1	16	none.	3	133	none.	150,000 00
West Philadelphia, Philadelphia.....	801,055 81	6	5 2 $\frac{1}{2}$	44	6	1	43	1	3	288	none.	12,850 00
	3,888,429 72	180	.....	.....	59	21	458	47	24	2,729	5	482,902 94

* Purchased from trustees of the Pittsburg and East Liberty railway company.

† The present managers have not the necessary data.

‡ Under lease.

PASSENGER RAILWAY TABLE [C.]

NAME OF ROAD.	TRANSPORTA'M OF PASSENGERS.	EXPENSES.			RECEIPTS.
	Number pas- sengers (all classes) carried in cars.	Of maintain'g the road or real estate of corporation.	Of operating the road.	Total.	From all sources.
PHILADELPHIA.					
Citizens'.....	2,850,000	\$1,588 07	\$78,715 23	\$80,303 80	\$126,263 52
Delaware County.....	no account kept	462 00	4,547 62	5,495 00	5,668 06
Frankford and Southwark.....	4,000,000	12,819 81	124,428 84	187,248 15	202,367 38
Fairmount.....	1,356,600	713 85	65,740 87	66,454 22	72,437 01
Fairmount and Arch Street.....	1,484,914	8,174 19	45,460 75	48,634 94	63,459 49
Green and Coates Street.....	2,517,098	.....	74,069 81	74,069 81	124,539 98
Germantown.....	2,600,000	.....	83,408 88	83,408 88	183,505 59
Girard College.....	not stated.	1,598 76	55,150 05	56,748 81	76,480 51
Philadelphia City.....	2,298,848	997 05	53,034 47	54,081 52	104,727 60
Philadelphia and Darby.....	275,000	2,799 14	16,586 26	19,885 40	24,101 67
Philadelphia and Gray's Ferry.....	1,857,050	.....	56,648 68	56,648 68	75,065 98
Ridge Avenue and Manayunk.....	not know.	758 23	21,559 67	22,317 90	84,519 89
Second and Third Street.....	5,800,000	4,812 81	182,825 47	187,638 28	279,628 56
Seventeenth and Nineteenth Street.....	not stated.	847 57	22,682 72	23,530 29	28,447 57
Thirteenth and Fifteenth Street.....	1,625,000	641 70	86,534 54	67,176 24	87,804 15
West Philadelphia.....	not stated.	8,546 77	107,479 45	116,026 22	161,699 77
	26,668,510	89,761 95	1,058,872 26	1,099,117 59	1,600,496 23
PITTSBURG.					
Citizens'.....	1,547,248	\$4,382 54	\$59,699 50	\$64,082 04	\$89,867 82
Oakland.....	687,460	1,952 40	82,947 88	84,100 23	82,690 66
Pittsburg, Allegheny and Manchester.....	968,880	1,889 52	40,753 38	42,602 85	49,638 16
Pittsburg and Birmingham.....	806,901	1,707 26	24,684 65	26,841 91	40,525 83
	8,959,989	9,881 72	158,045 81	167,927 03	212,721 97

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RAILROAD REPORTS.

PASSENGER RAILWAY TABLE [D.]—ACCIDENTS.

NAME OF ROAD.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Citizens', Pittsburg.....	1	.....	.....	.....	2	4	3	4
Citizens', Philadelphia.....	1	.....	1	.....	.....	.....	2	.....
Fairmount and Arch Street, Philadelphia.....	.....	.....	.....	.....	1	1	1	1
Oakland, Pittsburg, (and Minersville branch).....	.....	.....	.....	.....	.....	2	.....	2
Pittsburg, Allegheny and Manchester.....	.....	3	.....	.....	.....	.....	.....	3
Philadelphia City, Philadelphia.....	1	.....	.....	.....	.....	.....	1	.....
Philadelphia and Darby, Philadelphia.....	.....	.....	.....	.....	.....	3	.....	3
Philadelphia and Gray's Ferry, Philadelphia.....	.....	.....	.....	.....	1	2	1	2
Second and Third Street, Philadelphia.....	2	7	.....	.....	3	4	5	11
Thirteenth and Fifteenth Street, Philadelphia.....	.....	.....	.....	.....	1	1	1	1
West Philadelphia, Philadelphia.....	.....	.....	.....	.....	2	.....	2	.....
	5	10	1	.....	10	17	16	27

CANAL COMPANIES.—These reports coming in late, and being the first under the law, and therefore, to some extent, imperfect, no attempt was made to tabulate them,

NUMBER OF COMPANIES REPORTED.

The following table exhibits the names of the companies to which blank forms were forwarded; of those by which reports were made; the time when the reports were received, and also of those which failed to report:

NAME OF COMPANY.	REPORT FILED.
Atlantic and Great Western railroad company.....	Dec. 18, 1863.
Allentown.....do.....do.	
Allegheny Valley.....do.....do.....	Jan. 1, 1864.
Bethlehem.....do.....do.....	Oct. 15, 1863.
Barclay coal company.	
Beaver Meadow railroad company.. ..	Nov. 28, 1863.
Bellefonte and Snow Shoe railroad company.....	Dec. 7, 1863.
Bald Eagle Valley.....do.....do.....	Dec. 21, 1863.
Bedford.....do.....do.....	Dec. 18, 1863.
Buffalo, Bradford and Pittsburg railroad company.....	Nov. 9, 1863.
Chartiers Valley.....do.....do.	
Cleveland, Painesville and Ashtabula railroad company.....	Dec. 1, 1863.
Cleveland and Pittsburg.....do.....do.	
Cumberland Valley.....do.....do.....	Dec. 12, 1863.
Catawissa.....do.....do.....	Jan. 5, 1864.
Chestnut Hill.....do.....do.....	Nov. 25, 1863.
Chester Valley.....do.....do.....	Jan. 7, 1864.
Catasauqua and Fogelsville.....do.....do.....	Jan. 4, 1864.
Delaware, Lackawanna and Western...do.....do.....	Jan. 11, 1864.
Delaware and Hudson canal and.....do.....do.....	Dec. 11, 1863.
East Pennsylvania.....do.....do.....	Dec. 29, 1863.
Erie and North-East.....do.....do.....	Dec. 3, 1863.
Elmira and Williamsport.....do.....do.....	Jan. 9 and 14, 1864.
Erie and Pittsburg.....do.....do.....	Dec. 2, 1863.
East Mahanoy.....do.....do.....	Dec. 12, 1863.
East Brandywine and Waynesburg.....do.....do.....	Dec. 3, 1863.
Ebensburg and Cresson.....do.....do.	
Erie.....do.....do.....	Jan. 5, 1864.
Fayette County.....do.....do.....	Jan. 5, 1864.

RAILROAD REPORTS.

Franklin.....	railroad company.....	Dec.	12,	1863.	
Gettysburg	do.....do.				
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad co..		Oct.	12,	1863.	
Huntingdon and Broad Top Mountain railroad company....		Nov.	30,	1863.	
Hanover Branch.....	do.....do.....	Dec.	2,	1863.	
Hempfield.....	do.....do.....	Dec.	7,	1863.	
Hazleton.....	do.....do.....	Dec.	1,	1863.	
Ironton... ..	do.....do.....	Dec.	15,	1863.	
Jamestown and Franklin.....	do.....do.....	Nov.	26,	1863.	
Junction	do.....do.....	Jan.	11,	1864.	
Jefferson.....	do..... do.....				
Lorberry Creek.....	do.....do.....	Jan.	9,	1864.	
Lehigh and Susquehanna railroad company....	See letter...	Jan.	13,	1864.	
Lehigh and Delaware Water Gap railroad company.					
Lehigh Luzerne.....	do.....do.....	Nov.	26,	1863.	
Lehigh and Mahanoy.....	do.....do.....	Nov.	23,	1863.	
Little Schuylkill navigation, railroad and coal company....		Dec.	12,	1863.	
Little Saw Mill Run railroad company.....		Dec.	22,	1863.	
Lehigh Valley	do.....do.....	Dec.	24,	1863.	
Lykens Valley railroad and coal company		Dec.	8,	1863.	
Littlestown railroad company.					
Lackawanna and Bloomsburg railroad company.....		Dec.	26,	1863.	
Mauch Chunk and Summit Hill...do.....do...	See letter...	Jan.	13,	1864.	
Mill Creek and Mine Hill navigation and railroad company...		Oct.	20,	1863.	
Mine Hill and Schuylkill Haven.....	do.....do.....	Nov.	30,	1863.	
Mount Carbon.....	do.....do.....	Dec.	1,	1863.	
Mount Carbon and Port Carbon.....	do.....do.....	Oct.	20,	1863.	
Mahanoy and Broad Mountain	do.....do.....	Jan.	8,	1864.	
Mifflin and Centre County railroad company.....	See letter...	Dec.	1,	1863.	
M'Cauley Mountain and Black Creek railroad co...do.....		Oct.	12,	1863.	
Northern Central railroad company.....		Dec.	28,	1863.	
North Pennsylvania...do.....do.....		Dec.	7,	1863.	
North Lebanon.....	do.....do.....	Nov.	9,	1863.	
Nanticoke	do.....do.....	Nov.	24,	1863.	
Nesquehoning Valley do.....do.....		Jan.	5,	1864.	
New Castle and Beaver Valley railroad company.....		Nov.	28,	1863.	
Oil Creek.....	do.....do.....	Dec.	11,	1863.	
Panther Creek Valley.....	do.....do....	See letter...	Jan.	13,	1864.
Pittsburg, Fort Wayne and Chicago railroad company.....		Dec.	11,	1863.	
Pittsburg and Connellsville.....	do.....do.....	Jan.	6,	1864.	
Pittsburg and Steubenville	do.....do.				
Pittsburg, Columbus and Cincinnati ...do.....do.					

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Philadelphia and Reading.....	railroad company.....	Jan.	14,	1864.
Philadelphia and Erie.....	do.....do.....	Dec.	9,	1863.
Philadelphia and Baltimore Central....	do.....do.....	Dec.	1,	1863.
Philadelphia, Wilmington and Baltimore	railroad company...	Dec.	24,	1863.
Philadelphia and Trenton.....	do.....do.....	Nov.	13,	1863.
Philadelphia, Germantown and Norristown	do.....do.....	Nov.	26,	1863.
Pennsylvania.....	do.....do.....	Dec.	15,	1863.
Pennsylvania coal company .....	.....	Nov.	26,	1863.
Penn Haven and White Haven.....	do.....do.....	Dec.	25,	1833.
Quakake railroad company.....	See letter. .	Dec.	1,	1863.
Reading and Columbia railroad company.....	.....	Jan.	5,	1864.
Swatara.....	do.....do.			
Strasburg.....	do.....do.			
Schuylkill and Susquehanna railroad company.....	.....	Jan.	8,	1864.
Schuylkill Valley navigation and railroad company .....	.....	Oct.	20,	1863.
Shawmut and Ridgway.....	do.....do.			
Shamokin Valley and Pottsville....	do.....do.....	Oct.	15,	1863.
Summit Branch	do.....do.			
Tioga	do.....do.....	Nov.	30,	1863.
Trevorton coal and	do.....do.			
Tyrone and Clearfield.....	do.....do	See letter...Dec.	24,	1863.
Wrightsville, York and Gettysburg do.....	do.....	Dec.	28,	1863.
West Chester.....	do.....do.....	Dec.	1,	1863.
West Chester and Philadelphia.....	do.....do.....	Dec.	11,	1863.
Western Pennsylvania	do.....do.....	Jan.	11,	1864.

Passenger Railways.

Citizens' Passenger railway.....	Pittsburg.....	Dec.	12,	1863.
Do.....do	Philadelphia.....	Nov.	6,	1863.
Central Passenger railway.....	do.			
Delaware County.....	do.....	Jan.	6,	1864.
Frankford and Southwark	do.....	Dec.	12,	1863.
Fairmount	do.....	Jan.	11,	1864.
Fairmount and Arch Street City	do.....	Dec.	1,	1863.
Green and Coates Street	do.....	Nov.	7,	1863.
Germantown	do.....	Dec.	12,	1863.
Girard College	do.....	Dec.	5,	1863.
Hestonville, Mantua and Fairmount	do.			
Lombard and South Street.....	do.....	Oct.	17,	1863.
Oakland, including Pittsburg and Minersville branch.....	.....	Dec.	1,	1863.
Pittsburg, Allegheny and Manchester...Pittsburg.....	.....	Dec.	4,	1863.
Pittsburg and Birmingham	do....	Dec.	25,	1863.

RAILROAD REPORTS.

Philadelphia City.....	Philadelphia.....	Nov. 19, 1863.
Philadelphia and Darby.....	do.....	Dec. 2, 1863.
Philadelphia and Gray's Ferry.....	do.....	Nov. 23, 1863.
Ridge Avenue and Manayunk.....	do.....	Nov. 30, 1863.
Richmond and Schuylkill.....	do.....	
Second and Third Street.....	do.....	Nov. 14, 1863.
Seventeenth and Nineteenth Street.....	do.....	Nov. 21, 1863.
Thirteenth and Fifteenth Street.....	do.....	Dec. 18, 1863.
West Philadelphia.....	do.....	Nov. 12, 1863.

Canal Companies.

Bald Eagle and Spring Creek navigation company.		
Delaware and Hudson canal company.....	Dec. 11, 1863.	
Delaware Division.....do.....	Dec. 1, 1863.	
Erie.....do.....	Dec. 30, 1863.	
Lehigh coal and navigation company.....	Jan. 13, 1864.	
Lancaster and Susquehanna slackwater navigation co.....	Dec. 21, 1863.	
Monongahela navigation company.		
Muncy canal company.....	Nov. 12, 1863.	
Junction....do.....	Dec. 17, 1863.	
North Branch canal company.....	See letter...Jan. 15, 1864.	
Pennsylvania (canal) railroad company.....	Dec. 17, 1863.	
Schuylkill navigation company.....	Jan. 15, 1864.	
Susquehanna and Tide Water canal company.		
Union.....do.....	Dec. 5, 1863.	
West Branch and Susquehanna....do.....	Jan. 6, 1864.	
Wyoming Valley.....do.....	Jan. 7, 1864.	
Wiconisco.....do.....	Dec. 30, 1863.	

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Killed—others, 1, on page 92, should be placed at the foot of page 90.

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