

REPORTS

See 97569 Terminal in Charles Cant-

OF THE SEVERAL

God

Railroad and Canal Companies

OF

PENNSYLVANIA,

FOR THE YEAR 1865.

COMMUNICATED BY THE AUDITOR GENERAL.

State Printer

ISAAC SLENKER,
Auditor General.

CHARLES CONNER,
Railroad Clerk.

HARRISBURG:

SINGERLY & MYERS, STATE PRINTERS.

1866.

a

278533

VIA RAIL CROMATZ

COMMUNICATION.

AUDITOR GENERAL'S OFFICE,
Harrisburg, January 31, 1866. }

To the Honorable JAMES R. KELLEY,
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 4th April, 1859, and of canal companies, under the act of April 15, 1863, with tabular statements, and a report accompanying the same.

I have the honor to be,

Very respectfully,

Your most obedient servant,

ISAAC SLENKER,

Auditor General.

REPORT OF THE AUDITOR GENERAL

AUDITOR GENERAL'S OFFICE,
Harrisburg, January 31, 1866. }

To 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.

By the first section of the act 1859, the Auditor General was directed "to make out and cause to be printed, a blank form for the annual reports of the several railroad corporations of this State, and to forward, on or before the first day of October in each year, to each of said corporations, copies of the said form." By the second section it was made the duty of each of said corporations, "to make out and return to the Auditor General, an annual report, according to the form prescribed by the said Auditor General, embracing in detail the *operations and affairs of the said corporation, during the preceding year, up to and including the thirtieth day of October, and such other information as the said Auditor General shall direct.*" And the duty of making these reports is enjoined in the third section, under a penalty of five thousand dollars.

In pursuance of the requirements of this act, the (then) Auditor General, made out and caused to be printed, a blank form in such a way as, in his judgment, was best calculated to elicit the information required. The form has since been improved from year to year, in such a way as was suggested, either by the returns that had been made, or information obtained from other

sources. Still there is no doubt room for improvement. And the reports have also been improved in consequence of the variation and improvement of the form, and the importance of the information elicited has become more obvious.

For instance, two years ago the form was made to contain an additional inquiry, as to the cost per passenger per mile, and the cost per ton of freight per mile. This question was added on the suggestion of the belief of many, that information on this subject would be of great value to all who were in any manner interested in the construction and management of railroads. As yet but very few of the roads have answered this question. Whether it is, as has been suggested by some, that our system of railroad management is too new in this country, to warrant an answer approximating to the truth, or for some other reason, I will not pretend to say. The information, it seems to me, which it is intended to elicit, would be of great value. By a reference to the reports, it will be seen which of the companies have answered it and how.

In the form issued this year is added a request to state, in the report, the amount of tolls charged on local and through freight. To this inquiry I am pleased to say the companies have generally responded in such a way to add very much to the value of their reports.

The law does not *compel* companies to answer the questions propounded in the form, further than a literal compliance with the provisions of the second section of the act of 1859, requires; yet, I have no doubt, a laudable desire would induce every company to embody in its report its operations and affairs as fully as possible, with a view to add to the information desired on the subject.

Absolute uniformity in the reports of all the companies, perhaps, cannot be attained. All may not be able to answer the same question in the same way. Some may not be able to answer particular questions at all. This may depend more or less on the nature of the business doing, and the way in which the accounts of particular companies are kept. Still, I have no doubt, they might be more uniform than they are. While some, perhaps a majority of them, make reports with commendable care and fulness, others seem to manifest very little care on the subject. Much more uniformity might be attained, if each company would examine the more perfect ones, such, for instance, as those of the Pennsylvania railroad company, or the Philadelphia and Reading railroad company, and make its report conform thereto, as near as its circumstances and state of accounts will admit.

At first many of the companies, to whom the form was sent, did not report at all. This, however, is no longer the case. The annexed table exhibits the names of the companies to which blank forms were forwarded, on or before the first day of October last, of those by which reports were

made, the time when the reports were received, and also of those which failed to report at all.

The most of those which have not reported, however, are perhaps mere appendages to other companies which have reported, or have ceased to exist in whole or in part, and of course their reports would be of little importance, except, perhaps, that of the Cleveland and Pittsburg railroad company, which has not reported, in pursuance of the act, since 1860.

Although the reports of the several companies are made to this office, and to be filed here, they are not intended to be used here for any purpose, but copies are directed to be transmitted to the Legislature, not only for the use of intelligent legislation on the subject of these corporations, but to afford the people, represented in the Legislature, a knowledge of their extent and operations. With this view, the reports embody a great deal of valuable statistics.

The operations of these improvements have become so varied and extensive, that almost every individual in the Commonwealth, aside of those who have invested their money and means in them, must feel a deep interest in them. There is no section of the State, although it may not be actually traversed by any of them, that is not indirectly, if not directly interested in them, as developing the vast resources of the State, which could never be reached and made productive in any other way. Labor, in every department of industry, has been made remunerative by means of the avenues afforded to the products of its application, by these improvements. And these advantages are increasing from year to year, by a still further extension of them to unexplored regions. Thus stimulus is afforded for the investment of large amounts of surplus capital, and increased industry to all classes of people. It may not, perhaps, be an over-estimate to say, that the wealth of our State, by means of the construction of railroads and canals, has been more than doubled within the last thirty years.

This may be obvious when we reflect, that thirty years ago there were not one hundred miles of railroads in operation in the State, except those that were connected with her canals. These improvements traversed the State principally in one direction, and could never materially enhance the value of those portions of the State which lay remote from them. But now, in addition to the canals and railroads formerly owned by the State, we have near, or perhaps quite, three thousand five hundred miles of railroads constructed, and in actual operation, within the State. At first the construction of our public works had reference, principally, to reaching and accommodating the agricultural portions of the State. But now those parts, compared with the mineral districts, have become of much less importance, in a pecuniary point of view.

RAILROAD REPORT.

By referring to a table annexed, it will be seen that a large portion of the 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.

ISAAC SLENKER,
Auditor General.

REPORTS.

ERIE AND NORTH-EAST.

STATE OF PENNSYLVANIA, } ss:
Erie County,

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, to the best of their knowledge and belief.

(Signed)

JOHN A. TRACY, *President.*

WILLIAM S. BROWN, *Treasurer.*

Sworn and subscribed before me, this 29th day of November, 1865.

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
Rate per cent. per annum of interest on funded debt.....	7 per cent
Date and rate per cent. per annum of dividand or dividends:	
February 1, 5 per cent., cash; August 1, 5 per cent., cash, and 15 per cent. in Erie and Pittsburg railroad bonds.	
Number of shares of stock.....	12,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$600,000 00

ERIE AND NORTH-EAST

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$700,000 00	\$700,000 00
Operated by Buffalo and State Line railroad company in common.		

Characteristics of Road.

Length of main line of road from Erie, Pa., to State line, Pa.,	18½ miles.
Length of road laid.....	18½ "
Length of double track of road.....	None.
Length of sidings.....	8 miles.
Gauge of road.....	4½ feet.
Weight of rail per yard on main track.....	56 & 60 lbs.
No branch or leased roads.	
Number of engine houses and shops.....	1
Number of iron bridges.....	None.
Number of wooden bridges.....	4
Number of stone bridges.....	4
Number of railroads crossed.....	1
Number of stations on main road.....	3
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of road way	\$30,000 00
No tunnels.	
How is track laid, and on what foundation? On gravel and wood ties.	

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

Number of miles run by passenger trains.....	48,780
Number of miles run by freight trains.....	100,758
Gross amount of tonnage for the year.....	596,198 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

The amount of Freight, specifying the quantity in Tons.

Forest products.....	33,824
Animal products.....	218,687
Vegetable food	59,081

RAILROAD REPORT.

11

Other agricultural products.....	81,469
Manufactures.....	51,190
Merchandise.....	101,667
Other articles.....	50,280
Total.....	596,198

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

For first class through passengers.....	2 ⁷ / ₁₀ cents.
For first class way passengers.....	3 “
For second class through passengers.....	1 ⁹ / ₁₀ “
For second class way passengers.....	1 ³ / ₁₀ “

The rate per Ton (of 2,000 pounds) per mile, charged for Freight.

Charged in common with the Buffalo and State Line railroad company.

Expenses.

No separate account kept. Operated by the Buffalo and State
Line railroad company. Total expenses..... \$315,796 37

Receipts on Construction and Equipment Accounts.

None.

Receipts.

From passengers.....	\$241,675 79
freight.....	208,554 17
mail transportation.....	4,000 00
miscellaneous.....	250 00
Total.....	454,479 96

Summary of Payments.

For maintaining and operating the road.....	\$315,796 37
dividends.....	150,000 00
interest.....	28,000 00
State tax on capital stock and tonnage, (partly estimated,)	15,000 00
United States tax.....	17,744 80
Total.....	526,541 17

ERIE AND NORTH-EAST

Accidents.

April 11, 1865—George C. Gray, a yard master, at Erie, fell off top of car while switching; was run over, passing over his legs, below the knee; he died in eight hours thereafter.

Names and Residence of Officers.

Directors.	Post office address.
Dean Richmond.....	Batavia, N. York.
John H. Walker.....	Erie, Pennsylvania.
P. Metcalf.....	do.
W. L. Scott.....	do.
C. H. Lee.....	Silver Lake, N. Y.
A. Robinson.....	Buffalo, N. Y.
John A. Tracy, President.....	Erie, Pennsylvania.
W. S. Brown, Secretary and Treasurer	do.
J. L. Grant, Superintendent.....	Buffalo, N. Y.

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, to the best of their knowledge and belief.

(Signed)

A. L. CRAWFORD, *President.*

J. W. BLANCHARD, *Treasurer.*

Sworn and subscribed before me, this 11th day of November, 1865.

J. M. CRAIG, *J. P.*

Stock and Debt.

Capital stock as authorized by law, (with power to increase to \$400,000 00).....	\$300,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in, as by last report.....	90,000 00
Total amount now paid in of capital stock.....	170,800 00
Funded debt, as per last report.....	240,000 00
Total amount now of funded debt.....	201,500 00
Floating debt, as by last report.....	5,000 00
The amount now of floating debt.....	5,000 00
Total amount now of floating and funded debt.....	206,500 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Jan., 1865, for the year 1864, 12 per cent.; July, 5 per cent.; Oct., 2½ per cent.	
Number of shares of stock subscribed.....	4,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared, \$102,800 00 at 12 per cent., Jan.; \$121,500 00 at 5 per cent., July; \$155,650 00 at 2½ per cent., Oct.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$340,000 00	\$366,618 28
Equipment.....	34,000 00	8,740 00
Total cost.....	<u>374,000 00</u>	<u>375,358 28</u>

Characteristics of Road.

Length of main line of road, from New Castle to Homewood,	14 $\frac{92}{100}$ miles.
Length of road laid.....	14 $\frac{92}{100}$ miles.
Length of double track of road.....	None.
Length of sidings.....	$\frac{75}{100}$ miles.
Gauge of road.....	4 $\frac{19}{32}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	1
Number of engines.....	1
Number of coal cars, rated as wheel cars, (average cost of each 560).....	4
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet 1,056).....	6
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	7
Number of wood and water stations on main road.....	2
No tunnels.	
How is track laid, and on what foundation? Cross-ties and gravel ballast.	

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

The road was leased, on July 1, to Pittsburg, Fort Wayne and Chicago railway, and consequently this report comprises only eight months of business.

Number of miles run by passenger trains.....	12,480
Number of miles run by freight trains.....	6,240
Number of passengers (all classes) carried in cars.....	75,576
Number of tons of 2,000 lbs. of through freight for the year on main road.....	6,321
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.....	20
Average rate of speed adopted by freight trains, including stops.....	12

RAILROAD REPORT.

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

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

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

The rates were changed frequently, but will average for all, per ton per mile.....	6 cents.
---	----------

Expenses.

Our classifications are so different from this, that it is impossible to fill these blanks with anything like accuracy; we give the aggregate of expenses..... \$27,485 68

Receipts on Construction and Equipment Account.

From stockholders.. ..	<u>\$80,850 00</u>
------------------------	--------------------

Receipts.

From passengers, for eight months, ending July 1, 1865.....	\$52,377 82
freight.....do.....do.....	19,161 77
mail transportation, do.....do.....	750 00
interest.....do.....do.....	204 03
miscellaneous.....do.....do.....	1,494 25
Total	<u>73,987 87</u>

Summary of Payments.

For construction and equipment.....	\$24,003 67
maintaining and operating the road.....	27,485 68
dividends.....	<u>22,302 25</u>

Names and Residence of Officers.

Officers.	Post office address.
A. L. Crawford, President.....	New Castle.
J. W. Blanchard, Secretary.....	do.
J. W. Blanchard, Treasurer	do.
J. W. Blanchard, Superintendent.....	do.
James A. Crawford, Auditor.....	do.

HANOVER BRANCH

HANOVER BRANCH.

STATE OF PENNSYLVANIA, } ss:
 York County, }

Personally appeared Capt. 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 foregoing report are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this 29th day of December, 1865.
 JOHN H. AULABAUGH, *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	116,850 00
Total amount now paid in of capital stock.....	116,850 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	2,000 00
The amount now of floating debt.....	5,800 00
Total amount now of floating and funded debt.....	5,800 00
No dividend.	
Number of shares of stock.....	2,337
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$181,497 00	\$185,328 57
Equipment.....	36,475 21	38,745 00
Total cost.....	<u>217,972 21</u>	<u>224,073 57</u>

Characteristics of Road.

Length of main line of road, from Hanover to Hanover Junction	12½ miles.
Length of road laid.....	12½ miles.

RAILROAD REPORT.

Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Roads worked by the company, viz: Littlestown railroad.	
Number of engine houses and shops.....	3
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, mail and express cars, rated as eight wheel cars, (cost \$300).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$400).....	10
Number of coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	11
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	5
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road-way.....	\$4,600 00
No tunnels.	
How is track laid, and on what foundation? Part earth, and part stone ballast.	

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

Number of miles run by passenger and freight trains. No account kept.	
Number of through passengers for the year on main road.....	31,001
Number of passengers (all classes) carried in cars.....	37,247
Number of tons of 2,000 lbs. of through freight for the year on main road.....	33,142
Gross amount of tonnage for the year.....	38,259
Average rate of speed adopted by ordinary passenger and freight trains, including stops, (miles per hour).....	16
Weight of first class passenger and freight engines—from.....	19 to 25 tons.

The amount of Freight, specifying the quantity in Tons.

The freight being mainly transported in individual cars, at a fixed rate per ton per mile, has not been classified. Total—38,259 tons.

HANOVER BRANCH

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

For first class through passengers—about.....	4½ cents.
For first class way passengers.....	“ “

The rate per Ton (of 2,000 pounds) per mile, charged for Freight.

Through freight is regulated by a joint tariff with the Northern Central railway company.

For local freight—from.....	2 to 4 cents.
-----------------------------	---------------

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings	\$17,162 90
Taxes on real estate.....	65 79
Total.....	<u>17,228 60</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$7,596 53
Repairs of passenger, freight and baggage cars.....	1,827 72
Repairs of tools and machinery in shops.....	14 60
Total.....	<u>9,438 85</u>

Operating the Road.

Office expenses, stationery, &c.....	325 25
Agents and clerks.....	289 62
Labor—loading and unloading freight.....	391 25
Conductors, baggage masters and brakemen.....	1,984 10
Engineers and firemen.....	2,168 01
Fuel and cost of preparing for use.....	3,109 66
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,096 85
Loss and damage of goods and baggage.....	28 20
Use of freight cars.....	1,047 98
General superintendence.....	1,028 55
Contingencies.....	100 73
Total.....	<u>11,570 20</u>

RAILROAD REPORT.

19

Receipts.

From passengers.....	\$24,262 56
freight	20,724 02
mail transportation.....	650 00
miscellaneous.....	3,049 47
Total.....	48,686 05

Summary of Payments.

For construction and equipment.....	\$3,831 57
maintaining and operating the road.....	38,237 65
dividends declared in 1864.....	37 00
interest	153 18
State tax on capital stock and tonnage.....	332 91
United States tax.....	1,316 36
Total.....	43,908 67

Total amount of surplus fund, (stock in Littlestown railroad,) \$10,900 00

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
Henry Wirt.....	Hanover.
Henry Young.....	do.
Stephen Keefer.....	do.
Joseph Althoff.....	do.
David Myers.....	Oxford, Adams co.
John L. Jenkins.....	do.
A. W. Eichelberger, President.....	Hanover.
Henry Wirt, Secretary.....	do.
E. A. Eichelberger, Treasurer.....	do.
A. W. Eichelberger, Superintendent.....	do.

WESTERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia City and 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, to the best of their knowledge and belief.

(Signed)

SAMUEL T. BODINE, *President.*

JOSEPH LESLEY, *Treasurer.*

Affirmed and subscribed before me, this 28th day of November, 1865.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$3,000,000 00
Amount of stock subscribed... ..	822,450 00
Amount paid in, as by last report.....	822,450 00
Total amount now paid in of capital stock.....	822,450 00
Funded debt, as per last report.....	800,000 00
Total amount now of funded debt.....	1,041,670 13
Rate per cent. per annum of interest on funded debt.. ..	6 per cent.
No dividends.	
Number of shares of stock.....	16,449
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$664,319 18	\$1,748,981 90

Characteristics of Road.

Length of main line of road, from Blairsville to Freeport...	35.06 miles.
Length of road laid.....	34.26 "
Length of sidings.....	2.71 "
Gauge of road.....	4.71 feet.
Weight of rail per yard on main track.....	56 lbs.
Number of wooden bridges, (total length in feet 4,957.6,)	9.
Number of railroads crossed.....	1

RAILROAD REPORT.

21

Number of stations on main road.....	5
Number of wood and water stations on main road.....	5
Value of real estate held by the company, exclusive of road-way.....	\$20,200 00
Number of tunnels, (length of each, 603 and 1,425 feet,)...	2
How is track laid, and on what foundation? On oak ties, on 6 to 10 inches broken stone ballast.	

Doings of the Year.

The road was, on the first of August, leased to, and is now operated by the Pennsylvania railroad company.

Names and Residence of Officers.

Directors.	Post office address.
Samuel T. Bodine.....	Philadelphia.
William Maher.....	Blairsville.
Thomas A. Scott.....	Philadelphia.
Josiah Bacon.....	do.
John M. Kennedy.....	do.
O. W. Barnes.....	do.
E. N. Burroughs.....	do.
H. J. Lombaert.....	do.
Ed. Smith.....	do.
Samuel T. Bodine, President.....	Philadelphia.
Joseph Lealey, Secretary and Treasurer.....	do.

CHESTNUT HILL

CHESTNUT HILL.

STATE OF PENNSYLVANIA, }
Philadelphia City and 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, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

H. K. SMITH, *Treasurer.*

Affirmed and subscribed before me, this 28th day of November, 1865.

J. PLANKINTON, *Alderman, &c.*

Stock and Debt.

Capital stock as authorized by law.....	\$120,650 00
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 funded or floating debt.	
Date and rate per cent. per annum of dividend or dividends :	
January 1 and July 1; first 5, and second 6 per cent.	
Number of shares of stock.....	2,413
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	120,650 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$120,650 00	\$120,650 00
No equipment; run by the Philadelphia, Germantown and Norristown railroad company.		

Characteristics of Road.

Length of main line of road, from Germantown to Chestnut Hill	4½ miles.
Length of road laid.....	4½ "
Length of double track of road.....	½ "
Gauge of road.....	4 ft. 8½ in.

RAILROAD REPORT.

Weight of rail per yard on main track.....	50 pounds.
No branch or leased roads.	
Number of wooden bridges, (total length in feet 150)...	3
Number of stone bridges, (total length in feet 36).....	1
Number of railroads crossed.....	None.
Number of stations on main road.....	8
Number of wood and water stations on main road.....	None.
No tannels.	
How is track laid, and on what foundation? Laid on clay and ballast, cross ties two feet apart.	

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

Number of miles run by passenger trains.....	27, 736
Number of miles run by freight trains.....	2, 500
Number of passengers (all classes) carried in cars.....	Not given.
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	12 miles.
Average rate of speed adopted by freight trains, including stops.....	10 miles.

*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.

Taxes on real estate.....	<u>\$194 58</u>
---------------------------	-----------------

Receipts.

From passengers.....	\$18, 913 89
freight.....	<u>3, 358 86</u>

Summary of Payments.

For State tax on capital stock.....	\$844 55
United States tax.....	826 32
No surplus funds.	

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

CHESTNUT HILL

Names and Residence of Officers.

Directors.	Post office address.
W. S. Scheffer.....	Philadelphia.
C. T. Platt.....	do.
M. Miller.....	do.
F. N. Buck.....	do.
M. Haas.....	do.
D. Yeakel.....	do.
C. Heebner.....	do.
Joseph Patterson.....	do.
W. W. Colket.....	do.
D. Webster.....	do.
E. H. Weil.....	do.
J. W. Beyers.....	do.
C. Colket, President.....	Philadelphia.
H. K. Smith, Secretary.....	do.
H. K. Smith, Treasurer.....	do.
W. S. Wilson, Superintendent.....	do.

HEMPFIELD.

STATE OF PENNSYLVANIA, }
 Washington County, } ss :

Personally appeared C. 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, to the best of their knowledge and belief.

(Signed)

C. M. REED, *President.*

JOSEPH HENDERSON, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1865.

JOHN GRAYSON, JR., *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, (with \$1,000,000 00 mortgage bonds as collateral).....	500,000 00
Total amount now of funded debt, (with \$1,000,000 00 mortgage bonds as collateral).....	500,000 00
Floating debt, as by last report—about.....	100,000 00
The amount now of floating debt—about.....	100,000 00
Total amount now of floating and funded debt.....	600,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
No dividends ever declared.	
Number of shares of stock.....	37,031
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,616,458 93	\$1,616,458 93
Equipment.....	41,341 01	41,341 01
Total cost.....	<u>1,657,799 94</u>	<u>1,657,799 94</u>

HEMPFIELD

Characteristics of Road.

Length of main line of road from Wheeling, West Va., to Greensburg, Pa.....	76 miles.
Length of road laid from Wheeling, West Va., to Washington, Pa.....	32 miles.
Length of double track of road and siding.....	1,721 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.
No branch or leased roads.	
Number of engine houses and shops.....	2
Number of engines.....	4
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 and coal cars, (rated as eight wheel cars,).....	13
Number of iron bridges.....	None.
Number of wooden bridges.....	7
Number of stone bridges, (total length in feet 350).....	1
Number of railroads crossed.....	None.
Number of stations on main road.....	13
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, (total length 3,073 feet).....	6
How is track laid, and on what foundation? On cross ties, 26 inches apart, with stone ballast.	

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

Mixed train.....	30,875 miles.
Number of passengers (all classes) carried in cars.....	27,445
Gross amount of tonnage for the year.....	12,215
Average rate of speed adopted by mixed train.....	12 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 "

RAILROAD REPORT.

27

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Total..... \$18,062 80

Repairs of Machinery.

Total..... 13,811 49

Operating the Road.

Oil and waste for engines and tenders, passenger, baggage
and freight cars..... 20,760 01

Total..... 52,634 30

Receipts.

From passengers..... \$25,590 65
freight..... 23,609 23
mail transportation..... 3,234 00
miscellaneous..... 1,395 61

Total..... 53,829 49

Summary of Payments.

For maintaining and operating the road..... \$52,634 30

NOTE.—The road being in the hands of J. C. Acheson, as agent for the trustees, our information is received through him only.

C. M. REED,
JOS. HENDERSON.

Names and Residence of Officers.

Directors.	Post office address.
C. M. Reed.....	Washington, Pa.
W. M'Kennan.....	do.
Joseph Henderson.....	do.
S. Brady.....	Wheeling, Va.
Thos. Sweeny.....	do.
J. C. Acheson.....	do.
J. C. Clarke.....	Greensburg, Pa.
C. M. Reed, President.....	Washington, Pa.
Jos. Henderson, Secretary and Treasurer.....	do.
W. Burton, Superintendent.....	Wheeling, Va.

PERKIOMEN.

STATE OF PENNSYLVANIA, } ss:
 Montgomery County, }

Personally appeared A. D. Markley, president, and A. B. Longaker, treasurer, of the Perkiomen railroad 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)

A. D. MARKLEY, *President.*

A. B. LONGAKER, *Treasurer.*

Sworn and subscribed before me, this 6th day of November, 1865.

JOHN M. HUNSICKER, *J. P.*

Stock and Debt

Capital stock authorized by law, (may be increased).....	\$50,000 00
Amount of stock subscribed, (estimated).....	\$40 00
Total amount now paid in of capital stock.....	Nothing.
Number of shares of stock.....	1,000
Par value of each share.....	\$50 00

This road is not yet properly located. Preliminary surveys are now progressing, with a view to putting the same under contract, and building road by issuing bonds.

Names and Residence of Officers.

Directors.	Post office address.
Henry Longaker.....	Freeland.
J. Dutton Steele.....	Pottstown.
L. E. Carson.....	Norristown.
J. W. Sunderland.....	Freeland.
G. D. Hunsicker.....	Lower Providence.
Jacob Schwenk.....	Schwenk's store.
Aaron Schwenk.....	Zieglersville.
Phillip Super.....	Pennsburg.
D. Rudy.....	Perkiomenville.
Isaac Rawn.....	do.
David Stoneback.....	Zieglersville.
A. B. Longaker.....	Norristown.
<p>A. D. Markley, President..... Fairview.</p> <p>D. M. Casselbury, Secretary..... Lower Providence.</p> <p>A. B. Longaker, Treasurer..... Norristown.</p>	

LEHIGH AND MAHANAY.

STATE OF PENNSYLVANIA, }
 Philadelphia City and 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 following report are true, to the best of their knowledge and belief.

(Signed) CHARLES HARTSHORNE, *President.*
 JOSEPH POTTS, *Treasurer.*

Affirmed and subscribed before me, this 29th day of November, 1865.
 JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	\$2,500,000 00
Amount of stock subscribed.....	2,275,000 00
Amount paid in, as by last report.....	1,349,625 00
Total amount now paid in of capital stock.....	2,158,565 00
No funded or floating debt.	
Rate per cent. per annum of dividend or dividends, (on amount of stock paid in).....	6 per cent.
Number of shares of stock.....	50,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared: \$1,183,950 00, Jan. 1, 1865; \$1,554,450 00, July 1, 1865.	

Cost of Road and Equipment.

The road being yet unfinished, we are unable to give the amount.

Characteristics of Road.

Length of main line of road, from Black Creek Junction to Mount Carmel	40 miles.
Length of road laid	36 "
Length of sidings.....	6 "
Gauge of road.....	4 ft 8½ in.
Weight of rail per yard on main track.....	57 pounds.

LEHIGH AND MAHANAY

Branch roads owned by the company, and their length : To Mahanoy City, and several other branches to points in the Mahanoy coal field, say in all, (partly unfinished).... 14 miles.

Number of engine houses and shops.....	3
Number of engines.....	12
Number of first class passenger cars, (rated as eight wheel cars).....	2
Number of baggage, mail and express cars, (rated as eight wheel cars).....	2
Six ton cars.....	520
Number of coal cars, (rated as eight wheel cars).....	260
Number of wooden bridges, (total length in feet 280).....	4
Number of railroads crossed.....	2
Number of stations on main road.....	8
Number of wood and water stations on main road.....	6

No tunnels.

Speed of Trains and Weight of Engines.

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.....	12
Weight of first class passenger engines.....	52,000 pounds.
Weight of freight engines.....	73,000 "

Accidents.

Michael Free fell from the hind end of a coal train, was run over by an engine which was following, and instantly killed, near Mahanoy City branch, on April 3, 1865.

Names and Residence of Officers.

Directors.	Post office address.
Asa Packer.....	Mauch Chunk.
Wm. W. Longstreth.....	Philadelphia.
Jacob P. Jones.....	do.
S. V. Merrick.....	do.
Israel Morris.....	do.
Edward H. Trotter.....	do.
Charles Hartshorne, President.....	Philadelphia.
Joseph Potts, Secretary and Treasurer.....	do.
James J. Blakslee, Superintendent.....	Mauch Chunk.

PENNSYLVANIA CANNEL COAL AND RAILROAD COMPANY.

OFFICE OF PENN'A CANNEL COAL AND RAILROAD CO., }
Boston, November 25, 1865. }

Hon. ISAAC SLENKER,

Auditor General, Harrisburg, Pa. :

SIR :—In response to your circular, of the 28th September last, calling for a railroad return from this company, under the act of April 4, 1859, I beg leave to say, that the late Shawmut and Ridgway railroad, on which such report was made in 1864, has now no separate charter or existence as one of the railroads of the State, but is only an element in the organization of this coal mining company, and for its use alone.

The Pennsylvania Cannel coal and railroad company neither carry freight for, nor receive tolls from, other parties; nor do they maintain any separate organization of the railroad, apart from their own business operations; but simply carry their own coal, over their own land, to their own junction with the Philadelphia and Erie railroad.

The officers of this company are very solicitous to conform, in all respects, to the legal requirements of the State; and if, hereafter, any business should be done in the capacity of a railroad company, for other parties, returns will be made in due form.

I am, very respectfully,

Your servant,

LEVERETT SALTONSTALL,

President, &c., &c.

LYKENS VALLEY

LYKENS VALLEY.

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

Personally appeared George E. Hoffman, president of the Lykens Valley railroad company, and in due form of law made oath, that the statements in the following report are true, to the best of his knowledge and belief.

(Signed) GEO. E. HOFFMAN, *President.*

Sworn and subscribed before me, this 30th day of November, 1865.

DAVID BEITLER, *Alderman and ex-officio J. P.*

Stock and Debt

Capital stock as authorized by law.....	\$800,000 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
Total amount of funded and floating debt.....	None.
Date and rate per cent. per annum of dividend: September 12, 1865, 4½ per cent.	
Number of shares of stock.....	30,000
Par value of each share.....	\$20 00
Amount of capital on which the respective dividends were declared.....	\$600,000 00

Cost of Road and Equipment.

Construction and equipment.....	\$600,000 00
---------------------------------	--------------

Characteristics of Road.

Length of main line of road, from Millersburg to Bear Valley tunnel.....	21 miles.
Length of road laid.....	16 "
Length of double track of road.....	2¼ "
Length of sidings.....	2¼ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Number of engine houses and shops.....	2
Number of engines.....	3

RAILROAD REPORT.

33

Number of four wheel passenger cars, (average cost of each \$500).....	2
Number of baggage and mail four wheel cars, (average cost \$200).....	1
Number of freight cars, rated as eight wheel cars, (average cost \$300).....	1
Number of coal cars.....	None,
Number of iron bridges, (total length in feet 60).....	1
Number of wooden bridges, (total length in feet 120).....	3
Number of stone bridges.....	None.
Number of railroads crossed.....	1
Number of stations on main road, (at Millersburg).....	1
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of road way.....	\$10,000 00
No tunnels.	
How is track laid, and on what foundation? Cross ties on broken stone.	

Doings of the year in Transportation.

Number of passengers (all classes) carried in cars, (counted through).....	5,930
Number of tons of 2,000 lbs. of through freight for the year on main road.....	156,179
Gross amount of tonnage for the year.....	159,179
Average rate of speed adopted by freight trains, (including stops).....	8 miles.
Weight of freight engines.....	15 and 25 tons

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	154,865
Other articles.....	1,314
Total.....	<u>156,179</u>

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

For first class through passengers.....	4 cents
---	---------

The rate per Ton (of 2,000 pounds) per mile, charged for Freight.

For through coal, (per ten per mile).....	3 ² / ₁₇
---	--------------------------------

LYKENS VALLEY

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$8,165 75
Repairs of machinery.	<u>7,047 21</u>

Operating the Road.

Office expenses, stationery, &c.	\$91 63
Agents and clerks.	749 94
Labor—loading and unloading freight, porters, watchmen, fuel and cost of preparing for use, engineers and firemen, &c.,	16,682 16
General superintendence.....	1,949 94
Contingencies.....	446 01
Total.....	<u>19,919 68</u>

Receipts.

From passengers.	\$3,618 31
freight.....	70,766 90
mail transportation: (Carried without charge.)	
Total.....	<u>74,385 21</u>

Summary of Payments.

Maintaining and operating the road.....	\$35,132 64
Dividends.....	27,000 00
Miscellaneous.....	2,500 00
State tax on capital stock and tonnage.....	2,936 82
United States tax, (exclusive of income tax).....	2,617 01
Total.....	<u>70,186 47</u>

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
Edward Gratz.....	Philadelphia.
Charles E. Lex.....	do.
Alexander H. Grant.....	New York.
Edward H. Owen.....	do.
Alexander M. Lawrence.....	do.
Isaac A. Storm.....	do.
John M. Crane.....	do.
George E. Hoffman, President.....	Philadelphia.
T. A. Platt, Secretary and Treasurer.....	New York.
John L. Foster, Superintendent.....	Lykens, Pa.

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

[MADE UP TO OCTOBER 31, 1865.]

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

Personally appeared L. T. Watson, 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 following report are true, to the best of their knowledge and belief.

(Signed)

L. T. WATSON, *President.*

J. P. AERTSEN, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1865.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law, \$800,000; preferred \$300,000, and by merger of Bedford road \$250,000 additional.

Amount of stock subscribed, 12,352 shares common, and 3,815 preferred.

Amount paid in, as by last report, \$494,632 03 common, and \$190,750 preferred.

Total amount now paid in of capital stock, \$494,380 03 common, and 190,750 preferred.

Funded debt, as per last report \$1,383,427 50

Total amount now of funded debt..... 1,436,982 50

Floating debt, as by last report, (did not include unpaid coupons)..... 268,280 72

The amount now of floating debt, (does not include unpaid coupons)..... 389,318 46

Total amount now of floating and funded debt..... 1,825,400 96

Rate per cent. per annum of interest on funded debt, 7 per cent. on bonds; 6 per cent. on funded coupons.

Date and rate per cent. per annum of dividend or dividends: January 1, 1865, 3½ per cent. on preferred stock.

Number of shares of stock, 12,352 common, 3,815 preferred.

Par value of each share, \$50.

Amount of capital on which the respective dividends were declared, \$190,750 preferred stock.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$2,012,243 00	\$2,055,598 70
Machine shop.....		33,729 06
Total.....		<u>2,089,327 76</u>

Equipment included in construction account.

Characteristics of Road.

Length of main line of road from Huntingdon to Mount Dallas.....	44 miles.
Length of road laid.....	All laid.
Length of double track of road.....	None.
Length of sidings.....	11½ miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60, 54 and 45 lbs.
Branch roads owned by the company and their length, viz: Shoup's Run, 9¼; Six Mile Run, 4¼; Sandy Run, 1 mile.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	7
Number of engines.....	16
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,500).....	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,000).....	4
Number of freight cars, rated as four wheel cars, (average cost of each \$800).....	3
Number of coal cars, rated as eight wheel cars, (average cost of each \$185).....	126
Number of iron bridges.....	None.
Number of wooden bridges.....	42
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	18
Number of wood and water stations on main road.....	8
No tunnels.	
How is track laid and on what foundation? On white oak cross-ties, partly ballasted with sand stone and slate.	

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

Number of miles run by passenger trains.....	41,318
Number of miles run by freight and coal trains.....	132,460

RAILROAD REPORT.

37

Number of passengers (all classes) carried in cars.....	49, 069
Number of tons of 2,000 lbs. of through freight for the year on main road.....	3, 863
Gross amount of tonnage for the year	336, 955
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
Weight of first class passenger engines.....	70, 000
Weight of freight engines.....	74, 000 to 103, 700

The amount of Freight, specifying the quantity in Tons.

Bituminous coal.....	318, 787
Petroleum	107
Pig iron.....	2, 231
Railroad iron.....	429
Other iron or castings.....	214
Iron and other ores.....	6, 481
Lime and limestone.....	783
Agricultural products.....	193
Merchandize.....	1, 931
Manufactures.....	2, 274
Live stock.....	171
Lumber.....	2, 474
Other articles.....	880
 Total	 <u>336, 955</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 "
For second class through passengers.....	3¼ "
For second class way passengers.....	3¼ "

EXPENSES.

	AMOUNT.	ALLOTTED TO.	
		Pass. Trans.	Freight Trans.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings, (\$25,888 88 was expended for iron rails)	\$90,998 60		
Taxes on real estate	2,597 24		
Total	98,598 84		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$42,786 72		
Repairs of passenger and baggage cars	2,979 16	\$2,979 16	
Repairs of freight cars	9,705 77		\$9,705 77
Repairs of tools and machinery in shops.....	269 97		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	12,758 04		
Total	68,449 66		
OPERATING THE ROAD.			
Office expenses, stationery, &c., at Huntingdon, &c	\$1,177 25	\$871 90	\$805 85
Office expenses, stationery, &c., at Philadelphia.....	8,299 58		
Agents and clerks.....	4,096 90	1,620 00	2,470 90
Porters, watchmen and switch tenders.....	4,294 58		4,294 58
Conductors, baggage masters and brakemen.....	24,988 18	4,854 98	20,588 15
Engineers and firemen	17,474 78	8,414 55	14,060 28
Fuel and cost of preparing for use	20,187 42	8,856 34	16,781 08
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	8,790 85		
Loss and damage of goods and baggage.....	5,860 80	5,860 80	
Use of freight cars	2,749 50		2,749 50
General superintendence.....	8,455 00		8,455 00
Contingencies.....	10,694 02		
Total	111,467 78		

Receipts.

From passengers,	\$40, 227 70
freight.....	296, 907 99
mail transportation.....	2, 768 00
miscellaneous	12, 309 46

Summary of Payments.

For construction and equipment, including machine shop...	\$77, 084 76
maintaining and operating the road.....	273, 511 28
dividends.....	8, 533 00
interest and coupons.....	226, 037 09
State tax on capital stock and tonnage.....	1, 258 72
United States tax.....	10, 305 24

Accidents.

None during the year.

Names and Residence of Officers.

Directors.	Post office address.
Rathmel Wilson.....	Philadelphia.
S. M. Wain.....	do.
John Devereaux.....	do.
H. C. Wood.....	do.
James W. Paul.....	do.
Wm. Cummings.....	do.
James Long.....	do.
Edward Roberts.....	do.
D. Haddock, Jr.....	do.
S. J. Christian.....	do.
Gustavus Engleste.....	do.
A. P. Wilson.....	Huntingdon.
L. T. Watson, President.....	Philadelphia.
J. P. Aertsen, Secretary and Treasurer.....	do.
Oliver Ayres, Superintendent.....	Huntingdon, Pa.

M'CAULEY MOUNTAIN AND BLACK CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared William D. Lewis, president, and L. P. Geiger, treasurer, of the M'Cauley Mountain and Black Creek railroad 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)

WILLIAM D. LEWIS, *President.*

L. P. GEIGER, *Treasurer.*

Affirmed and subscribed before me, this 21st day of November, 1865.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Amount of stock subscribed	\$75,000 00
Amount paid in, as by last report	75,000 00
Total amount now paid in of capital stock.....	75,000 00
Funded debt, as per last report	75,000 00
Total amount now of funded debt	75,000 00
Floating debt, as by last report.....	10,500 00
The amount now of floating debt.....	10,500 00
Total amount now of floating and funded debt.....	85,500 00
Rate per cent. per annum of interest on funded debt, (but none paid, owing to absence of revenue).....	7 per cent.
Number of shares of stock	1,500
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report
Construction.....	\$160,500 00	\$160,500 00

Characteristics of Road.

Length of main line of road, from M'Cauley mountain to Cat-swissa railroad.....	5½ miles.
Length of road laid.....	5½ "
Gauge of road.....	4 ft. 8½ in.

RAILROAD REPORT.

Names and Residence of Officers.

Directors.	Post office address.
William D. Lewis	Philadelphia.
Zopher C. Howell	do.
Benjamin Griffith.....	do.
O. W. Davis.....	do.
William Reed Fisher.....	do.
Robert J. Mercer.....	do.
William C. Longstreth.....	do.
Thomas Kimber, Jr	do.
William J. Howard	do.
John Welsh.....	do.
John Gilbert	do.
John N. Hutchinson.....	Easton.
William D. Lewis, President.....	Philadelphia.
L. P. Geiger, Secretary and Treasurer.....	do.

LITTLE SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John F. Blanding, president, and Joseph L. Wilson, 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, to the best of their knowledge and belief.

(Signed)

JOHN F. BLANDING, *President.*
JOSEPH L. WILSON, *Treasurer.*

Sworn and subscribed before me, this 25th day of November, 1865.

EDMUND WILCOX, *Notary Public.*

Stock and Debt.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$2,646,100 00
Amount paid in, as by last report.....	2,646,100 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.....	905,000 00
Floating debt, as by last report.....	61,152 38
The amount now of floating debt.....	73,554 81
Total amount new of floating and funded debt.....	978,554 81
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend: January..	3 "
Number of shares of stock.....	52,922
Par value of each share.....	\$50 00
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.
Construction.....	\$1,371,868 41	\$1,466,283 14
Equipped by Philadelphia and Reading railroad company, lessees.		

Characteristics of Road.

Length of main line of road, from Catawissa Junction to Port Clinton.....	28½ miles.
---	------------

RAILROAD REPORT.

Length of road laid.....	33 miles.
Length of double track of road... ..	8 "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length, (3 miles).....	2
Roads worked or leased by the company, viz: East Mahanoy railroad.	
Number of engine houses and shops : 2 engine houses and one shop.	
Number of iron bridges.....	1
Number of wooden bridges.....	22
Number of stations on main road.....	2
Number of wood and water stations on main road.....	7
Value of real estate held by the company, exclusive of road way.....	\$1,188,442 63
One tunnel, of 900 feet in length.	
How is track laid, and on what foundation? Cross ties, 6 by 8, 8 feet long.	

Doings of the year in Transportation—Expenses and Receipts.

Our road is worked by the Philadelphia and Reading railroad company, under lease of fourteen years, and we refer to them for these items.

Names and Residence of Officers.

Directors.	Post office address.
Robert B. Aertsen.....	Philadelphia.
A. E. Borie.....	do.
A. J. Derbyshire.....	do.
Henry Duhrang.....	do.
Lewis L. Houpt.....	do.
Charles F. Shoener.....	do.
John F. Blanding, President.....	Philadelphia.
Joseph L. Wilson, Secretary and Treasurer.....	do.

ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas Kimber, Jr., president, and William C. Longstreth, treasurer, of the Elmira and Williamsport railroad company, and in due form of law made affidavit, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

THO. KIMBER, JR., *President.*

WM. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, this 24th day of November, 1865.

W. W. DOUGHERTY, *Alderman.*

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.....	1,570,000 00
Total amount now of funded debt.....	1,620,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt—7 per cent. on \$1,050,000; 5 per cent. on \$570,000.	
Date and rate per cent. per annum of dividends—January 1, 3½ per cent., July 1, 3½ per cent., on \$500,000 preferred stock; May 1, 2½ per cent., November 1, 2½ per cent., on \$500,000 common stock.	
Number of shares of stock.....	20,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared—\$500,000 preferred stock; \$500,000 common stock.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$2,218,000 00	\$2,268,000 00
Equipment.....	352,000 00	352,000 00
Total cost.....	<u>2,570,000 00</u>	<u>2,620,000 00</u>

Characteristics of Road.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of road laid	78 "
Length of double track of road, including sidings.....	10 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.

Doings of the Year.

This road is leased to the Northern Central railway company, and being operated as a branch of that road, its receipts and payments are included in the report made by that company to the Auditor General.

Names and Residence of Officers.

Directors.	Post office address.
Ellis Lewis.....	Philadelphia.
William D. Lewis.....	do.
C. Macalester.....	do.
Alexander S. Diven	Elmira, N. Y.
Robert J. Mercer.....	Philadelphia.
William C. Longstreth.....	do.
Thomas Kimber, Jr., President.....	Philadelphia.
L. P. Gelger, Secretary.....	do.
Wm. C. Longstreth, Treasurer.....	do.

MOUNT CARBON.

STATE OF PENNSYLVANIA, }
Philadelphia 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, to the best of their knowledge and belief.

(Signed)

JOHN R. WHITE, *President.*

WILLIAM ROBINSON, JR., *Treasurer.*

Sworn and subscribed before me, this 25th day of November, 1865.

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, funded or floating.	
Date and rate per cent. per annum of dividend or dividends :	
January, 3 per cent ; July, 3 per cent.	
Number of shares of stock	4,000
Par value of each share.....	\$50 00
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.....	\$203,259 58	\$203,259 58
No equipment.		

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 "
Length of double track of road and sidings.....	4 "
Gauge of road.....	4 ft. 8½ in.

RAILROAD REPORT.

47

Weight of rail per yard on main track..... about 50 lbs.
 No engines or cars, and no bridges of consequence.
 How is the 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 any details beyond the gross amount, viz : 141,334 tons of 2,000 pounds.

The amount of Freight, specifying the quantity in Tons.

The total tonnage of the year was 126,190 tons of 2,240 pounds, equal to 141,334 tons of 2,000 pounds, all being anthracite coal, except small amounts of iron, building materials, &c., which pass at the same toll as coal, and therefore are not weighed separately from coal.

Expenses and Receipts.

The Philadelphia and Reading railroad company maintain and work the road at their own expense. Under agreement with that company, our receipts, which are conditional on tonnage, are, at present, \$14,000 per annum. No receipts from passengers.

Summary of Payments.

For dividends.....	\$12,000 00
State tax on capital stock and tonnage.....	600 00
United States tax.....	631 58

Total amount of surplus fund.....	5,101 14

Names and Residence of Officers.

Directors.	Post Office address.
John A. Brown.....	Philadelphia.
George H ^r Baker.....	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.....	816 Walnut street, Philadelphia.
Wm. Robinson, Jr., Secretary and Treasurer.....	816 Walnut street, do.
Michael Bright, Superintendent.....	Pottsville.

MIFFLIN AND CENTRE COUNTY.

STATE OF PENNSYLVANIA,)
Mifflin County,) ss:

Personally appeared Samuel Maclay, president, and R. M. Kinsloe, treasurer, of the Mifflin and Centre County railroad 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)

SAMUEL MACLAY, *President.*

R. M. KINSLOE, *Treasurer.*

Sworn and subscribed before me, this 23d day of November, 1865.

GEO. W. THOMAS, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	28,300 00
Total amount now paid in of capital stock.....	24,209 27
Total amount now of funded debt.....	100,000 00
The amount now of floating debt.....	38,132 61
Total amount now of floating and funded debt.....	138,132 61
Rate per cent. per annum of interest on funded debt.....	6 per cent.
No dividend.	
Number of shares of stock.....	566
Par value of each share.....	\$50 00

Cost of Road and Equipment.

Construction.....	\$167,284 69
No equipment.	

Characteristics of Road.

Length of main line of road, from Lewistown station to Millroy.....	12½ miles.
Length of road laid.....	6½ "
Length of double track of road.....	None.
Length of sidings.....	4,022 feet.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	45 pounds.
No branch roads.	

RAILROAD REPORT.

49

Number of engine houses and shops, (engine house).....	1
Number of wooden bridges, (total length in feet, about 1,240,)	6
Number of railroads crossed	None.
Number of stations on main road.....	5.
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road way.....	\$1,500 00
No tunnels.	
How is track laid, and on what foundation? Wooden cross ties with stone ballast.	

Doings of the Year.

The road has been leased by the Pennsylvania railroad company, is operated by them, and the report of the doings of the road will be made by them.

Names and Residence of Officers.

Directors.	Post office address.
John A. Wright	Philadelphia.
R. H. Lee.....	Lewistown.
Abner Thompson.....	do.
F. G. Franciscus.....	do.
E. E. Locke.....	do.
William Mann.....	do.
John Wilson.....	Reedville.
H. P. Taylor.....	do.
Darius Bates.....	do.
James Thompson.....	Milroy.
Ner Thompson.....	do.
Wm. A. M'Anigle.....	do.
Samuel Maclay, President.....	Milroy.
S. P. Thompson, Secretary.....	do.
R. M. Kinsloe, Treasurer.....	Reedville.

PENNSYLVANIA COAL COMPANY.

[OCTOBER 31, 1865.]

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

Personally appeared John Ewen, Esq., president, and George A. Hoyt, Esq., treasurer, of the Pennsylvania coal 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)

JOHN EWEN, *President.*

GEO. A. HOYT, *Treasurer.*

Sworn and subscribed before me, this 20th day of November, 1865.

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.....	597,500 00
Total amount now of funded debt.....	597,500 00
Floating debt, as by last report	375,000 00
The amount now of floating debt.....	400,000 00
Total amount now of floating and funded debt.....	997,500 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
November 17, 1864, 7½ per cent. ; February 15, 1865, 7½	
per cent. ; May 1, 1865, 7½ per cent., and August 1, 1865,	
5½ per cent.	
Number of shares of stock.....	64,000
Par value of each share.....	\$50 00
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.
Construction.....	\$2,000,000 00	\$2,000,000 00
Gravity road, worked by 23 stationary engines for the		
transportation of the company's coal.		

RAILROAD REPORT.

51

Characteristics of Road.

Length of main line of road, from Hawley to Port Griffith, Pa.....	47 miles.
Length of road laid.....	100 "
Length of double track of road.....	47 "
Length of sidings.....	6 "
Gauge of road.....	4 feet 3½ in.
Weight of rail per yard on main track.....	15 and 36 lbs.
Branch road owned by the company, and its length, viz:	
Branch from Hawley to Lackawaxen, 15,870 miles in length, leased and worked by the Erie railway company.	
Number of engine houses and shops: 23 stationary engine houses, 1 machine shop, and 3 car shops.	
Number of engines—none but stationary engines.	
Number of passenger cars.....	2
Number of freight cars, (24 flat and 10 house).....	34
Number of coal cars.....	2,000
Number of wooden bridges.....	28
Number of stations on main road.....	5
Number of tunnels, (length 800 feet).....	1
How is track laid, and on what foundation? Cross ties and sleepers on ground.	

Doings of the year in Transportation.

Number of tons of 2,000 lbs. of through freight for the year on main road.....	503,386
Gross amount of tonnage for the year.....	507,425
Average rate of speed adopted by freight trains, (including stops).....	10 miles per h'r.

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	502,921
Bituminous coal.....	74
Other iron or castings.....	21
Agricultural products.....	535
Merchandise.....	1,527
Lumber.....	2,347
 Total.....	 <u>507,425</u>

PENNSYLVANIA COAL COMPANY

Names and Residence of Officers.

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

IRONTON.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Eli J. Saeger, president, and Charles S. Wurts, treasurer, of the Ironton railroad 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)

ELI J. SAEGER, *President.*

CHARLES STEWART WURTS, *Treasurer.*

Sworn and subscribed before me, this 29th day of November, 1865.

H. OLAY HAMERSLY, *J. P.*

WILLIAMS OGLE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 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	200,000 00
Floating debt, as by last report.....	9,200 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt	200,000 00
Rate per cent. per annum of interest on funded debt.	7 per cent.
Number of shares of stock.....	8,000
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$241,821 77	\$254,991 51
Equipment, locomotives and cars.....	<u>20,054 50</u>	<u>20,054 50</u>

Characteristics of Road.

Length of main line of road, from Copley to Ironton and Ore-field.....	10 miles.
Length of road laid.....	11 "
Length of sidings.....	2 "

Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 & 57 lbs.
Number of engine houses and shops.....	1
Number of engines.....	2
No cars.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet 150).....	5
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Value of real estate held by the company, exclusive of road way.....	\$359, 130 47
No tunnels.	
How is track laid, and on what foundation? Laid on sills and ballasted with furnace cinder.	

Doings of the year in Transportation.

Number of tons of 2,000 pounds of through freight for the year on main road	56, 170. 17
Our company being both miners and carriers, we are obliged to keep our accounts of mines and freight distinct. We deliver <i>our</i> ore and limestone at various points, at so much per ton, and in our freight department only include what we carry for other parties.	
From our mines we sent, tons.....	17, 985. 90
From our quarries.....do.....	11, 985. 95
Which, with freight as above.....	56, 170. 17
Gives the gross amount of tonnage.....	86, 142. 02
Or 96, 479. 06 tons of 2,000 pounds.	
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	6 miles.
Weight of freight engines, 37,000 and 63,000 pounds.	

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	4, 196. 03
Iron and other ores.....	34, 576. 93
Lime and limestone	16, 365. 19
Other articles, about.....	1, 032. 02
Total.....	56, 170. 17

RAILROAD REPORT.

55

The rate per ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile.....	3 to 15 ^o
through coal.....do.....do.....	3 to 10
local freight.....do.....do.....	3 to 5
local coal.....do.....do.....	3 to 10

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$5,997 69
---	------------

Operating the Road.

Office expenses, stationery, &c., agents and clerks.....	7,012 80
Labor—loading and unloading freight, porters, watchmen and switch tenders, and wood and water station attendance....	4,606 06
Fuel and cost of preparing for use.....	2,362 05
Contingencies—general transportation expenses.....	<u>1,243 00</u>

Receipts on Construction and Equipment account.

From sale of bonds.....	\$200,000 00
-------------------------	--------------

Receipts.

From freight.....	27,990 04
mines and quarries.....	94,259 01
miscellaneous.....	1,958 05

Summary of Payments.

For construction and equipment.....	13,169 74
maintaining and operating the road.....	21,221 60
mines and quarries.....	84,488 67
State tax on capital stock and tonnage.....	<u>2,753 79</u>

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
R. L. Kennedy.....	New York.
C. S. Wurta.....	Philadelphia.
H. K. Dillard.....	do.
Ell J. Saeger.....	Allentown, Pa.,
Tinsley Jeter.....	
R. J. Saeger, President.....	Allentown, Pa.
C. S. Wurta, Secretary.....	Philadelphia.
C. S. Wurta, Treasurer.....	do.
William Andrews, Superintendent.....	Ironton.

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD.

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

Before me, John White, one of the aldermen of said city, personally appeared John Tucker, president, and Peter C. Hollis, treasurer, of the Schuylkill Valley navigation and railroad company, who 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.

JOHN TUCKER, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed this 15th day of November, A. D. 1865, before me.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock 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 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 per last report.....	None.
The amount now of floating debt.....	None.

Date of each dividend: January and July.

Rate per cent. per annum of each dividend: 5 per cent. per annum.

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 by that company. This company derives its income from the lease, which yields the stockholders 5 per cent. per annum in dividends.

Names and Residence of Officers.

Directors.	Post office address.
Chas. E. Smith.....	Philadelphia.
Samuel Norris.....	do.
Geo. F. Tyler.....	do.
A. E. Boris.....	do.
Henry Pratt McKean.....	do.
A. Hewson, M. D.....	do.
John Tucker, President.....	Philadelphia.
Peter C. Hollis, Secretary and Treasurer.....	do.

MOUNT CARBON AND PORT CARBON.

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

Before me, John White, one of the aldermen of said city, 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.*

PETER C. HOLLIS, *Treasurer.*

Sworn and subscribed this 15th day of November, 1865, before me.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock.....	}	\$282,350 00
Amount of stock subscribed.....		
Amount paid in, as per last report.....		
Funded debt, as per last report.....	}	None.
Total amount now of funded debt.....		
Floating debt, as per last report.....		
The amount now of floating debt.....		

Date of each dividend: January and July.

Rate per cent. per annum of each dividend..... 12 per cent.

Amount of capital stock on which the respective dividends
 have been 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 receives a stipulated annual rental, payable semi-annually, out of which the dividends are paid.

Names and Residence of Officers.

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

FAYETTE COUNTY.

STATE OF PENNSYLVANIA, }
Fayette County, } *ss:*

Personally appeared N. 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, to the best of their knowledge and belief.

(Signed)

N. EWING, *President.*

ARMSTRONG HADDEN, *Treasurer.*

Sworn and subscribed before me, this 16th day of November, 1865.

GEO. W. LITMAN, *Prothonotary.*

Stock and Debt.

Capital stock as authorized by law, \$750,000 00, may be increased to.....	\$1,500,000 00
Amount of stock subscribed—about.....	100,000 00
Amount paid in, as by last report—about.....	90,000 00
Funded debt, as per last report.....	None.
Total amount now of funded debt, (of either company)....	None.
Floating debt, as by last report, (old company about \$2,000,)	None.
The amount now of floating debt, (old company about \$1,500).....	None.
The old company borrowed \$30,000, for which the road was sold and bought by a part of the old stockholders.	
Date of dividend: new company, dividends March 1 and September 1. Amount of dividends see below.	
Number of shares of stock.....	2, 148
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$107,400 00

Cost of Road and Equipment.

	<i>By last report.</i>	<i>By present report.</i>
Construction—about.....	\$130,000 00	\$130,000 00
(If we include the earnings put into the road, the cost probably would be somewhat greater than this amount.)		
Equipment.....		None

Characteristics of Road.

Length of main line of road from Uniontown to Connells-ville.....	12 $\frac{66}{100}$ miles.
Length of road laid.....	12 $\frac{66}{100}$ "
Length of double track of road.....	None.
Length of sidings—about.....	2, 000 feet.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	43 pounds.
Number of engine houses and shops.....	1 of each.
No engines or cars.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length about 500 feet)...	2 $\frac{1}{2}$
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	3
Number of wood and water stations on main road: one water station; no special wood stations.	.
Value of real estate held by the company, exclusive of road way.....	\$1, 000 00
No tunnels.	
How is track laid, and on what foundation? On sleepers, bedded in stone, and filled with stone.	

Doings of the year in Transportation.

Our road is leased to the Pittsburg and Connellsville railroad company, for 99 years, from 1st November, 1864; and of course they must answer most of the remaining questions.

Summary of Payments.

For dividends, March 1, \$1 66 per share; Sept. 1, \$1 65 per share.	
telegraph stock.....	\$500 00
tonnage tax paid by P. & C. R. R. Co.	
State tax, none; exempt until we divide 6 per cent.	
United States tax.....	\$362 00
No surplus fund.	

FAYETTE COUNTY

Names and Residence of Officers.

Directors.	Post office address.
John Houston.....	Uniontown.
Armstrong Hadden	do.
Samuel A. Gilmore	do.
Isaac Beeson.....	do.
Ewing Brownfield.....	do.
Alfred Patterson.....	Pittsburg.
N. Ewing, President.....	Uniontown.
Wm. H. Baily, Secretary.....	do.
Armstrong Hadden, Treasurer.....	do.

EAST MAHANAY.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Alex. J. Derbyshire, president, and Joseph L. Wilson, treasurer, of the East Mahanoy railroad 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)

ALEX. J. DERBYSHIRE, *President.*

JOSEPH L. WILSON, *Treasurer.*

Sworn and subscribed before me, this 22d day of November, 1865.

EDMUND WILCOX, *Notary Public.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	392,550 00
Amount paid in, as by last report.....	380,550 00
Total amount now paid in of capital stock.....	392,550 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	\$13,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
No bonds issued.	

Date and rate per cent. per annum of dividend or dividends :

3 per cent. in January and 3 per cent. in July.

Number of shares of stock..... 7,851

Par value of each share..... \$50 00

Amount of capital on which the respective dividends were declared—\$380,550 in January ; \$392,550 in July.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$380,550 00	\$391,603 93
Equipment by the Philadelphia and Reading railroad company, lessees.		

Characteristics of Road.

Length of main line of road from Barnesville to Wazee

House run..... 8 miles.

Length of road laid..... 8 "

EAST MAHANAY

Length of sidings.....	1/4 mile.
Gauge of road.....	4 feet 8 1/2 in.
Weight of rail per yard on main track.....	60 pounds.
Number of railroads crossed.....	1
Number of stations on main road.....	1
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of roadway.....	\$600 00
One tunnel of 3,500 feet in length.	
How is track laid and on what foundation? Gravel bed and ballasting.	

Doings of the Year in Transportation.

Will be answered by the Philadelphia and Reading railroad company, lessees.

Names and Residence of Officers.

Directors.	Post office address.
A. E. Borie.....	Philadelphia.
T. A. Biddle.....	do.
J. P. Hutchinson.....	do.
J. Milliken.....	do.
S. J. Reeves.....	do.
J. N. Stone.....	do.
G. W. Trotter.....	do.
E. H. Trotter.....	do.
G. M. Troutman.....	do.
D. C. Wharton.....	do.
John Welsh.....	do.
George W. Cole.....	Tamaqua.
Alex. J. Derbyshire, President.....	Philadelphia.
Joseph L. Wilson, Secretary and Treasurer.....	do.

LEHIGH AND LACKAWANNA.

Stock and Debt.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	89,000 00
Amount now of floating debt.....	90,000 00

Characteristics of Road.

Length of main line of road, from Bethlehem to Stroudsburg.....	36 miles.
Length of road graded.....	22½ "
Gauge of road.....	4 feet 8½ in.

This company is awaiting the completion of the bridge over the Lehigh river at Bethlehem, (now building by the Lehigh coal and navigation company, which they will use, by contract, for twelve years, to connect with the North Pennsylvania and Lehigh Valley railroads,) to commence laying track.

CHARLES BROADHEAD, *President.*

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
Charles Broadhead.....	
William Chapman.....	
A. T. Geissenhainer.....	
Conrad Shimer.....	
Augustus Wolle.....	
Charles Broadhead, <i>President.</i>	Bethlehem.
Augustus Wolle, <i>Secretary.</i>	do.
Conrad Shimer, <i>Treasurer.</i>	do.

LEHIGH AND DELAWARE WATER GAP.

OFFICE No. 122, SOUTH 2D STREET, }
Philadelphia, Sept. 30, 1865. }

ISAAC SLENKER, Esq., *Auditor General* :

DEAR SIR :—Your circular of the 28th inst. is received, with blank interrogatories to be filled up on behalf of this company.

As no portion of the railroad of this company is completed or even nearly so, I presume you will accept this as all the report which you will require.

If I am incorrect please notify me what kind of statement I shall make, and I will use my best endeavors to make it satisfactory.

Yours, very respectfully,

W. B. WHITNEY,

Secretary.

MILL CREEK AND MINE HILL NAVIGATION.

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

Before me, John White, one of the aldermen of said city, personally appeared John Tucker, president, and Peter 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.

JOHN TUCKER, *President.*

P. O. HOLLIS, *Treasurer.*

Sworn and subscribed this 15th day of November, A. D. 1865, before me,
 JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock 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 by 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 and July, 1865.	
Rate per cent. per annum of each dividend.....	10 per cent.
Amount of capital stock on which the respective dividends have been 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.

Names and Residence of Officers.

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

5 RAILROAD REP.

TYRONE AND CLEARFIELD.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Herman J. Lombaert, president, and H. H. Shillingford, treasurer, of the Tyrone and Clearfield railroad 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)

HERMAN J. LOMBAERT, *President.*

H. H. SHILLINGFORD, *Treasurer.*

Sworn and subscribed before me, this 16th day of November, 1865.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$1, 500, 000 00
Amount of stock subscribed.....	132, 750 00
Amount paid in, as by last report.....	111, 900 00
Total amount now paid in of capital stock.....	112, 250 00
Funded debt, as per last report....	310, 000 00
Total amount now of funded debt.....	310, 000 00
Floating debt, as by last report.....	67, 406 82
The amount now of floating debt.....	89, 095 41
Total amount now of floating and funded debt.....	399, 095 41
Rate per cent. per annum of interest on funded debt.....	6 per cent.
No dividends.	
Number of shares of stock issued.....	2, 245
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$458, 931 38	\$498, 147 66

Characteristics of Road.

Length of main line of road, from Tyrone to Phillipsburg...	23 ⁵ / ₁₆ miles.
Length of road laid.....	23 ⁵ / ₁₆ "
Length of sidings.....	1 ⁵ / ₁₆ "
Gauge of road.....	4 feet 8 ¹ / ₂ in.
Weight of rail per yard on main track.....	45 and 6 ¹ / ₂ lbs.

RAILROAD REPORT.

67

Branch roads owned by the company and their length—

Branch to Osceola.....	4,800 feet.
Number of engine houses and shops.....	2
Number of wooden bridges.....	14
Number of stations on main road.....	2
Number of wood and water stations on main road.....	5

How is track laid and on what foundation? On cross-ties and principally on stone ballast

Receipts on Construction and Equipment Account.

From stockholders.....	\$112,250 00
sale of bonds.....	292,886 95
other sources.....	58,999 99
Total.....	<u>464,136 94</u>

The road is under lease to the Pennsylvania railroad company, and by the term of said lease that company receives 75 per cent. of the gross earnings for operating it.

At the time of making said lease the road was in an unfinished condition, and by the farther terms of said lease the remaining 25 per cent. was to be expended, under the direction of the said Pennsylvania railroad company, in the completion of the same, and up to this date it has been found insufficient for that purpose; therefore, there is now a balance due that company on construction account.

Names and Residence of Officers.

<i>Directors</i>	<i>Post office address.</i>
John Edgar Thomson.....	Philadelphia.
Thomas A. Scott.....	do.
Herman J. Lombaert.....	do.
Edmund Smith.....	do.
John Hulme.....	do.
Wistar Morris.....	do.
Josiah Bacon.....	do.
Joseph B. Myers.....	do.
Edward C. Knight.....	do.
William A. Wallace.....	Clearfield.
Jonathan Boynton.....	do.
Charles B. Foster.....	Phillipsburg.
Herman J. Lombaert, President.....	Philadelphia.
H. H. Shillingford, Secretary and Treasurer.....	do.
Pennsylvania railroad company, Superintendent.	

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 or affirmation, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

PHILIP M. PRICE, *President.*

L. A. MACKEY, *Treasurer.*

Sworn and subscribed before me, this 14th day of November, 1865.

ORRIN T. NOBLE, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	550,000 00
Amount paid in, as by last report.....	550,000 00
Total amount now paid in of capital stock.....	550,000 00
Funded debt, as per last report.....	500,000 00
Total amount now of funded debt.....	500,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	500,000 00
Rate per cent. per annum of interest on funded debt.....	6½ per cent.
Date and rate per cent. per annum of dividend or dividends :	
2½ per cent., Aug. 7, 1865, for one year, clear of taxes.	
Number of shares of stock.....	11,000
Par value of each share.....	\$50 00
Amount of capital on which the dividends was declared....	\$550,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,050,000 00	\$1,050,000 00
No equipment.		

Characteristics of Road.

Length of main line of road from Lock Haven to junction with the Tyrone and Clearfield road, near Tyrone..... 51 miles.

RAILROAD REPORT.

Length of road laid.....	51 miles.
Length of sidings.....	3 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by the company and their length :	
Branch from Milesburg to Bellefonte.....	2 miles.
Number of stations on main road.....	20
Number of wood and water stations on main road.....	5
Value of real estate held by the company, exclusive of road way	\$10,000 00
No tunnels.	

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

The road is maintained and operated wholly by the Pennsylvania railroad company, under a lease for ninety-nine years.

Names and Residence of Officers.

Directors.	Post office address.
Philip M. Price.....	Lock Haven, Pa.
Thomas A. Scott.....	Philadelphia.
D. K. Jackman.....	do.
John A. Wright.....	do.
W. T. Beardsley	Lock Haven, Pa.
James Gamble.....	Jersey Shore, Pa.
Edward Blanchard.....	Bellefonte, Pa.
Philip M. Price, President.....	Lock Haven.
L. A. Mackey, Secretary and Treasurer.....	do.

MINE HILL AND SCHUYLKELL HAVEN

Names and Residences of Officers.

Directors.	Post office address.
Samuel Mason.....	Philadelphia.
John Livesey.....	do.
Jeremiah Harker.....	do.
M. 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.
William Biddle, Secretary.....	do.
Samuel Mason, Treasurer.....	do.

EAST BRANDYWINE AND WAYNESBURG.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

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, to the best of their knowledge and belief.

(Signed)

JOHN CORNOG, *President.*

JOHN G. LEWIS, *Treasurer.*

Sworn and subscribed before me, this 18th day of November, 1865.

WILLIAM MORTON 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.....	88,600 00
Total amount now paid in of capital stock.....	89,800 00
Funded debt, as per last report.....	168,000 00
Total amount now of funded debt	168,000 00
Floating debt, as by last report.....	5,000 00
The amount now of floating debt.....	2,000 00
Total amount now of floating and funded debt	170,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividends.	
Number of shares of stock.....	1,823
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$259,000 00	\$259,000 00
Equipment by Pennsylvania railroad company.		

Characteristics of Road.

Length of main line of road, from Waynesburg to Downingtown	17½ miles.
Length of road laid.....	17½ "
Length of single track of road.....	17½ "

EAST BRANDYWINE AND WAYNESBURG

Length of sidings.....	1,500 feet.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 pounds.
Number of engine houses.....	1
Number of iron bridges.....	None.
Number of wooden bridges.....	6
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations 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.....	\$1,000 00
No. tunnels.....	
How is track laid, and on what foundation? Wooden ties 6 by 8 inches, and six inches stone ballast.	

Doings of the year, Expenses and Receipts.

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.
James McClure.....	Philadelphia.
John Wood.....	do.
L. E. Roberts.....	Loags.
Joseph M. McClure.....	Downingtown.
Samuel Jones, Sr.....	Rockville.
William Morton.....	Honeybrook.
William P. Buchanan.....	do.
Joseph Davis.....	do.
George W. Wernitz.....	do.
John S. Parker.....	Wallace.
David Shelmire.....	Downingtown.
John Cornog, President.....	Wallace.
Thomas Millard, Secretary.....	Loag's Corner.
John G. Lewis, Treasurer.....	Honeybrook.

LEHIGH LUZERNE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared 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, to the best of his knowledge and belief.

(Signed)

EDWARD ROBERTS, Jr., *Treasurer.*

Affirmed and subscribed before me, this 18th day of November, 1865.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	312,350 00
Amount paid in, as by last report.....	312,350 00
Total amount now paid in of capital stock.....	312,350 00
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
January 18, 6 per cent.; July 17, 3½ per cent.....	9½ per cent.
Number of shares of stock.....	6,247
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$312,350 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$322,566 13	\$337,799 64
Equipment furnished by the parties who lease the road.		

Characteristics of Road.

Length of main line of road, from Hazleton railroad to Milensville.....	9½ miles.
Length of road laid.....	11½ "
Length of double track of road, including sidings.....	2 "
Gauge of road.....	4 ft. 8½ in.

LEHIGH LUZERNE

Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company	1
Roads worked or leased by the company	None.
Number of stations on main road.....	1
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road way.....	None.
Number of tunnels, (length 1,023 feet).....	1
How is track laid, and on what foundation? With T rail, ballasted with stone and coal waste.	

Doings of the year in Transportation.

Gross amount of tonnage for the year	478,330
--	---------

The amount of Freight, specifying the quantity in Tons.

Anthracite coal, (tons of 2,240 pounds).....	478,330
--	---------

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings, (estimated).....	<u>\$10,000 00</u>
--	--------------------

Repairs of Machinery, and Operating the Road.

Paid by the parties who lease the road.

Receipts.

From freight	<u>\$50,742 74</u>
--------------------	--------------------

Summary of Payments.

For maintaining and operating the road, (estimated).....	\$10,000 00
dividends	29,678 25
miscellaneous	2,750 00
State tax on capital stock, (tonnage tax paid by H. R. R. company).....	1,767 60
United States tax	1,808 79
Total.....	<u><u>45,994 64</u></u>

RAILROAD REPORT.

Names and Residence of Officers.

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

CHESTER VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John F. Gilpin, president, and W. H. Holstein, treasurer, of the Chester Valley railroad 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)

JOHN F. GILPIN, *President.*

WM. H. HOLSTEIN, *Treasurer.*

Sworn, affirmed and subscribed before me, this 10th day of November, 1865.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$871,900 00
Amount of stock subscribed.....	871,900 00
Amount paid in, as by last report.....	871,900 00
Total amount now paid in of capital stock.....	871,900 00
Funded debt, as per last report.....	500,000 00
Total amount now of funded debt, (and over due coupons)...	850,000 00
Floating debt, as by last report.....	600 00
The amount now of floating debt.....	600 00
Total amount now of floating and funded debt.....	850,600 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Number of shares of stock.....	17,438
Par value of each share.....	\$50 00

Characteristics of Road.

Length of main line of road from Bridgeport to Downingtown,	21½ miles.
Length of road laid.....	21½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 to 50 lbs.
Number of engine houses and shops.....	1
Number of wooden bridges.....	3
Number of wood and water stations on main road.....	16

This road is leased by the Philadelphia and Reading railroad company, and worked by them as a branch road.

The road is in the hands of trustees, who reside in New York.

Names and Residence of Officers.

Directors.	Post office address.
C. Colket.....	Philadelphia.
J. T. M'Innes.....	do.
J. W. Eyers.....	do.
M. S. Wickersham.....	do.
E. T. Shaw.....	do.
C. D. Lavillers.....	do.
L. E. Corson.....	Norristown.
John F. Gilpin, President.....	Philadelphia.
Wm. H. Holstein, Secretary and Treasurer.....	do.

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia City, }

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, to the best of their knowledge and belief.

(Signed)

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

Affirmed and subscribed before me, this 14th day of October, 1865.

SAMUEL L. CLEMENT,
Notary Public, [L. s.]

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
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends : January 10 and July 10, 1865	7 per cent.
Number of shares of stock	23,651
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared.....	\$1,182,550 00

Characteristics of Road.

Length of main line of road, from Harrisburg to Lancaster,	36 miles.
Length of road laid, (main road 36 miles, branch 18).....	54 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.

Doings of the Year.

The road being leased by the Pennsylvania railroad company, questions with regard to the characteristics of the road, doings of the year, expenses and receipts, are not answered.

Summary of Payments.

For dividends.....	\$82,778 50
interest.....	42,000 00
miscellaneous.....	2,500 00
surplus funds.....	18,000 00
Total	<u>145,278 50</u>

Names and Residence of Officers.

Directors.	Post office address.
Michael V. Baker.....	Philadelphia.
William Ford.....	do.
John Holmes, M. D.....	do.
James Magee.....	do.
William W. Longstreth.....	do.
James Mehaffey ..	Marietta.
Joshua B. Lippencott.....	Philadelphia.
James Young.....	Middletown.
Thomas Sparks.....	Philadelphia.
John Hulme.....	do.
M. V. Baker, President.....	Philadelphia.
George Taber, Secretary and Treasurer	do.

NORTH LEBANON.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss:

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, to the best of their knowledge and belief.

(Signed)

J. KRAUSE, *President.*

JACOB WEIDLE, *Treasurer.*

Sworn and subscribed before me, this 8th day of November, 1865.

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.....	300,000 00
Total amount now paid in of capital stock.....	300,000 00
Funded debt, as per last report.....	106,250 00
Total amount now of funded debt.....	20,750 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	\$20,750 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends—	
January and July.....	10 per cent.
Number of shares of stock.....	6,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$300,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$263,816 13	\$274,825 36
Equipment.....	42,890 10	42,890 10
Total cost.....	<u>306,706 23</u>	<u>317,715 46</u>

Characteristics of Road.

Length of main line of road, from Cornwall to Union canal.....	8 miles.
Length of road laid.....	7,134 "
Length of double track of road and sidings.....	1 1/2 "
Gauge of road.....	4 feet 8 1/2 in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company and their length, (each of which is only several feet long)	3
Roads worked or 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 iron bridges.....	None.
Number of wooden bridges.....	13
Number of railroads crossed.....	1
Number of stations 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 lime stone.	

Doings of the Year in Transportation, and Total Miles Run.

Number of miles run by freight trains—about.....	7,000 miles.
Number of tons of 2,000 lbs. of through freight for the year on main road.....	192,057
Gross amount of tonnage for the year.....	181,653
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.....	38,290
Pig iron.....	24,910
Miscellaneous.....	1,090
Iron and other ores.....	108,363
Lime and limestone.....	8,979
Total.....	<u>181,653</u>

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight.....	3 cents.
--------------------------	----------

NORTH LEBANON

EXPENSES.

Repairs of Machinery.

Repairs of freight cars.....	\$12,546 74
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	4,114 85
Total.....	<u>16,661 59</u>

Operating the Road.

Office expenses, stationery, &c.....	\$1,850 00
Porters, watchmen and switch tenders.....	1,100 00
Conductors, baggage masters and brakemen.....	1,080 00
Engineers and firemen.....	1,260 00
Fuel and cost of preparing for use.....	2,626 84
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	750 00
General superintendence.....	300 00
Contingencies.....	878 00

Receipts.

From freight, (from which has already been deducted engi- neers', firemen's, brakemen and superintendent's wages)..	\$35,467 95
From use of freight cars, included in receipts from freight.	

Summary of Payments.

For construction.....	\$11,009 23
dividends, (less U. S. tax).....	30,000 00
interest.....	4,036 41
surplus funds.....	9,800 00
State tax on capital stock and tonnage.....	4,634 70
United States tax, (this account overpaid by mistake)....	5,803 98
Total.....	<u>65,284 32</u>
Total amount of surplus fund.....	<u>\$9,800 00</u>

Cost of Transportation.

Cost per ton freight per mile, proximate average.....	3 cents.
---	----------

Accidents.

None.

Names and Residence of Officers.

Directors	Post office address.
W. G. Freeman.....	Washington, D. C.
A. Wilhelm.....	Lebanon, Pa.
D. S. Hammond.....	do.
John Krause, President.....	Lebanon, Pa.
John W. Mish, Secretary.....	do.
Jacob Weidle, Treasurer.....	do.
Beale Few, Superintendent.....	do.

BUFFALO, BRADFORD AND PITTSBURG.

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

Personally appeared John Arnot, vice president, and, by authority of the by-laws, acting president, and Horatio N. Otis, treasurer, 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, to the best of their knowledge and belief.

JOHN ARNOT,

Vice President and Acting President.

HORATIO N. OTIS,

Treasurer.

Sworn and subscribed this 29th day of November, 1865, before me, a commissioner appointed by the Governor of the State of Pennsylvania, to take affidavits and acknowledgment of deeds in the State of New York.

J. D. WHITE, *Commissioner.*

Stock and Debt.

Capital stock as authorized by law.....	\$1, 100, 000 00
Amount of stock subscribed and paid in.....	1, 100, 000 00
Par value per share	100 00
Total amount now of funded debt.....	1, 540, 000 00
Amount of floating debt.....	None.
Rate per cent. per annum of interest on funded debt.....	7 per cent.

Characteristics of Road.

The road from its junction with the Erie railway of New York, south to the bituminous coal fields of M'Kean, Elk and other counties of Pennsylvania, is being constructed, but is not yet completed, and has not, therefore, fully passed into the possession of this company.

The road, so far as completed, is operated by the Erie railway company, with its own equipment.

Length of main line of road laid, from Carrolton, N. Y., to Lafayette, Pa.....	22 $\frac{3}{4}$ miles.
In progress.....	3 $\frac{1}{4}$ "
Length of road from Carrolton, N. Y., to Penn's State line...	8 "

Length of road from Carrolton to Bradford, Pa.....	10½ miles.
Length of road from Bradford to Lafayette.....	12½ "
Length of side track.....	2 "
Gauge of road.....	6 feet.
Weight of rail per yard between Carrolton and Bradford.....	45 pounds.
Weight of rail per yard between Bradford and Lafayette.....	62 "
Track laid on cross-ties, filled in with common earth.	

Bridges.

One Howe bridge over the Allegheny river, 188 feet span, and one span of 50 feet.

Five bridges over small streams, 26 feet span each.

One Howe bridge, 120 feet span, over the Tunungwant creek.

One Bishop's bridge, 100 feet span, over West Branch Tuna creek.

Two Bishop's bridges, 80 feet span each, over East Branch Tuna creek.

Temporary depot buildings at Carrolton, Limestone and Bradford.

Names and Residence of Officers.

Directors.	Post office address.
Daniel Kingsbury.....	Bradford, M'Kean co., Pa.
James E. Blair.....	do. do.
Sabinus Walker.....	do. do.
S. V. King.....	Lackawaxen, Pa.
James B. Gregg.....	Susquehanna Station, Pa.
J. T. Cameron.....	do.
Theo. Springstein.....	do.
John Arnot.....	Elmira, N. Y.
Daniel Drew.....	New York.
Robert H. Bardell.....	do.
J. C. B. Davis.....	do.
D. B. Eaton.....	do.
Charles Minot.....	do.
James B. Gregg, President.....	Susquehanna Station, Pa.
John Arnot, Vice President.....	Elmira, N. Y.
Horatio N. Otis, Secretary and Treasurer.....	New York.

PHILADELPHIA AND TRENTON.

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

Personally appeared R. S. Van Rensselaer, superintendent, and James Morrell, 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, to the best of their knowledge and belief.

(Signed)

R. S. VAN RENSSELAER, *Sup't.*

JAMES MORRELL, *Treasurer pro tem.*

Sworn and subscribed before me, this 29th day of November, 1865.

W. W. DOUGHERTY, *Alderman.*

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.....	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
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
January 5 per cent., July 5 per cent.	
Number of shares of stock.....	9,992
Par value of each share.....	\$100 00
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.....	\$603,882 24	
Paid on account of double track, by last report.....	356,521 89	
Paid on account of double track since last report.....	375,982 43	
Total cost.....		<u>\$1,336,386 56</u>

Characteristics of Road.

Length of main line of road from Kensington depot to Morrisville	26 $\frac{50}{100}$ miles.
Length of road laid.....	26 $\frac{50}{100}$ "
Length of double track of road.....	26 $\frac{50}{100}$ "
Length of sidings.....	3.54 feet.
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track.....	60 $\frac{1}{4}$, 60, 50, 41 $\frac{1}{4}$ lbs.
Number of engine houses and shops: two engine houses, no shops.....	
No engines or cars—equipment hired.	
Number of iron bridges.....	None.
Number of wooden bridges, (on main line).....	6
Number of stone bridges.....	None.
Number of railroads crossed, (Reading railroad).....	1
Number of stations on main road.....	15
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.....	\$238,372 82
New building.....	14,768 50
	<u>\$253,141 32</u>

No tunnels.

How is track laid, and on what foundation? Gravel laid, sills, sleepers and string pieces.

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

Number of miles run by passenger trains.....	177,433
Number of through passengers for the year on main road, (of which 659 were excursion).....	859,745 $\frac{1}{2}$
Number of passengers (all classes) carried in cars, (of which 806 were excursion).....	1,146,531 $\frac{1}{2}$
Gross amount of tonnage for the year, (say in toll).....	28,796
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	36
Average rate of speed adopted by express trains, including stops.....	30

The amount of Freight, specifying the quantity in Tons.

Cannot determine, as the freight only pays toll.

PHILADELPHIA AND TRENTON

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 "

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

Cannot designate, the freight only pays toll.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Taxes on real estate.....	\$2,914 52
---------------------------	------------

Operating the Road.

General superintendence	1,400 00
Total amount for maintaining and operating the road.....	<u>684,547 51</u>

Receipts on Construction and Equipment Account.

None.

Receipts.

From passengers	\$969,679 41
freight (say toll).....	6,088 87
mail transportation.....	10,125 00
interest.....	7,368 40
miscellaneous.....	37,177 08
Total.....	<u>1,030,438 76</u>

Summary of Payments.

For maintaining and operating the road.....	\$684,547 51
dividends.	99,920 00
interest	12,276 00
miscellaneous.....	149,926 52
State tax on capital stock and tonnage.....	6,272 40
United States tax.....	27,520 89
Total.....	<u>980,463 32</u>

Total amount of surplus fund, (used in making double track,)	<u>\$49,975 44</u>
--	--------------------

Cost of Transportation.

Cost per passenger and per ton freight per mile, proximate average—cannot say, not having made the calculation.

Accidents.

OFFICE OF SUP'T OF PHIL'A AND TRENTON R. R. CO., }
November 22, 1865. }

Report of accidents which have occurred during the year, commencing Nov. 1, 1864, and ending Oct. 31, 1865, on the Philadelphia and Trenton railroad, and the cause of the same, with the names of the persons injured, and the extent of their injuries; also the names of the conductors and engineers, and whether such conductors and engineers were retained by the company.

1864.

Dec. 24. An unknown woman, walking on the track, near Tullytown, was struck and instantly killed by the 2.09 P. M. line, from Philadelphia. The coroner's jury acquitted the company of all blame. A. D. Wood, conductor, James Sanford, engineer, both retained in the service of the company.

1865.

Jan. 17. The 8 A. M. train, from New York, struck an unknown man, walking on the track, near Morrisville, injuring him so seriously he died. The conductor, John J. Sager, and engineer, William Quigley, not being in fault, were retained in the company's service.

Feb. 21. A man, named William Lipping, while endeavoring to elude paying his fare on the Bel. and Philadelphia passenger line, was struck by the 6.45 P. M. line, from Philadelphia, passing at Torresdale, and instantly killed. No blame being attached to Samuel Fennimore, conductor, or Samuel Stewart, engineer, both were retained in the company's service.

Mar. 7. By a collision, at Bristol, between the 12 M. line, from Philadelphia, and 12.39 A. M. Washington and New York line, Moses Goddard, William Morton, Asa Drew, Timothy Leidy and Jos. Wild, were instantly killed; Thomas Murry, Leroy H. Varnum and Peter Nash died of their injuries shortly after.

The following named persons were all that were injured, as far as has been ascertained or reported:—

George M. Brooks, leg broken.
J. Frank Foster, ankle sprained.
William Rankin, scalded badly.

N. Reynolds, scalded, head and feet.
Martin Rice, head and arm bruised.
Alfred D. Jones, bruised.

Henry Stratton, head burned.	Wm. E. Tucker, hands injured.
G. A. James, scalded, hip and hands.	George Sutton, slightly injured.
Horace Page, leg broken.	John Rodgers, thigh fractured.
James Leland, leg broken.	Wm. W. Baldwin, scalded, breast.
Peter M'Green, head and leg burned.	Chas. F. Remeck, hand, slightly.
George Steward, back injured.	Wm. H. Allen, cut on forehead.
W. J. Hall, legs injured.	J. Kearney, bruised, slightly.
Augustus Bratt, knee split.	Wm. W. Fish, hip and leg injured.
Albert Eldridge, leg bruised.	John Tracy, leg bruised.
W. E. Tucker, hand bruised.	Lieut. Gordon, head and leg bruised.
Wm. Perry, head and hand, slightly.	Michael Arnold, back bruised.
Capt. D. P. Reed, bruised, hand.	Capt. W. A. Authur, knee cut and bruised.
Joseph Fauthrobe, leg broken.	Fred. Boyce, head injured.
George Mattheis, leg broken.	J. H. Haven, hand injured.
Jacob Elecis, foot bruised.	David H. Buzzy, leg bruised.
E. T. Walton, arm broken.	Albert Lippit, hand and leg, slightly.
David Laurence, leg injured.	

Jacob Mullen, conductor, William Burton, engineer, of 12 M. line; J. M. Johnson, conductor, John Cobson, engineer, of 12.39 A. M. line.

Mar. 24. A. T. Arnold attempted to get on the cars of the 4.30 P. M. line, after starting from Kensington depot; fell, with his right hand on the rail, the cars passing over it, cutting it off. The conductor, Samuel Fennimore, and engineer, Samuel Stewart, not being in fault, were retained in the company's service.

April 13. An unknown child, standing on the track, near Reading railroad junction, was struck by the Philadelphia and Trenton passenger line, and seriously injured. No blame being attached to E. A. Clafin, conductor, or Chas. Swaim, engineer, both were retained in the company's employ.

April 13. The 2.09 P. M. line, from Philadelphia, when near Neshamony bridge, struck a man, named John Scott, sitting on the track, injuring him so seriously he died. The coronor's jury acquitted the company and employees from all blame or censure. John J. Sager, conductor, William Burton, engineer; both retained in the company's service.

May 25. A soldier, named John Deer, was struck, and instantly killed by the Philadelphia and Trenton passenger line, while walking on a curve in the track, near Bristol. The coronor's jury exonerated the company from all blame. A. Quentin, conductor, Chas. Swaim, engineer; both retained in the company's service.

- June 15. A soldier, named Thomas Winters, was struck by a wood train, as it entered the yard at Kensington, the engine passing over both legs; he died in a few hours after. Aaron Shreve, conductor, John Herbert, engineer, not being in fault, both were retained in the company's service.
- June 30. John M'Elroy, while swinging around the side of the cars of the 12 night line, from New York, was struck by a fence, near Morrisville, and seriously but not dangerously injured. Wm. W. Hawk, conductor, Wm. Burton, engineer, not being in the the fault, were retained in the company's service.
- June 30. Two young men, one named Deriff, Duffer or Danact, and the other, name unknown, (a returned soldier,) were killed, while standing on the track of the railroad at or near the Bridge street station, between 9 and 10 P. M., of July 4, 1865, by the train from New York to Washington.
- Sept. 2. A boy, named William Stradling, attempting to get on a peach train, while in motion, at Bristol, fell off; the train passing over him, killing him instantly. The coroner's jury acquitted the company of all blame or censure. John Myers, conductor, Edward Osmond, engineer; both retained in the company's service.
- Sept. 24. Edward Murphy was struck by the engine of Adams Express train, while being on the track, at Tacony, and slightly injured. D. T. Jeffries, conductor, George Taylor, engineer; both retained in the company's service.
- Sept. 29. Thomas O. Neil, a laboring man, in employ of the company, stepped upon the track, in front of the Philadelphia and Trenton passenger line, near Frankford bridge; was struck by the engine and instantly killed. A. Quentin, conductor, William Quigley, engineer; both retained in the company's service.
- Oct. 11. An unknown man, walking on the track, near Torresdale, was struck by the 11.30 A. M. line, from New York, breaking his left leg, and receiving other injuries. J. P. Goldy, conductor, John Anderson, engineer, not being in fault, were retained in the company's service.

The above report is correct, as far as known by or reported to me.

R. S. VAN RENSSELAER, *Sup't.*

PHILADELPHIA AND TRENTON

Names and Residence of Officers.

Directors.	Post office address.
Vincent L. Bradford.....	Philadelphia.
Edwin A. Stevens.....	Hoboken, N. J.
Robert F. Stockton.....	Philadelphia.
William H. Hart.....	do.
William S. Freeman.....	do.
William H. Gatzmer.....	do.
Richard Shippen.....	do.
John Dorrance.....	Bristol, Pa.
Asa J. Fish.....	Philadelphia.
Charles Macalester.....	do.
John G. Stevens.....	Tranton, N. J.
(One vacancy, Wm. Cook, deceased.)	
Vincent L. Bradford, President.....	Philadelphia.
James Morrell, Secretary and Treasurer.....	do.
R. S. Van Rensselaer, Superintendent.....	Bristol, N. J.

CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, } ss:
 Cumberland County, }

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, to the best of their knowledge and belief.

(Signed)

FREDERICK WATTS, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 28th day of November, 1865.

JOHN M. GREGG, *Notary Public.*

Stock and Debt.

Capital stock as authorized by law	\$2, 110, 000 00
Amount of stock subscribed	1, 640, 000 00
Amount paid in, as by last report.....	956, 900 00
Total amount now paid in of capital stock.....	1, 316, 900 00
Funded debt, as per last report	378, 600 00
Total amount now of funded debt	470, 500 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	470, 500 00
Rate per cent. per annum of interest on funded debt...	6, 7 and 8 per cent.
Date and rate per cent. per annum of dividend or dividends :	
1st April and 1st October.....	8 per cent.
Number of shares of stock.....	26, 338
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared.....	\$881, 900 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment.....	\$1, 131, 037 05	\$1, 131, 037 05

Characteristics of Road.

Length of main line of road from Hagerstown to Bridgeport, 73 miles, and 5 miles allowed by law for bridge from Bridgeport to Harrisburg.

CUMBERLAND VALLEY

Length of road laid.....	7½ miles.
Length of sidings.....	5½ "
Gauge of road.....	4 ft. 8½ in
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company.....	None.
Number of engine houses and shops.....	5
Number of engines.....	14
Number of first class passenger cars, (rated as wheel cars,)	12
Number of baggage, mail and express cars, (rated as eight wheel cars).....	5
Number of freight cars, (rated as eight wheel cars).....	101
Number of iron bridges.....	2
Number of wooden bridges.....	2
Number of stone bridges.....	2
Number of railroads crossed.....	1
Number of wood and water stations on main road.....	6
How is track laid, and on what foundation? 50 miles on cross-ties and longitudinal stone ballast, 2 feet wide, 1 foot deep, clay filling; balance, foundation, cross-ties laid on stone ballast.	

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

Number of miles run by passenger trains.....	97, 917
Number of miles run by freight trains.....	77, 972
Number of miles run by coal trains.....	4, 809
Number of passengers (all classes) carried in cars.....	336, 914
Gross amount of tonnage for the year.....	247, 562, 597 lbs
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.....	48, 260 106
Pig iron.....	4, 990, 679
Other iron or castings.....	9, 859, 225
Iron and other ores.....	44, 587, 890
Lime and limestone and sandstone.....	2, 443, 804
Agricultural products.....	43, 386, 424
Merchandise.....	24, 747, 880
Manufactures.....	37, 233, 412

RAILROAD REPORT.

97

Live stock.....	4,390,365
Lumber.....	16,938,335
Other articles.....	10,674,477
Total.....	247,562,597

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

For first class through and way passengers—about..... 3/cents.

EXPENSES.

Maintaining the Road—Repairs of Machinery and Operating the Road.

Our classifications are so different from this, that I am unable to fill this blank with anything like accuracy. The aggregate of expenses, is..... \$320,931 17

Receipts.

From passengers.....	\$237,769 73
freight.....	194,580 32
mail transportation.,.....	6,300 00
Adams express.....	2,970 00
miscellaneous.....	18,720 68
Total.....	460,340 73

Summary of Payments.

For construction and equipment.....	\$118,757 02
maintaining and operating the road, and materials.....	202,174 15
dividends.....	81,118 25
interest.....	26,517 38
miscellaneous.....	12,545 55
surplus funds.....	20,084 14
Total.....	461,196 49

Total amount of sinking fund..... \$305,498 85

NOTE.—On the 31st May last, this company was consolidated with the Franklin railroad company, under the provisions of the act of Assembly of 16th March 1861.

7 RAILROAD REP.

CUMBERLAND VALLEY

Names and Residence of Officers.

Directors.	Post office address.
Frederick Watts	Carlisle, Pa.
Josiah Bacon	Philadelphia.
Thomas A. Scott	do.
Thomas A. Biddle	do.
John Hulme	do.
Wistar Morris	do.
D. O. Gehr	Chambersburg, Pa.
Thos. B. Kennedy	do.
J. H. Seymour	Hagerstown, Md.
D. N. Mahon	Carlisle, Pa.
Jno. B. Parker	do.
Frederick Watts, President	Carlisle, Pa.
E. M. Biddle, Secretary and Treasurer	do.
O. N. Lutz, Superintendent	Chambersburg, Pa.

CONNECTING.

OFFICE OF THE CONNECTING RAILWAY CO. }
Philadelphia, December 9, 1865. }

HON. ISAAC SLENKER, *Auditor General* :

DEAR SIR:—In reply to your circular, referring to the provisions of the act of 4th April, 1859, I have to inform you that the Connecting railway is now being constructed from Frankford to West Philadelphia, a distance of seven miles. It is expected that the road may be opened for traffic during the ensuing year.

The capital stock of the company is \$100,000, consisting of 2,000 shares of \$50 each. The amount of funded debt, at present, is \$600,000. The company has paid no dividends upon its stock.

The above comprises all the information desired by the inquiries in the blank form received from you, which I am able to furnish.

Very respectfully,

EDMUND SMITH,

Sec. and Treas. Connecting Railway Co.

The officers of the company are,

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia.
H. J. Lombaert.....	do.
Josiah Bacon.....	do.
Wistar Morris.....	do.
Joseph B. Myers.....	do.
Oliver W. Barnes.....	do.
J. Edgar Thomson, President.....	Philadelphia.

BELLEFONTE AND SNOW SHOE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared R. H. Downing, president, and Daniel Rhoads, treasurer, of the Bellefonte and Snow Shoe railroad 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)

R. H. DOWNING, *President.*

DANIEL RHOADS, *Treasurer.*

Affirmed and subscribed before me, this 1st day of December, 1865.

DAVID BEITLER,

Alderman and ex-officio J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$1,000,000 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.....	94,000 00
Total amount now of funded debt.....	99,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	8,089 85
Total amount now of floating and funded debt.....	107,089 85
Rate per cent. per annum of interest on funded debt.....	6 per cent.
No dividends declared.	
Number of shares of stock.....	20,000
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	<i>By last report.</i>	<i>By present report.</i>
Construction.....	\$311,821 37	\$321,385 40
Equipment.....	59,442 25	107,128 26
Total cost.....	<u>371,263 62</u>	<u>428,513 66</u>

RAILROAD REPORT.

101

Characteristics of Road.

Length of main line of road, from Bald Eagle Valley to Snow Shoe.....	21 miles.
Length of road laid.....	21 "
Length of sidings.....	12 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail on main track.....	45 pounds.
Branch roads owned by the company, and their length, one ; length.....	1½ miles.
Roads worked or leased by the company, one ; length.....	4 "
Number of engine houses and shops.....	3
Number of engines.....	4
Number of passenger cars, rated as eight wheel cars, (average cost of each \$1,500).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each \$700).....	3
Number of cars, rated as eight wheel cars, (average cost of each \$300).....	40
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet 4,680).....	11
Number of stone bridges.....	None.
Number of stations on main road.....	9
Number of wood and water stations on main road.....	3
Tunnels.....	None.
How is track laid, and on what foundation? On cross ties, two feet apart from centre to centre, partly on stone and partly on gravel ballast.	

Doings of the year in Transportation.

Number of through passengers for the year on main road..	7,780
Number of passengers (all classes) carried in cars.....	16,579
Gross amount of tonnage for the year.....	57,834
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	8
Weight of freight engines, 25 and 27 tons each.	

The amount of Freight, specifying the quantity in Tons.

Bituminous coal.....	51,881
Agricultural products.....	784
Merchandise.....	790

BELLEFONTE AND SNOW SHOE

Lumber.....	3,245
Other articles.....	1,134
Total.....	<u>57,834</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 "

The rate per Ton of (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile	14 cents.
through coal do..... do.....	4 "
lumber..... do..... do.....	5 "
local freight, same as through rates.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs, or maintenance of way, including buildings.....	\$16,949 86
Taxes on real estate.....	222 95
Total.....	<u>17,172 81</u>

Repairs of Machinery.

Repairs of engines and tenders	\$3,452 66
Repairs of passenger, freight and baggage cars.....	3,420 23
Repairs of tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	947 48
Total.....	<u>7,820 37</u>

Operating the Road.

Office expenses, stationery, &c.....	\$288 01
Agents and clerks.....	1,520 00
Labor—loading and unloading freight.....	595 25
Porters, watchmen and switch tenders, and wood and water station attendance.....	1,788 04
Conductors, baggage masters and brakemen.....	6,025 62
Engineers and firemen.....	4,277 63
Fuel and cost of preparing for use.....	2,072 84

RAILROAD REPORT.

Oil and waste for engines and tenders, passenger, baggage and freight cars.....	\$2,185 64
Loss and damage of goods and baggage.....	71 42
Damage to property, including damage by fire and cattle killed on road.....	85 00
General superintendence.....	2,000 00
Contingencies.....	1,496 62
Total.....	<u>22,356 07</u>

Receipts on Construction and Equipment Account.

From sale of bonds.....	\$5,000 00
other sources.....	52,250 04
Total.....	<u>57,250 04</u>

Receipts.

From passengers.....	\$8,097 31
freight.....	66,472 24
interest.....	817 40
miscellaneous.....	40,027 16
Total.....	<u>115,414 11</u>

Summary of Payments.

For construction and equipment.....	\$57,250 04
maintaining and operating the road.....	47,349 25
interest.....	5,629 41
miscellaneous.....	1,404 54
State tax on capital stock and tonnage.....	1,806 11
United States tax.....	1,974 76
Total.....	<u>115,414 11</u>

No accident of any kind resulting in any injury to any one.

NOTE.—The amount of interest on bonds of the company, paid in 1865, was \$5,790, the State tax on which, at 5 per centum, is \$289 50; which amount is herewith remitted to State Treasurer.

BELLEFONTE AND SNOW SHOE

Names and Residence of Officers.

Directors.	Post office address.
Richard H. Downing.....	Philadelphia.
Jacob P. Jones.....	do.
Francis C. Yarnall.....	do.
Wistar Morris.....	do.
M. T. Milliken.....	Bellefonte.
R. H. Downing, President, 1608 Market street.....	Philadelphia.
F. C. Yarnall, Secretary.....	do.
Daniel Rhoads, Treasurer.....	Bellefonte.
Daniel Rhoads, Superintendent.....	do.

CLEVELAND, PAINESVILLE AND ASHTABULA.

STATE OF OHIO, } ss:
Cuyahoga County, }

Personally appeared A. Stone, Jr., president, and George 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, to the best of their knowledge and belief.

(Signed)

A. STONE, Jr., *President.*

GEORGE B. ELY, *Treasurer.*

Sworn and subscribed before me, this 25th day of November, 1865.

NICHOLAS BARTLETT, *Notary Public.*

Stock and Debt.

Capital stock as authorized by law.....	\$5,000,000 00
Amount of stock subscribed.....	5,000,000 00
Amount paid in, as by last report.....	4,000,000 00
Total amount now paid in of capital stock.....	5,000,000 00
Funded debt, as per last report.....	1,501,000 00
Total amount now of funded debt.....	1,500,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,500,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
January 1, 1865, 5 per cent.; July 1, 1865, 5 per cent.	
cash and 25 per cent. in stock.	
Number of shares of stock.....	100,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$4,000,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$3,766,159 38	\$3,802,783 63
Equipment.....	937,686 15	986,337 49
Total cost.....	<u>4,703,845 53</u>	<u>4,789,121 12</u>

Characteristics of Road.

Length of main line of road, from Cleveland, Ohio, to Erie, Penn'a.....	95½ miles.
Length of road laid.....	95½ "
Length of double track of road.....	15½ "
Length of sidings.....	18½ "
Gauge of road.....	4 feet 10 in.
Weight of rail per yard on main track.....	57 pounds.
Branch roads owned by the company and their length, viz: (partly graded).....	1
Roads worked by the company.....	None.
Number of engine houses and shops.....	4
Number of engines.....	36
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,400).....	26
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,250).....	12
Number of freight and stock cars, rated as eight wheel cars, (average cost of each \$650).....	\$71
Number of coal cars, rated as eight wheel cars, (average cost of each \$500).....	110
Number of iron bridges, 1, total length in feet, 156; partly constructed, 1.	
Number of wooden bridges, (total length in feet, 1,880)...	4
Number of stone bridges, (total length in feet, 439).....	1
Number of railroads crossed.....	2
Number of stations 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—depots, shops and gravel pits.....	None.
No tunnels.	
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.....	257,812
Number of miles run by freight trains.....	301,149
Number of miles run by coal trains and wood trains.....	13,955
Number of through passengers for the year on main road...	299,360
Number of passengers (all classes) carried in cars	501,092

RAILROAD REPORT.

Number of tons of 2,000 lbs. of through freight for the year on main road.....	482, 723
Gross amount of tonnage for the year.....	597, 306
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.....	31
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	29 "

The amount of Freight, specifying the quantity in Tons.

Anthracite and bituminous coal.....	47, 169
Petroleum and other oils.....	6, 970
Railroad iron.....	4, 327
Other iron or castings, iron and other ores, (includes pig)...	19, 184
Agricultural products.....	119, 506
Merchandize, &c.....	121, 154
Manufactures.....	57, 411
Live stock.....	107, 525
Lumber, &c.....	17, 653
Other articles.....	96, 407
Total.....	<u>597, 306</u>

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

For first class through passengers.....	2 $\frac{1}{2}$ cents.
For first class way passengers.....	2 $\frac{3}{8}$ "
For second class through passengers.....	2 "

The rate per Ton (of 2,000 pounds) per mile, charged for Freight.

For through freight.....	2 $\frac{52}{100}$ cents.
For local freight.....	3 $\frac{54}{100}$ "
For local coal.....	1 $\frac{25}{100}$ "

EXPENSES.

	AMOUNT.	ALLOTTED TO.	
		Pass. transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$378,166 49	\$171,358 25	\$206,808 24
Taxes on real estate—State and Government taxes.....	146,034 84	66,152 44	79,882 40
Total.....	524,201 33	237,510 69	286,690 64
REPAIRS OF MACHINERY.			
Repairs of engines and tenders, tools and machinery in shops, &c	\$61,908 81	\$27,326 71	\$34,582 10
Repairs of passenger and baggage cars.....	28,595 32	28,595 32	.....
Repairs of freight cars.....	51,074 70	.....	51,074 70
Total	141,578 83	55,922 03	85,656 80

EXPENSES—CONTINUED.

	AMOUNT.	ALLOTTED TO.	
		Pass. transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$40,728 35	\$18,583 15	\$22,149 20
Agents and clerks.....	34,829 42	15,582 21	19,247 21
Labor—loading and unloading freight.....	55,532 78		55,532 78
Porters, watchmen and switch tenders.....	18,892 26	8,563 21	10,329 05
Wood and water station attendance.....	11,875 00	5,382 00	6,493 00
Conductors, baggage masters and brakemen.....	50,275 00	22,787 00	27,488 00
Engineers and firemen.....	25,300 00	11,823 00	13,478 00
Fuel and cost of preparing for use.....	120,098 04	54,430 04	65,668 00
Oil and waste for engines and tenders, passenger, baggage and freight cars..	21,801 79	9,771 34	12,030 45
Loss and damage of goods and baggage.....	10,752 64	5,017 28	5,735 36
Damages to property, including damage by fire, and cattle killed on road....	9,762 32	4,283 11	5,479 20
General superintendence.....	6,000 00	2,719 00	3,281 00
Contingencies, including repairs of bridges.....	139,034 05	63,017 05	76,017 00
Total.....	544,881 64	221,957 39	322,924 25

RAILROAD REPORT.

Receipts on Construction and Equipment Account.

Nothing.

Receipts.

From passengers.....	\$1,069,323 88
freight.....	1,125,502 72
mail transportation.....	21,600 00
use of freight cars, (balance due the company).....	19,610 01
interest.....	25,715 75
miscellaneous.....	97,470 50
Total.....	<u>2,359,222 86</u>

Summary of Payments.

For construction and equipment.....	\$35,375 59
maintaining and operating the road, and repairs cars and engines.....	1,064,626 96
dividends in cash.....	400,000 00
interest.....	105,000 00
surplus funds, (divided to the stockholders by the issues of new stock).....	608,185 47
State tax on capital stock and tonnage.....	46,246 15
United States tax.....	99,788 69
Total.....	<u>2,359,222 86</u>

Accidents.

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:

1864.

- Dec. 19. John Powers, carelessly walking on track, near Painesville, was struck by passenger train and killed.
- Dec. 20. Samuel Livingston (boy) was killed whilst attempting to get on a train whilst in motion, at Euclid station.
- Dec. 20. George S. Whitehall (employee) was killed by being run over by freight train in Erie yard.

1865.

- Apr. 1. Jacob Reeder (employee) fell from freight train at Fairview station, and was killed.
- Apr. 20. Abraham Dereamer was walking on track at Wickliff; was struck by express train and killed.

- June 3. Sarah Ann Hiddie, age about 10 years; playing on track in Cleveland; run over by freight train, and killed.
- July 30. Patrick Heslin was killed at Springfield station by being run over by passenger train; was intoxicated and lying upon the track.
- Sept. 9. ——— Murfey, (boy,) playing on the track in Cleveland yard, was run over by freight train and killed.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
A. Stone, Jr.....	Cleveland, Ohio.
S. Witt.....	do.
H. B. Payne.....	do.
F. M. Kelley.....	do.
William Collins.....	do.
George B. Ely.....	do.
H. E. Parsons.....	Ashtabula, Ohio.
James Miles.....	Miles Grove, Pa.
J. W. Wetmore.....	Erie, Pa.
William Gibson.....	Jamestown, Pa.
Hamilton White, (deceased).....	Syracuse, N. Y.
E. M. Gilbert.....	Utica, do.
C. C. Dennis.....	Auburn, do.
A. Stone, Jr., President..... Cleveland, O.	
George B. Ely, Secretary and Treasurer... do.	
Henry Nottingham, Superintendent..... do.	

CATAWISSA.

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

Personally appeared M. P. Hutchinson, vice president, and W. 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, to the best of their knowledge and belief.

(Signed)

M. P. HUTCHINSON, *Vice President.*

W. L. GILROY, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1865.

W. W. DOUGHERTY, *Alderman.*

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.....	284,000 00
Total amount now of funded debt.....	279,000 00
Rate per cent. per annum of interest on funded debt.....	6 ⁷⁷ / ₁₀₀ per cent.
Number of shares of stock, 44,000 preferred and 23,000 common.	
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost.....	<u>\$3,634,000 00</u>	<u>\$3,634,000 00</u>

Characteristics of Road.

Length of main line of road, from Milton to Little Schuylkill Junction.....	65 miles.
Length of road laid.....	65 "
Length of double track of road.....	None.
Length of sidings.....	4 miles.
Gauge of road.....	4 ft. 8 ¹ / ₂ in.
Weight of rail per yard on main track.....	56 pounds.

RAILROAD REPORT.

Branch roads owned by the company, and their length.....	2½ miles.
Roads worked or leased by the company.....	2
Number of engine houses and shops, 4 engine honages and 2 shops.	
Number of engines.....	21
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,600).....	9
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 525).....	342
Number of coal cars, rated as eight wheel cars, (average cost of each 375).....	67
Number of iron bridges.....	None.
Number of wooden bridges	11
Number of stone bridges	None.
Number of railroads crossed.....	2
Number of stations on main road.....	8
Number of wood and water stations on main road.....	11
Number of tunnels, (length of each 1,400, 200 and 400 feet) .	3
How is track laid, and on what foundation? On cross ties, laid on earth and stone ballast.	

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

Number of miles run by passenger trains.....	124,364
Number of miles run by freight trains.....	92,893
Number of miles run by coal trains.....	23,161
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour).....	20 miles.
Average rate of speed adopted by express trains, including stops.....	22 miles.
Average rate of speed adopted by freight trains, including stops.....	10 miles.

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	23,121
Bituminous coal:.....	4,256
Petroleum.....	10,241
Pig iron.....	10,433
Railroad iron.....	2,492
Lime and limestone.....	2,228

Agricultural products..... ..	4,291
Merchandise..... ..	4,867
Manufactures..... ..	8,250
Live stock..... ..	467
Lumber..... ..	53,271
Other articles..... ..	4,439
Total..... ..	<u>128,356</u>

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

Average rate of fare per passenger per mile..... 3⁵⁶/₁₀₀ cents.

The rate per Ton (of 2,000 pounds) per mile, charged for Freight.

For through freight, per ton per mile..... 3²⁵/₁₀₀ cents
 through coal..... ..do.....do..... 1²⁹/₁₀₀ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings \$27,364 31
 Taxes on real estate..... .. 4,410 00

Repairs of Machinery.

Repairs of engines and tenders..... .. 30,986 98
 Repairs of passenger and baggage cars..... .. 5,884 27
 Repairs of freight cars..... .. 20,801 14
 Repairs of tools and machinery in shops..... .. 5,182 11
 Incidental expenses, including oil, fuel, clerks, watchmen,
 &c., about shops..... .. 8,602 53

Operating the Road.

Office expenses, stationery, &c..... .. 4,276 87
 Agents and clerks..... .. 14,512 99
 Labor—loading and unloading freight..... .. 4,497 05
 Porters, watchmen and switch tenders..... .. 8,132 46
 Wood and water station attendance..... .. 2,275 31
 Conductors, baggage masters and brakemen..... .. 19,238 90
 Engineers and firemen..... .. 16,007 38

RAILROAD REPORT.

115.

Fuel and cost of preparing for use.....	\$35,609 06
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	9,657 89
Loss and damage of goods and baggage.....	1,246 87
General superintendence	2,500 00
Total.....	<u>220,636 12</u>

Receipts.

From passengers.....	\$113,885 84
freight.....	206,119 06
mail transportation.....	10,485 79
miscellaneous.....	39,732 64
Total.....	<u>370,223 33</u>

Summary of Payments.

For maintaining and operating the road.....	\$220,636 12
interest.....	20,800 00
State tax on capital stock and tonnage.....	2,102 91
United States tax	8,631 51
Total.....	<u>252,170 54</u>

Accidents.

EMPLOYEES—killed 1. OTHERS—killed 1. TOTAL—2 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, and the name of the person, as follows :

1865.

Jan. 15. Lawrence Carroll firemen, killed by engine No. 13 breaking flange of wheel on front truck, running off the track.

June 14. Hugh M'Elrath stepped on track, at Dewart, ahead of No. 14 extra passenger engine, and was killed instantly; engineer was running at the usual speed, whistled before he came around the curve at Dewart, and at intervals while passing Dewart.

CATAWISSA

Names and Residence of Officers.

Directors.	Post office address.
S. V. Merrick.....	Philadelphia.
James S. Cook.....	do.
M. P. Hutchinson.....	do.
Geoff Colket.....	do.
J. Taylor Johnston.....	New York.
Charles E. Paxton.....	Bloomsburg, Pa.
T. Haskins Du Puy, President.....	Philadelphia.
M. P. Hutchinson, Vice President and Secretary.....	do.
W. L. Gilroy, Treasurer.....	do.
George Webb, Superintendent.....	Williamsport, Pa.

SHAMOKIN VALLEY AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia City, } 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, to the best of their knowledge and belief.

(Signed)

JAMES S. BIDDLE, *President.*

GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, this 20th day of October, 1865.

SAMUEL L. CLEMENT, *Notary Public.*

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.....	700,000 00
Total amount now of funded debt.....	700,000 00
Total amount now of floating and funded debt.....	700,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
February, 2 per cent. ; August, 2 per cent.	
Number of shares of stock.....	17,389
Par value of each share.....	\$50 00
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 feet 8½ inches.
Weight of rail per yard on main track.....	60 pounds.

Doings of the Year.

Road leased to the Northern Central railroad company.

Summary of Payments.

Dividends.....	\$34,778 00
Interest.....	49,000 00
State tax and interest on funded debt.....	2,450 00
United States tax.....	1,738 90
Total.....	<u>87,966 90</u>

Names and Residence of Officers.

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

ATLANTIC AND GREAT WESTERN.

[NOTE.—Owing to the consolidation of the companies on the 1st of October, this report has been made for the *eleven* months, from October 31st, 1864, to October 1st, 1865, at which last date the company in Pennsylvania ceased to be operated as a distinct road]

STATE OF PENNSYLVANIA, }
Crawford County, } ss:

Personally appeared J. J. Shryock, president, and J. M. Dick, treasurer, of the Atlantic and Great Western railroad 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)

J. J. SHRYOCK, *President.*

J. M. DICK, *Treasurer.*

Sworn and subscribed before me, this 23d day of December, 1865.

J. H. LEWIS, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$8,000,000 00
Amount of stock subscribed.....	5,973,650 00
Amount paid in, as by last report.....	5,970,557 00
Total amount now paid in of capital stock.....	5,971,901 00
Funded debt, as per last report.....	3,935,900 00
Total amount now of funded debt.....	3,936,400 00
Floating debt, as by last report.....	40,879 51
The amount now of floating debt.....	596,753 50
Total amount now of floating and funded debt.....	4,533,153 50
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividends declared.	
Number of shares of stock issued.....	119,473
Par value of each share.....	\$50 00

Cost of Road and Equipment.

The construction and equipment accounts with the contractors are not fully closed, and we are unable to give the exact cost.

Characteristics of Road.

Length of main line of road, from State line of New York to Orangeville.....	93 miles.
Length of road laid.....	93 "
Length of double track of road.....	None.
Length of sidings: (Main line 16.27, Franklin branch 5.21,)	21.48 miles.
Gauge of road.....	6 feet.
Branch roads owned by the company and their length, viz:	
Franklin branch, Meadville to Oil City.....	32½ miles.
Number of engine houses and shops.....	6
Number of engines.....	24
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$4,500).....	4
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,100).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each \$800).....	406
Number of coal cars, rated as eight wheel cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (Howe truss).....	1,761
Number of stone bridges.....	None.
Number of railroads crossed.....	3
Number of stations on main road.....	19
Number of wood and water stations on main road: (Main line, 7 wood sheds, 11 tanks; Franklin branch, 1 wood shed, 3 tanks).....	22
Value of real estate held by the company, exclusive of road way.....	\$8,743 98
No tunnels.	
How is track laid, and on what foundation? Rails 56 lbs. to yard, 14 lb. chairs at joints and ties, averaging about 2 feet from centre to centre, and ballasted.	

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

Number of miles run by passenger trains.....	693,759
Number of miles run by freight and coal trains.....	2,362,616
Number of passengers (all classes) carried in cars.....	324,242
Gross amount of tonnage for the year.....	265,886
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	25

RAILROAD REPORT.

121

Average rate of speed adopted by express trains, (including stops).....	22
Average rate of speed adopted by freight trains, (including stops).....	10
Weight of first class passenger engines.....	37 tons.
Weight of freight engines.....	33 to 37 tons.

The amount of Freight, specifying the quantity in Tons.

Lumber.....	14, 524
Other products of the forest.....	3, 481
Live stock.....	1, 765
Other products of animals.....	7, 258
Vegetable food.....	15, 068
Other agricultural products.....	4, 537
Manufactures.....	28, 942
Merchandise.....	17, 592
Coal.....	60, 654
Oil.....	96, 825
Iron and other ores.....	50
Miscellaneous.....	15, 190
Total.....	<u><u>265, 886</u></u>

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

For first class through passengers.....	3 cents.
first class way passengers.....	3½ "
second class through passengers.....	No rate.
second class way passengers.....	"

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight, per ton per mile.....	5 cents.
through coal.....do.....do.....	3 "
local freight.....do.....do.....	5 "
local coal.....do.....do.....	3 "

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$228,712 21	\$68,613 84	\$160,098 97
Taxes on real estate and internal revenue taxes.	26,787 95	8,036 38	18,751 57
Total	255,500 16	76,650 22	178,850 54
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$60,599 11	\$18,179 73	\$42,419 38
Repairs of passenger and baggage cars.....	20,864 03	6,259 20	14,604 83
Repairs of freight cars.....	51,452 57	15,435 77	36,016 80
Repairs of tools and machinery in shops	5,126 27	1,537 88	3,588 39
Incidental expenses, including oil, fuel, clerks, watchmen, &c , about shops,	17,383 78	5,215 13	12,168 65
Total	155,425 76	46,627 71	108,798 05

EXPENSES—CONTINUED.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$30,143 53	\$9,043 05	\$21,100 48
Agents and clerks.....	37,744 96	11,323 48	26,421 48
Labor—loading and unloading freight.....	20,364 45	6,109 33	14,255 12
Porters, watchmen and switch tenders	19,135 97	5,740 79	13,395 18
Wood and water station attendance.....	9,717 30	2,915 19	6,802 11
Conductors, baggage masters and brakemen.....	64,410 59	19,323 17	45,087 42
Engineers and firemen	57,991 37	17,397 41	40,593 96
Fuel and cost of preparing for use	83,425 78	25,027 73	58,398 05
Oil and waste for engines and tenders, passenger, baggage and freight cars,	25,821 28	7,746 38	18,074 90
Loss and damage of goods and baggage.....	14,933 06	4,479 91	10,453 15
Rents paid.....	3,063 37	919 01	2,144 36
Expenses operating telegraph.....	14,043 85	4,213 15	9,830 70
Damages to property, including damage by fire, and cattle killed on road....	4,764 31	1,429 29	3,335 02
General superintendence	36,333 50	10,900 05	25,433 45
Contingencies.....	49,060 29	14,718 08	34,342 21
Total.....	470,953 61	141,286 02	329,667 59

ATLANTIC AND GREAT WESTERN

Receipts on Construction and Equipment Account.

Our account with the trustees not having been settled as yet, it is impossible to give the required information.

Receipts.

From passengers and mail transportation.....	\$424, 774 94
freight.....	1, 005, 410 57
use of freight and passenger cars.....	30, 378 42
miscellaneous.....	714 16
Total.....	<u>1, 461, 278 09</u>

Summary of Payments.

For construction and equipment, unsettled with contractor.	
maintaining and operating the road.....	\$881, 879 53
interest, (all payments having been made by the contractor, and included in account with him).....	None.
miscellaneous, surplus funds, State tax on capital stock and tonnage, and United States tax, included in expenses above.	

Accidents.

EMPLOYEES—6 killed; 2 injured. OTHERS—5 killed; 1 injured. TOTAL—11 killed; 3 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:

1864.

- Oct. 6. Miles Clark, brakeman, fell from freight train, one mile west of Meadville; instantly killed.
- Nov. 12. Thos. Brick, citizen, lying on track, near Greenville, was run over by freight train, and instantly killed.
- Dec. 20. A man, name unknown, lying on track, three miles east of Union, was killed by passenger train.

1865.

- Jan. 26. Wm. Caulkins, a brakeman on freight train, had two fingers crushed, while coupling cars, at Meadville.
- Feb. 1. John Welsh, employed on gravel train, was found dead and badly mangled, near Adamsville; probably run over by some night train.

- Feb. 3. John Miller, a citizen, walking on track, two miles west of Evansburg, was struck by a passenger train; right arm broken, and internally injured.
- Feb. 28. Edwin Stanford, while attempting to climb over a train, at Meadville, slipped and fell under the train, and was instantly killed.
- Mar. 6. Robert Farrell, a car repairer, at Franklin, was pressed between two cars, and instantly killed, while attempting to remove a broken draw-head from a train standing at the station.
- May 16. Clark Young, a brakeman on freight train, was instantly killed, while coupling cars, at Corry.
- May 6. A man, name unknown, found dead on track, one mile west of Shaw's; probably fell from train.
- July 14. Sheldon Hurlbut, a freight brakeman, fell from train, near Cambridge, and was instantly killed.
- Sept. 2. John Riker, a switchmen in Franklin yard, attempting to get on switch engine, fell, and both legs were cut off by the engine passing over him.
- Sept. 4. A lady, name unknown, was instantly killed, at Reno, while attempting to cross the track ahead of passenger train.
- Sept. 8. Jacob Greenleaf, a citizen, while walking on the track, near Saegertown, was struck by a freight train, and instantly killed.

Names and Residence of Officers.

Directors.	Post office address.
J. J. Shryock.....	Meadville, Pa.
S. S. L'Hommedieu.....	Cincinnati, Ohio.
G. Church.....	Meadville, Pa.
J. H. R. Rose.....	Cleveland, Ohio.
M. Kent.....	Kent, Ohio.
A. W. Mumford.....	Meadville, Pa.
Samuel Wann.....	New York.
C. V. Culver.....	Franklin, Pa.
John Dick.....	Meadville, Pa.
William Thorp.....	do.
G. A. Bittenbanner.....	Greenville, Pa.
W. G. Hamilton.....	New York.
T. H. Du Puy.....	Philadelphia, Pa.
J. J. Shryock, President.....	Meadville, Pa.
J. C. Calhoun, Secretary.....	do.
J. M. Dick, Treasurer.....	do.
D. M'Laren, Superintendent.....	do.

CROSS CUT.

CORRY, *December 23, 1865.*HON. ISAAC SLENKER, *Auditor General:*

DEAR SIR:—On the 30th October, ult., the day to which the required report reaches, there was no work done on the Cross Cut railroad. Some of the surveys had been made, but location not fully settled. I hope to be able to give you a satisfactory report of the road next year, if we succeed in getting it built. Nothing noteworthy could be reported now.

Yours, very respectfully,

T. STRUTHERS,

President Cross Cut Railroad Company.

CATASAUQUA AND FOGELSVILLE.

STATE OF PENNSYLVANIA, } ss:
Lehigh County, }

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

(Signed)

JOSHUA HUNT, *President.*

JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this 29th day of December, 1865.

H. CLAY HAMERSLY, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$332,275 00
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 and rate per cent. per annum of dividend or dividends:	
1862.....	6 per cent.
Number of shares of stock.....	13,291
Par value of each share.....	\$25 00
Amount of capital on which the respective dividends were declared	\$332,275 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction, (\$570,215 60).....	\$332,275 00	\$237,940 60

Characteristics of Road.

Length of main line of road, from Catasaquua to Rittenhouse	
Gap.....	20 miles.
Length of road laid.....	20 "
Length of sidings.....	4 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track... 15 miles, 50 lbs.; 5 miles, 57 lbs.	
Number of engine houses and shops.....	2
Number of engines.....	4

CATASAUQUA AND FOGELSVILLE

Number of first class passenger cars, rated as eight wheel cars, (cost \$4,000).....	1
Number of baggage, mail and express cars, rated as eight wheel cars, (cost \$2,000).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$1,200).....	16
Number of ore cars, rated as eight wheel cars, (average cost of each \$1,000)	150
Number of iron bridges, (total length in feet, 1,220).....	4
Number of wooden bridges, (total length in feet, 16).....	1
Number of stone bridges, (total length in feet, 40).....	2
Number of railroads crossed	1
Number of stations on main road	10
Number of wood and water stations on main road : 1 coal and 4 water stations.	
Value of real estate held by the company, exclusive of roadway, Tunnels.....	\$20,000 00 None.
How is track laid, and on what foundation ?	15 miles cinder and 5 miles broken stone.

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

Number of miles run by passenger trains.....	15,024
Number of miles run by freight and coal trains.....	19,826
Gross amount of tonnage for the year.....	112,125 ¹ / ₈
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	12

The amount of Freight, specifying the quantity in Tons.

Anthracite coal, (of 2,240 pounds).....	7,286 ¹ / ₈
Bituminous coal.....do.....	2,035 ¹ / ₈
Pig iron.....do.....	145 ¹ / ₈
Other iron or castings..do.....	145 ¹ / ₈
Iron and other ores.....do.....	79,251 ¹ / ₈
Lime and limestone.....do.....	20,894 ⁷ / ₈
Agricultural products, (of 2,000 pounds).....	2,006 ¹ / ₈
Merchandise.....do.....	43 ¹ / ₈
Manufactures.....do.....	22 ¹ / ₈
Live stock.....do.....	53 ¹ / ₈
Lumber.....do.....	136 ¹ / ₈
Other articles.....do.....	103 ¹ / ₈
Total.....	<u>112,125¹/₈</u>

RAILROAD REPORT.

129

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 "

The rate per Ton (of 2,240 pounds) per mile charged for Freight.

For through freight.....	5 cents.
For through coal.....	5 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$10,868 34
Taxes on real estate.....	1,592.95

Repairs of Machinery.

Repairs of engines and tenders.....	7,176 68
Repairs of passenger and baggage cars, freight cars and new tools and machinery in shops.....	4,076 00

Operating the Road.

Office expenses, stationery, &c., agents and clerks, labor, loading and unloading freight.....	2,188 17
Wood and water station attendance.....	480 00
Conductors, baggage masters and brakemen, engineers and firemen.....	7,339 55
Fuel and cost of preparing for use.....	7,963 97
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,032 10
Use of freight cars.....	464 77
General superintendence.....	<u>2,000 00</u>

Receipts on Construction and Equipment Account.

From stockholders.....	332,275 00
other sources	237,940 60
Total.....	<u>570,215 60</u>

CATASAUQUA AND FOGELSVILLE

Receipts.

From passengers.....*	\$2,267 00
freight.....	53,054 97
Total.. ..	<u>55,321 97</u>

Summary of Payments.

For State tax on capital stock and tonnage.....	\$3,070 05
United States tax.....	1,323 41

No accidents.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
David Thomas.....	Catasauqua, Pa.
A. G. Richey.....	Trenton, N. J.
John T. Knight.....	Easton, Pa.
E. S. Chidsey.....	do.
John Drake.....	do.
Samuel Thomas.....	Hokendauqua, Pa.
Alexander Hazard.....	Philadelphia, Pa.
Theodore Mitchell.....	do.
Thomas Earp, Jr.....	do.
John Thomas.....	Catasauqua, Pa.
Joshua Hunt, President.....	Catasauqua, Pa.
John Williams, Secretary and Treasurer.....	do.
John Thomas, Superintendent.....	do.

ERIE AND PITTSBURG.

STATE OF PENNSYLVANIA, } ss:
Erie County,

Personally appeared William L. Scott, president, and D. W. Fitch, 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, to the best of their knowledge and belief.

(Signed)

WM. L. SCOTT, *President.*

D. W. FITCH, *Treasurer.*

Sworn and subscribed before me, this 29th day of November, 1865.

T. CURTZE, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed	1,000,000 00
Amount paid in, as by last report.....	256,500 00
Total amount now paid in of capital stock.....	664,300 00
Funded debt, as per last report.....	900,000 00
Total amount now of funded debt	1,250,000 00
Floating debt, as by last report.....	637,886 58
The amount now of floating debt.....	900,000 00
Total amount now of floating and funded debt	1,550,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividend declared.	
Number of shares of stock.....	20,000
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,588,877 76	\$1,696,920 99
Equipment.....	192,508 82	477,015 98
Total cost.....	<u>1,781,386 58</u>	<u>2,173,936 97</u>

Characteristics of Road.

Length of main line of road, from Girard, Pa., to New Castle, Pa.....	81 miles.
Length of road laid.....	81 "

Length of double track of road	None.
Length of sidings.....	4 $\frac{1}{2}$ miles.
Gauge of road.....	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company and their length, viz:	
Branch of two miles from junction C. P. and A. R. R., near Erie, to Erie dock on Lake Erie.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	6
Number of engines.....	13
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,500).....	11
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,000).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each \$600).....	31
Number of coal cars, rated as eight wheel cars, (average cost of each \$800).....	316
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,155).....	10
Number of stone bridges.....	None.
Number of railroads crossed.....	3
Number of stations on main road.....	12
Number of wood and water stations on main road.....	6
Value of real estate held by the company, exclusive of road way.....	\$100,000 00
No tunnels.	
How is track laid, and on what foundation? Cross ties and gravel.	

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

Number of miles run by passenger trains.....	65,626
Number of miles run by freight and coal trains.....	110,406
Gross amount of tonnage for the year—estimated at.....	120,000
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).....	10
Weight of first class passenger engines.....	60,000 lbs.
Weight of freight engines.....	64,000 "

ERIE AND PITTSBURG

Accidents.

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

The following is a statement of the accidents, and the cause and extent of the injuries inflicted :

Three brakemen slightly injured ; one by train running off track, and two while engaged in coupling cars ; both recovered. Two brakemen killed by falling off or being knocked off train.

Names and Residence of Officers.

Directors.	Post office address.
W. L. Scott.....	Erie, Pa.
John Hearn.....	do.
V. M. Thompson.....	do.
John P. Vincent.....	do.
Dean Richmond.....	Batavia, N. Y.
John F. Tracy.....	Chicago, Ill.
James Pierce.....	Sharpsville, Pa.
W. L. Scott, President.....	Erie, Pa.
D. W. Fitch, Secretary and Treasurer.....	do.
J. L. Grant, Superintendent.....	Buffalo, N. Y.

DELAWARE AND HUDSON CANAL AND RAILROAD.

STATE OF NEW YORK, } ss:
 New York County, }

Personally appeared Robert Soutter, vice president, and Isaac N. Seymour, treasurer, of the Delaware and Hudson canal and railroad 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)

ROBERT SOUTTER, *Vice President.*

I. N. SEYMOUR, *Treasurer.*

Sworn and subscribed before me, this 28th day of December, 1865.

A. L. SMITH, *Notary Public New York city.*

Stock and Debt.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$10,000,000 00
Amount paid in, as by last report.....	8,750,000 00
Total amount now paid in of capital stock.....	10,000,000 00
No railroad debt of any kind.	
Date and rate per cent. per annum of dividend or dividends: February and August, 10 per cent.	
Number of shares of stock.....	100,000
Par value of each share.....	\$100 00
Amount of capital on which the respective dividends were declared: \$8,750,000 in February, and \$10,000,000 in August.	

Cost of Road and Equipment.

Construction.....	\$1,710,452 57
Equipment.....	285,590 00
Total cost.....	<u>1,996,042 57</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 of road.....	30 "
Length of sidings—about.....	4 "

Gauge of road.....	4 feet 3 in.
Weight of rail per yard on main track.....	40 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 1 locomotive house and 3 shops.	
Number of engines: 4 locomotives, 22 stationary, 4 gravity and 1 water.	
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,000).....	8
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$700).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each \$300)—80 flat, 17 house.	
Number of coal cars, rated as eight wheel cars, (average cost of each \$180).....	2, 050
Number of iron bridges.....	None.
Number of wooden bridges.....	12
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	6
Number of wood and water stations on main road, (burn anthracite coal exclusively).....	2
No tunnels.	
How is track laid, and on what foundation? Wooden ties, earth and gravel foundation.	

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

Number of miles run by passenger trains.....	21, 216
Number of miles run by freight trains.....	19, 800
Our coal is moved on inclined plains, but not in trains. We have moved a tonnage of, say, 750,000 during the year, an average distance of, say, 24 miles.)	
Number of through passengers for the year on main road...	20, 017
Number of passengers (all classes) carried in cars..	73, 850
Number of tons of 2,000 lbs. through freight for the year on main road.....	808, 572
Gross amount of tennage for the year.....	\$19, 510
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	16
Average rate of speed adopted by express trains, including	

RAILROAD REPORT.

137

stops.....	16
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	17 tons.
Weight of freight engines.....	15 to 20 "

*The amount of Freight, specifying the quantity in Tons. **

Anthracite coal.....	808,572
Other articles.....	10,938
Total.....	<u>819,510</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.....	3¼ "

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight.....	12 cents.
For through coal; none carried but our own.	
For local freight.....	12 to 14 cents.
For local coal; none carried.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Total.....	<u>\$114,182 86</u>
------------	---------------------

Repairs of Machinery.

Repairs of engines and tenders, passenger, baggage and freight cars.....	\$126,826 01
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops...	124,598 00
Total.....	<u>251,424 01</u>

Operating the Road.

Total.....	<u>\$165,065 74</u>
------------	---------------------

Receipts.

From passengers.....	\$30,588 90
freight.....	<u>4,774 60</u>

Summary of Payments.

For construction and equipment.....	\$57,940 17
maintaining and operating the road.....	590,672 60

For dividends, interest, miscellaneous, surplus fund, State tax on capital stock and tonnage and United States tax. These items are all applied, generally, to the canal, railroad and coal accounts of the company. None specially to the railroad.

Accidents.

EMPLOYEES—killed, 3; injured, 4. **OTHERS**—killed, 1. **TOTAL**—killed, 4; injured, 4.

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:

1864.

- Nov. 8. Thomas Clark, car runner, killed by being drawn under the cars, while unhooking at plane 17.
- Nov. 8. John Killaday, laborer, fell under the cars at Weymart, had leg crushed.

1865.

- May 10. Peter Loftus, foreman, run over by cars at plane No. 4, and had his leg crushed.
- May 17. A. Taylor, runner, fell into the shieve pit at foot of plane No. 1; leg amputated.
- June 16. Frank Hurley, run over by coal cars, foot of plane 2; died from injuries.
- June 17. — O'Harra, brakeman, run over by cars at foot of plane F; leg broken.
- June 29. James Moran, track repairer, killed; run over by cars on plane No. 8.
- Sept. 27. Lyons Branch, killed while walking on track; trains moving upon both tracks.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
William S. Herriman	New York city.
Charles N. Talbot	do.
Edward J. Woolsey	do.
George Talbot Olyphant	do.
Robert Ray	do.
Samuel B. Schieffelin	do.
Ablet A. Low	do.
Robert L. Kennedy	do.
James M. Halsted	do.
Lebrand B. Cannon	do.
John L. Aspinwall	do.
John J. Crane	do.
James M. Taylor	do.
George Talbot Olyphant, President	New York city.
James C. Haltt, Secretary	do.
Isaac N. Seymour, Treasurer	do.
Thomas Dickson, Superintendent	Scranton, Pa.

EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, } ss:
 Berks County, }

Personally appeared Edward M. Clymer, president, and Wm. 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, to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

WM. M. HIESTER, *Treasurer.*

Sworn and subscribed before me, this 1st day of November, 1865.

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	604,190 00
Total amount now paid in of capital stock	604,400 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.....	8,299 19
The amount now of floating debt.....	44,888 30
Total amount now of floating and funded debt.....	643,288 30
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Dividends.....	None.
Number of shares of stock.....	14,000*
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,259,154 44	\$1,273,765 42
Equipment.....	132,945 95	161,588 54
Total cost.....	<u>1,392,100 39</u>	<u>1,435,353 96</u>

Characteristics of Road.

Length of main line of road, from Reading to Allentown.....	36 miles.
Length of road laid.....	36 "

RAILROAD REPORT.

141

Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	52 & 57 lbs.
Number of engine houses and shops.....	3
Number of engines.....	9
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,300).....	6
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,525)	4
Number of freight cars, rated as eight wheel cars, (average cost of each \$580).....	84
Number of coal cars, (rated as eight wheel cars).....	None.
Number of iron bridges, (total length in feet 19).....	1
Number of wooden bridges, (total length in feet 80).....	2
Number of stone bridges, (total length in feet 190).....	10
Number of railroads crossed.	None.
Number of stations on main road.....	13
Number of wood and water stations on main road.....	5
How is track laid, and on what foundation? 10 inch broken stone ballast, 8 feet ties.	

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

Number of miles run by passenger trains.....	95,488
Number of miles run by freight trains... ..	65,996
Number of through passengers for the year on main road... ..	82,297½
Number of passengers (all classes) carried in cars.....	208,162
Number of tons of 2,000 lbs. of through freight for the year on main road	50,754
Gross amount of tonnage for the year, (net tons).....	242,790
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	21½
Average rate of speed adopted by express trains, including stops.....	30
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines.....	22
Weight of freight engines.....	24 & 30

The amount of Freight, specifying the quantity in Tons, (net.)

Anthracite coal.....	19,982
Bituminous coal.....	6,992
Pig iron, railroad iron and other iron or castings.....	25,433

Iron and other ores	113,443
Agricultural products	11,980
Merchandise and manufactures	25,276
Live stock	31,551
Lumber	8,183
Total	<u>242,790</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 and tax	3 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$52,355 77
Total	<u>52,355 77</u>

Repairs of Machinery.

Repairs of engines and tenders	\$11,841 66
Repairs of passenger and baggage cars	3,669 29
Repairs of freight cars	7,188 98
Repairs of tools and machinery in shops.....	1,018 77
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,045 56
Total	<u>24,764 26</u>

Operating the Road.

Office expenses, stationery, &c.	\$3,966 14
Agents and clerks	12,451 35
Labor—loading and unloading freight.....	1,634 95
Porters, watchmen and switch tenders.....	1,268 98
Conductors, baggage masters and brakemen.....	11,778 49
Engineers and firemen	12,509 03
Fuel and cost of preparing for use	26,803 87
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,989 39
Loss and damage of goods and baggage	1,357 41

RAILROAD REPORT.

143

Use of freight cars, and passengers.....	\$7,682 20
Damages to property, including damage by fire, and cattle killed on road.....	95 64
General superintendence.....	7,025 00
Contingencies.....	8,993 47
Total	102,550 92

Total expenses..... \$179,630 95

Receipts on Construction and Equipment Account

From stockholders..... \$210 00

Receipts.

From passengers.....	\$160,172 09
freight.....	211,141 42
mail transportation.....	1,800 00
miscellaneous.....	7,829 47
Total.....	380,742 98

Accidents.

KILLED—employees.....	3
others	2
Total.....	5
INJURED—passengers.....	2
employees.....	3
others	2
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 each person, and the name of such person, as follows :

- Dec. 3. Absalom Grim, killed; run over by passenger train; supposed to have been lying across the track, intoxicated, near Bower's station.
- Jan. 24. Emamuel Gottschall, killed near Millerstown; slipped and fell on rails.

- Feb. 28. Adam Ripple, killed near Alburdis; was struck by overhead bridge.
- Sept. 6.th Elias Bleiler, killed near Alburdis; car crushed him.
- Sept. 9. Augustus Hafer, (boy,) killed near Reading; engine run over him.
- Mar. 21. Martin Yonson and Wm. Rowe, injured near Chapel ridge, in passenger train collision.
- May 23. Jonathan Breining and John Geissinger, slightly injured near Alburdis, by endeavoring to drive across the track while train was approaching.
- Sept. 14. Mahlon Zerby, thumb cut off, near Reading, while coupling cars.
- Aug. 21. Solomon Quintar, injured near Allentown; run into by freight train while on hand lever car.

Names and Residence of Officers.

Directors.	Post office address.
W. H. Clymer	Reading, Pa.
George E. Clymer.....	do.
George R. Frill	do.
Isaac Ely.....	Malden Creek, Pa.
Horatio Trexler.....	Reading, Pa.
Diller Luther	do.
Charles H. Hunter.....	do.
E. K. Alburdis	New York city.
E. M. Clymer, President.....	Reading, Pa.
William M. Hiester, Secretary and Treasurer.....	do.
C. Stolz, Superintendent.....	do.

HAZLETON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin Peale, president, and Alexander G. Gaw, treasurer, of the Hazleton railroad 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)

FRANKLIN PEALE, *President.*

ALEX. G. GAW, *Treasurer.*

Affirmed and subscribed before me, this 29th day of December, 1865.

W. W. DOUGHERTY, *Alderman.*

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
Total amount now of floating and funded debt.....	150, 000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends,	10 per cent.
Number of shares of stock.....	32, 300
Par value of each share.....	\$50 00
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 to Penn Haven,	14 miles.
Length of road laid.....	14 "
Length of double track of road.....	8 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 and 57 lbs.
Branch roads owned by the company and their length, viz:	
Clifton branch, 4 miles.	

The amount of Freight, specifying the quantity in Tons.

Anthracite coal, (tons of 2,240 lbs.).....	852, 659
--	----------

HAZLETON

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings—estimate.....	\$55,000 00
Taxes on real estate—estimate.....	7,000 00

Summary of Payments.

For dividends.....	161,500 00
interest.....	9,000 00

Names and Residence of Officers.

Directors.	Post office address.
Franklin Peale.....	Philadelphia.
Benjamin Davis.....	do.
J. Gillingham Fell.....	do.
Jesse R. Burden.....	do.
Edward Roberts.....	do.
William A. Ingham.....	do.
Clement A. Finley.....	do.
Francis Jenkins.....	New York.
Franklin Peale, President.....	Philadelphia.
Alex. G. Gaw, Secretary and Treasurer.....	do.
Ario Pardee, Superintendent.....	Hazleton.

JUNCTION.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

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, to the best of their knowledge and belief.

(Signed)

J. EDGAR THOMSON, *President.*

CHARLES E. SMITH, *Treasurer.*

Sworn and subscribed before me, this 5th day of January, 1866.

W. W. DOUGHERTY, *Alderman.*

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.....	26,250 00
Total amount now paid in of capital stock.....	26,250 00
Funded debt, as per last report.....	450,000 00
Total amount now of funded debt.....	535,000 00
The amount now of floating debt.....	144,904 09
Total amount now of floating and funded debt.....	679,904 09
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.....	\$322,433 14	\$539,794 30
Real estate.....	20,142 35	31,563 39
Land damages, &c.....	118,048 15	128,719 90
Engineering and agencies.....	10,423 30	15,654 22
Total cost.....	471,046 94	715,731 81

Characteristics of Road.

Length of main line of road, from Belmont to Gray's Ferry...	4, ⁵² / ₁₀₀ miles.
Length of road laid, (single track, including sidings).....	5 "
Gauge of road.....	4 feet 8 ¹ / ₂ in.

Weight of rail per yard on main track.....	67 pounds.
Number of iron bridges, (total length in feet 445).....	6
Number of railroads crossed, (Penn'a railroad and West Chester and Philadelphia railroad)....	2
Number of tunnels, (length 750 feet).....	1
How is track laid and on what foundation? Cross ties on broken stone ballast.	

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

Accounts are not kept to show these items.

Receipts on Construction and Equipment Account.

From sale of bonds.....	<u>\$85,000 00</u>
-------------------------	--------------------

Receipts.

From passengers.....	\$26,285 59
freight.....	19,844 17
interest and premium bonds.....	3,037 15
Total.....	<u>49,166 91</u>

Summary of Payments.

For construction and equipment.....	\$217,361 16
maintaining and operating the road.....	14,403 62
interest.....	27,420 00
State tax on capital stock, (the tonnage tax for tonnage passing over this road is paid by other companies)....	78 75
Total.....	<u>259,263 53</u>

Names and Residence of Officers.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Charles E. Smith.....	do.
Isaac Henckley.....	do.
Asa Whitney.....	do.
J. Edgar Thomson, President.....	Philadelphia.
Jos. Lesley, Secretary.....	do.
Charles E. Smith, Treasurer.....	do.
G. C. Francisus, Superintendent.....	do.

LORBERRY CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } as:

Personally appeared Charles E. Smith, president, and S. 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, to the best of their knowledge and belief.

(Signed)

CHARLES E. SMITH *President.*

S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this 16th day of December, 1865.

W. W. DOUGHERTY, *Alderman.*

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.
Total amount now of floating and funded debt.....	30,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Dividends.....	None.
Number of shares of stock.....	1,041
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost.....	\$82,050 00	\$82,050 00

Characteristics of Road.

Length of main line of road, from Swatara creek to Lorberry mines.....	5½ miles
Length of road laid.....	5½ "
Length of sidings.....	1 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.

LORBERRY CREEK

Branch roads owned by the company and their length, viz :

Panther Head branch..... 1 mile.

The rolling stock used on this road is owned by the Philadelphia and Reading railroad company.

How is track laid and on what foundation? Graded surface, without ballast.

Doings of the Year in Transportation, Receipts and Payments.

This road is operated by the Philadelphia and Reading railroad company, and the tonnage, receipts and payments will be included in their return.

Names and Residence of Officers.

Directors.	Post office address.
S. M. Felton.....	Philadelphia.
H. Pratt M'Kean.....	do.
A. E. Borle	do.
Robert B. Cabeen.....	do.
J. B. Lippincott.....	do.
Moses Taylor.....	New York.
Charles E. Smith, President.....	Philadelphia.
William H. Webb, Secretary.....	do.
S. Bradford, Treasurer.....	do.
G. A. Nicolls, Superintendent.....	Reading.

MAHANAY AND BROAD MOUNTAIN.

STATE OF PENNSYLVANIA, } ss:
Philadelphia City,

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, to the best of their knowledge and belief.

(Signed)

CHARLES E. SMITH, *President.*

CHARLES C. BROCK, *Treasurer.*

Sworn and subscribed before me, this 30th day of December, 1865.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$924,650 00
Amount paid in, as by last report.....	704,915 00
Total amount now paid in of capital stock.....	921,615 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
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock.....	18,493
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$948,789 32	\$1,166,698 66

Characteristics of Road.

Length of main line of road, from Mill Creek Junction to Locustdale.....	12½ miles.
Length of road laid.....	52½ "
Length of double track of road.....	40 "
Gauge of road.....	4 ft. 8½ in.

Weight of rail per yard on main track.....	62, 64, 68 lbs.
Branch road owned by the company, (length 19 miles).....	3
Number of engine houses and shops.....	7
Number of iron bridges.....	11
Number of wooden bridges.....	13
Number of stone bridges, (arch culverts).....	7
Number of stations on main road.....	4
Number of wood and water stations on main road.....	5
Value of real estate held by the company, exclusive of road way.....	\$58,787 00
How is track laid, and on what foundation? Cross ties, broken stone, coal dirt sub-grade.	

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

Accounts not kept to show these items. Road operated by Philadelphia and Reading railroad company.

EXPENSES.

Maintaining and Operating the Road.

Accounts not kept to show these items. Road operated by Philadelphia and Reading railroad company.

Names and Residence of Officers.

Directors.	Post office address.
A. E. Borie	Philadelphia.
H. P. M'Kean.....	do.
S. M. Felton.....	do.
R. B. Cabeen.....	do.
J. B. Lippincott.....	do.
Moses Taylor.....	New York.
Charles E. Smith, President.....	Philadelphia.
Charles C. Brock, Secretary and Treasurer.....	do.
Charles E. Byers, Chief Eng. and Superintendent, Mahanoy Plane, Schuylkill co.	

LACKAWANNA AND BLOOMSBURG.

STATE OF PENNSYLVANIA, }
Luzerne County, } 88:

Personally appeared James Archbald, president, and John P. Ilsley, 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, to the best of their knowledge and belief.

(Signed)

JAMES ARCHBALD, *President.*

JOHN P. ILSLEY, *Treasurer.*

Sworn and subscribed before me, this 3d day of January, 1866.

P. J. CONYM, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,900,000 00
Amount of stock subscribed.....	1,835,000 00
Amount paid in, as by last report.....	1,835,000 00
Total amount now paid in of capital stock.....	1,835,000 00
Funded debt, as per last report.....	2,024,578 00
Total amount now of funded debt.....	2,276,725 00
Floating debt, as by last report.....	149,014 14
The amount now of floating debt.....	121,408 73
Total amount now of floating and funded debt.....	2,398,133 73
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividends declared.	
Number of shares of stock.....	26,700
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$3,160,403 51	\$3,735,612 94
Equipment.....	465,405 89	40,714 24
Total cost.....	<u>3,625,809 40</u>	<u>3,776,327 18</u>

Characteristics of Road.

Length of main line of road, from Scranton to Northumberland.....	80 miles.
Length of road laid.....	80 "

No double track, but 21 miles with three rails.

Length of sidings.....	13½ miles.
Gauge of road, (21 miles, both six feet, and 4 ft. 8½ in.)....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 to 70 lbs.
Branch roads owned by the company and their length, viz :	
Pittston branch.....	2 miles.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	9
Number of engines... ..	20
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,200).....	6
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).....	75
Number of coal cars, rated as eight wheel cars, (average cost of each \$180)....	1, 200
Number of iron bridges.....	None
Number of wooden bridges.....	8
Number of stone bridges.....	3
Number of railroads crossed : None at grade, but pass under Catawissa railroad.	
Number of stations on main road.....	28
Number of wood and water stations on main road.....	9
No tunnels.	
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.....	104, 834
Number of miles run by freight trains.....	68, 203
Number of miles run by coal trains.....	261, 422
Number of through passengers for the year on main road,	6, 761
Number of passengers (all classes) carried in cars	256, 556
Number of tons of 2,000 lbs. of through freight for the year on main road.....	4, 837
Gross amount of tonnage for the year.....	498, 723
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.....	360,807
Pig iron, railroad iron, other iron or castings and iron and other ores.....	40,786
Lime and limestone.....	53,090
Agricultural products, merchandize, manufactures, live stock, lumber and other articles	44,040
Total.....	<u>498,723</u>

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

For first class through passengers	3 cts. and tax.
For first class way passengers.....	3½ " "

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight, (per ton per mile).....	2 to 3 cents.
For through coal.....do.....	2 "
For local freight.....do.....	4 "
For local coal.....do.....	2½ "

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

Repairs or maintenance of way, including buildings	\$197,824 26
Taxes on real estate.....	2,893 18
Total.....	<u>200,717 44</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$60,329 03
Repairs of passenger, baggage and freight cars.....	89,382 90
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	15,285 45
Total.....	<u>164,997 38</u>

Operating the Road.

Office expenses, stationery, &c.....	\$4,191 04
Labor—loading and unloading freight, agents and clerks ...	23,665 34
Porters, watchmen and switch tenders.....	3,505 40

LACKAWANNA AND BLOOMSBURG

Conductors, baggage masters and brakemen	\$30,807 34
Engineers and firemen.....	34,688 97
Fuel and cost of preparing for use	50,794 55
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	15,248 84
Loss and damage of goods and baggage.....	6,548 74
Use of freight cars.....	14,135 09
Damages to property, including damage by fire, and cattle killed on road.....	2,717 59
General superintendence.....	7,716 68
Contingencies.....	13,080 20
Total.....	<u>207,099 78</u>

Receipts on Construction and Equipment Account.

From sale of bonds.....	\$252,147 00
other sources.....	24,064 43
Total.....	<u>276,211 43</u>

Receipts.

From passengers.....	\$167,782 23
freight	455,031 35
mail transportation.....	6,007 03
miscellaneous.....	4,194 73
Total.....	<u>633,015 34</u>

Summary of Payments.

For construction and equipment.....	150,517 78
maintaining and operating the road.....	572,814 60
interest.....	159,490 66
State tax on capital stock and tonnage.....	9,413 46
United States tax.....	16,990 27
Total.....	<u>909,226 77</u>

Accidents.

KILLED—passengers.....	1
employees.....	1
INJURED—passengers.....	<u>3</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 :

1865.

- Jan. 16. Passenger train thrown from track near Shickshinny; caused by broken rail. A man, named Thomas Smith, jumped from train before it was stopped, and was instantly killed. Three other persons slightly injured.
- May 9. Engine of coal train ran into earth slide near Berwick, and was thrown into canal. Samuel Phinny, fireman, mortally injured. Died May 27, 1865.

Names and Residence of Officers.

Directors.	Post office address.
Moses Taylor.....	New York city.
John J. Blair.....	Blairstown, N. J.
John Brisbin.....	Scranton, Pa.
James Blair.....	do.
Jos. H. Scranton.....	do.
J. J. Albright.....	do.
Wm. C. Reynolds.....	Wilkesbarre, Pa.
Thos. F. Atherton.....	do.
John C. Phelps.....	do.
Samuel Hoyt.....	Kingston, Pa.
H. Gaylord.....	Plymouth, Pa.
D. G. Driesbach.....	Beach Haven, Pa.
Jas. Archbald, President.....	Scranton.
John P. Hsley, Secretary and Treasurer.....	Kingston.
H. A. Fonda, Superintendent.....	do.

JAMESTOWN AND FRANKLIN.

STATE OF PENNSYLVANIA, } ss:
 Mercer County, }

Personally appeared Wm. Gibson, president, and Frank W. Hubby, 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, to the best of their knowledge and belief.

(Signed)

WM. GIBSON, *President.*

FRANK W. HUBBY, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1865.

JAMES THROOP, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	496,400 00
Amount paid in, as by last report.....	350,000 00
Total amount now paid in of capital stock....	402,900 00
Funded debt, as per last report.....	70,000 00
Total amount now of funded debt.....	104,000 00
Total amount now of floating and funded debt.....	104,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Par value of each share.....	\$50 00

Cost of Road and Equipment.

Construction.....	\$917,329 55
-------------------	--------------

Characteristics of Road.

Length of main line of road, from Jamestown to Franklin ...	40 miles.
Length of road laid.....	22 "
Gauge of road.....	4½ feet.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length, viz :	
Coal branch.....	1½ miles.
Number of engine houses and shops.....	4
Number of engines.....	2
Number of wooden bridges.....	5

Number of railroads crossed, (Atlantic and Great Western,)	1
Number of stations on main road.....	9
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of road-way.....	\$35,000 00
How is track laid and on what foundation? On cross ties with gravel ballast.	

The amount of Freight, specifying the quantity in Tons.

Bituminous coal.....	9,920
----------------------	-------

NOTE.—It is expected to have the road completed through to Franklin, and open for business, by the first of June next.

The road, so far as completed, (22 miles,) is operated by the Cleveland, Painesville and Ashtabula railroad company, with its own equipment.

Accidents.

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

August 17. Jerry Crowley, brakeman, fell between the cars of gravel train, while in motion, near Clark's mills, and killed.

Names and Residence of Officers.

Directors.	Post office address.
A. Plumer.....	Franklin, Pa.
J. Bleakley.....	do.
J. Miles.....	Girard, Pa.
A. Stone, Jr.....	Cleveland, Ohio.
Wm. Collins.....	do.
P. H. Watson.....	Ashtabula, Ohio.
Wm. Gibson, President.....	Jamestown, Pa.
P. H. Watson, Secretary.....	Ashtabula, Ohio.
F. W. Hubby, Treasurer.....	Stoneboro', Pa.
H. Nottingham, Superintendent.....	Cleveland, Ohio.

LITTLE SAW MILL RUN.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Marshall, president 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, to the best of his knowledge and belief.

(Signed)

WILLIAM MARSHALL, *President.*

Sworn and subscribed before me, this 20th day of December, 1865.

JOHN A. STRAIN, *Alderman.*

Stock and Debt.

Capital stock authorized by law.....	\$250,000 00
Amount of stock subscribed.....	83,562 00
Amount paid in, as by last report.....	83,562 00
Total amount now paid in of capital stock.....	83,562 00
Funded debt, as per last report.....	78,166 67
Total amount now of funded debt.....	72,166 67
Floating debt, as by last report.....	420 36
The amount now of floating debt.....	1,166 38
Total amount now of floating and funded debt.....	73,333 05
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment.....	\$83,044 13	\$91,011 44

Characteristics of Road.

Length of main line of road, from Ohio river to mines.....	3 miles.
Length of road laid.....	3 "
Gauge of road.....	4 ⁸ / ₁₂ feet.
Number of engine houses and shops.....	3
Number of engines.....	3
Number of coal cars, (rated as eight wheel cars).....	45
Number of iron bridges.....	None.

RAILROAD REPORT.

161

Number of wooden bridges	2
Number of railroads crossed.....	None.
Number of stations on main road.....	None.
Number of wood and water stations on main road.....	None.
Value of real estate held by the company, exclusive of roadway,	\$83,625 00
How is track laid, and on what foundation? Part T iron, part wooden rail and strap iron on trestle and pit waste.	

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

Number of miles run by freight and coal trains—about	12,700
Gross amount of tonnage for the year.....	181,126

The amount of Freight, specifying the quantity in Tons.

Bituminous coal.....	181,126
----------------------	---------

EXPENSES

Maintaining the Road or Real Estate of the Corporation.

[The greater portion of this was expended re-laying the road with T rail.]

Repairs or maintenance of way, including buildings.....	\$14,441 00
Taxes on real estate.....	1,585 34
Total.....	<u>16,026 34</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$6,237 82
Repairs of freight cars.....	1,993 83
Repairs of tools and machinery in shops.....	1,816 36
Total.....	<u>10,048 01</u>

Operating the Road.

Office expenses, stationery, &c.....	\$23 90
Agents and clerks.....	672 91
Labor—loading and unloading freight	3,587 10
Engineers and firemen, (oil, fuel and watchmen included)....	5,480 21
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	234 85
General superintendence.....	1,300 00
Contingencies.....	1,327 29
Total.....	<u>12,626 26</u>

11 RAILROAD REP.

LITTLE SAW MILL RUN

Receipts.

From freight and use of cars.....	\$56, 184 16
' interest.....	23 29
miscellaneous.....	5, 795 65
	<hr/>
Total.....	62, 003 10
	<hr/> <hr/>

Summary of Payments.

For construction and equipment.....	\$7, 967 31
maintaining and operating the road.....	38, 700 61
interest.....	5, 443 50
miscellaneous.....	3, 626 44
surplus funds.....	2, 888 42
State tax on capital stock and tonnage.....	1, 995 68
United States tax.....	1, 381 14
	<hr/>
Total.....	62, 003 10
	<hr/> <hr/>
Total amount of surplus fund.....	\$6, 548 30

Names and Residence of Officers.

Directors.	Post office address:
N. P. Fetterman.....	Pittsburg.
O. Hughart.....	do.
Richard Dewhurst.....	Allegheny.
Jacob Henrici.....	Economy.
Wm. Espy.....	Lebanon.
Jehu Haworth.....	Pittsburg.
Wm. Marshall, President.....	Pittsburg.
N. P. Fetterman, Secretary.....	do.
Jacob Henrici, Treasurer.....	Economy, Beaver co.
Wm. Marshall, Superintendent.....	Pittsburg.

OIL CREEK.

STATE OF PENNSYLVANIA, }
Eric County, } ss:

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, to the best of their knowledge and belief.

(Signed)

T. STRUTHERS, *President.*

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

Sworn and subscribed before me, this 15th day of December, 1865.

L. E. GUIGNON, *J. P.*

Stock and Debt.

Capital stock as authorized by law, (with right to increase,)	\$100,000 00
Amount paid in, as by last report.....	627,650 00
Total amount now paid in of capital stock, (increased by dividend).....	753,100 00
Funded debt, as per last report	540,000 00
Total amount now of funded debt.....	556,000 00
The amount now of floating debt.....	353,469 38
Total amount now of floating and funded debt.....	909,469 38
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
20 per cent. in stock, February 8, 1865.	
Number of shares of stock.....	15,062
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$627,650 00

Cost of Road and Equipment.

	By last report.
Construction.....	\$1,111,049 81
Equipment.....	130,713 16
Total cost.....	<u>1,241,762 97</u>

OIL CREEK

Characteristics of Road.

Length of main line of road, from Corry to Shaffer's.....	34 miles.
Gauge of road, (three rails; one gauge 4 feet 8½ in., the other 6 feet.)	.
Weight of rail per yard on main track	56 pounds.
Number of engine houses and shops.....	4
Number of engines.....	8
Number of first class passenger cars, (rated as eight wheel cars).....	6
Number of baggage, mail and express cars, (rated as eight wheel cars).....	6
Number of freight cars, (rated as eight wheel cars).....	126
Number of stations on main road.....	10
Number of wood and water stations on main road.....	5
How is track laid, and on what foundation? Wooden cross ties ballasted with gravel.	

Doings of the Year in Transportation.

Number of passengers (all classes) carried in cars.....	352, 074½
Gross amount of tonnage for the year	224, 349

The amount of Freight, specifying the quantity in Tons.

Anthracite and bituminous coal.....	20, 572
Petroleum, (654,809 barrels)	111, 318
Other iron or castings.....	7, 568
Lime and limestone.....	941
Agricultural products.....	13, 499
Merchandise and manufactures.....	11, 864
Lumber.....	19, 456
Other articles.....	39, 131
Total.....	<u>224, 349</u>

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$98, 764 38
Taxes on real estate.....	1, 459 01
Total.....	<u>100, 223 39</u>

RAILROAD REPORT.

165

Repairs of Machinery.

Repairs of engines and tenders.....	\$50,829 43
Repairs of passenger and baggage cars.....	5,910 53
Repairs of freight cars.....	20,805 71
Repairs of tools and machinery in shops	6,724 13
Incidental expenses, including oil, fuel, clerks, watchmen, &c , about shops	60,382 31
Total	144,652 11

Operating the Road.

Office expenses, stationery, &c.....	\$15,134 82
Agents and clerks.....	38,552 20
Labor—loading and unloading freight.....	35,611 91
Porters, watchmen and switch tenders	7,085 00
Wood and water station attendance.....	8,613 66
Conductors, baggage masters and brakemen.....	33,770 35
Engineers and fireman.....	20,439 79
Fuel and cost of preparing for use.....	80,044 35
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	10,147 91
Loss and damage of goods and baggage	18,484 99
Use of freight cars.....	14,468 35
Shoveling snow.....	4,228 63
Damages to property, including damage by fire, and cattle killed on road.. ..	22,216 10
General superintendence.....	16,525 69
Contingencies.....	11,936 63
Total.....	337,260 38

Receipts on Construction and Equipment Account.

From sale of bonds.....	\$16,000 00
-------------------------	-------------

Receipts.

From passengers.....	\$241,182 95
freight.....	752,032 11

From mail transportation.....	\$1,457 16
miscellaneous	10,232 54
Total.....	1,004,904 76

Summary of Payments.

For construction and equipment.....	\$709,503 38
maintaining and operating the road	582,135 88
interest.....	38,360 00
miscellaneous.....	12,496 68
State tax on capital stock and tonnage.....	5,946 84
United States tax.....	24,871 16
Total.....	1,373,313 94

Accidents.

KILLED —passengers.....	7
others	2
Total.....	9
INJURED —passengers	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 :

Jan. 19. Collision between passenger and freight trains, between Corry and Spartansburg; the train boy, named George D. Hamlin, both legs injured; died after amputation.

A passenger named Gordon slightly injured.

Aug. 25. Collision between passenger and freight train, about one mile north of Titusville; Andrew Lighthall, Ambrose Sedwick, Philip Potter, Fred. Johns, passengers, and Edward Clough and William Baldwin, expressmen, killed; Randolph Phillips, Mr. Green, and another man, name not ascertained, passengers, fatally injured and since dead; Charles Sulkey, Charles Stock, G. H. Coney, M. W. Dyer, Fred. Josselyn, J. P. Pastorius, and a man named Button, all passengers, slightly injured.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
Dean Richmond.....	Batavia, N. Y.
Thomas A. Scott.....	Philadelphia.
P. Metcalf.....	Erie.
E. Yardley.....	do.
W. A. Baldwin.....	do.
H. L. Lensing.....	Buffalo.
Joseph D. Potts.....	Williamsport.
John A. Wilson.....	do.
John M. Kennedy.....	Philadelphia.
Charles H. Lee.....	Silver Creek.
T. Struthers, President.....	
Gorry.	
John F. M'Pherson, Secretary and Treasurer.....	
W. S. Streater, Superintendent.....	

PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

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

Personally appeared E. C. Dale, president, and A. E. Dougherty, treasurer, of the Philadelphia, Germantown and Norristown railroad company, and in due form of law made oath or affirmation, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

E. C. DALE, *President.*

A. E. DOUGHERTY, *Treasurer.*

Sworn, affirmed and subscribed before me, this 28th day of November, 1865.

J. PLANKINTON,

Alderman and Justice of the Peace.

Stock and Debt.

Capital stock as originally authorized by law, (with power to increase).....	\$400,000 00
Amount of stock subscribed.....	1,476,300 00
Amount paid in, as by last report.....	1,358,100 00
Total amount now paid in of capital stock.....	1,476,300 00
Funded debt, as per last report.....	315,000 00
Total amount now of funded debt.....	183,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of funded debt.....	\$183,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
April, 4 per cent.; October, 4 per cent.	
Number of shares of stock.....	29,526
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared: \$1,386,300, in April, and \$1,476,300, in October.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,139,078 84	\$1,139,078 84
Equipment.....	262,399 12	268,489 12
Total cost.....	<u>1,401,477 96</u>	<u>1,407,567 96</u>

Characteristics of Road.

Length of main line of road, from Philadelphia to Norristown.....	17 miles.
Length of road laid.....	17 "
Length of double track of road, (including Germantown branch).....	20 "
Length of sidings.....	2 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 & 57 lbs.
Branch roads owned by the company and their length, viz : Germantown branch.....	3 miles.
Roads worked or leased by the company, viz : The Chestnut Hill railroad, (leased.)	
Number of engine houses and shops.....	4
Number of engines.....	16
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,961).....	42
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,700).....	7
Number of freight cars, rated as eight wheel cars, (average cost of each \$466).....	112
Number of iron bridges.....	1
Number of wooden bridges.....	16
Number of stone bridges.....	9
Number of railroads crossed : 3 city railways cross this railroad.	
Number of stations on main road.....	15
Number of wood and water stations on main road.. ..	4
Value of real estate held by the company, exclusive of road way.....	\$409,986 16
Tunnels.....	None.
How is track laid, and on what foundation? Oak and chestnut cross-ties, on cinder and broken stone.	

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

Number of miles run by passenger trains.....	264, 107
Number of miles run by mixed trains.....	46, 984
Number of through passengers for the year on main road...	557, 215
Number of passengers (all classes) carried in cars	2, 689, 684
Number of tons of 2,000 lbs. of through freight for the year on main road.. ..	24, 479

Gross amount of tonnage for the year.....	251,880
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.....	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	43,000 lbs.
Weight of freight engines.....	43,000 "

The amount of Freight, specifying the quantity in Tons.

Anthracite coal	167,308
Bituminous coal.....	17,460
Petroleum, (included in merchandize.)	
Pig iron, railroad iron and other iron or castings.....	28,103
Iron and other ores.....	3,371
Lime and limestone.....	20,659
Agricultural products, merchandize and manufactures.....	9,760
Live stock.....	150
Lumber.....	765
Other articles.....	4,302
Total.....	<u>251,878</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.....	3 "

The rate per Ton (of 2,000 pounds) per mile charged for Freight

For through freight, (per ton per mile).....	9½ cents.
For local freight.....do.....	15½ "
For local coal.....do.....	5½ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$67,060 78
Taxes on real estate.....	4,623 94
Total.....	<u>71,684 72</u>

RAILROAD REPORT.

171

Repairs of Machinery.

Repairs of engines and tenders.....	\$27, 120 48
Repairs of passenger and baggage cars	22, 870 22
Repairs of freight cars.....	8, 770 00
Repairs of tools and machinery in shops, (estimated).....	2, 500 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.	1, 500 00
Total.....	<u>62, 760 70</u>

Operating the Road.

Office expenses, stationery, &c.....	\$2, 587 96
Agents and clerks.....	6, 257 50
Labor—loading and unloading freight.....	14, 850 00
Porters, watchmen and switch tenders.....	5, 434 00
Wood and water station attendance.....	3, 632 00
Conductors, baggage masters and brakemen.....	19, 488 00
Engineers and firemen.....	23, 460 00
Fuel and cost of preparing for use.....	72, 660 33
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	12, 865 49
Loss and damage of goods and baggage.....	151 54
Use of freight cars.....	156 00
Damage to property, including damage by fire and cattle killed on road.....	90 00
General superintendence.....	6, 553 82
Contingencies, (including gas, water rents, insurance, stamps, printing tickets, &c.).....	17, 731 60
Total.....	<u>185, 918 24</u>

Receipts on Construction Account.

From stockholders, (for 1,650 shares of stock to pay off loan, included in miscellaneous).....	<u>\$82, 500 00</u>
---	---------------------

Receipts.

From passengers.....	\$393, 731 04
freight.....	130, 365 46
mail transportation.....	499 20

From interest.....	\$668 61
miscellaneous.....	131,475 20
Total.....	<u>656,739 51</u>

Summary of Payments.

For construction and equipment.....	\$6,090 00
maintaining and operating the road.....	320,363 66
dividends... ..	109,808 00
interest	17,117 85
miscellaneous.....	149,794 62
surplus funds.....	18,964 63
State tax on capital stock and tonnage.....	8,435 04
United States tax, (on dividends, income and surplus profits).....	25,262 09
Total.....	<u>655,845 89</u>
Total amount of contingent fund account.....	\$120,736 18
Appropriations to sinking fund.....	<u>65,948 41</u>

Accidents.

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

1864.

Dec. 27. A man, name unknown, struck by 4 P. M. train from Germantown; leg injured.

1865.

Apr. 15. Lea Culp, a passenger in 8 o'clock P. M. train, from Philadelphia, by mistake, got off a car on to a bridge, near Domino lane, and by falling off the bridge injured his wrist and ribs.

- May 20. R. Griffith, an employee of Howard's Express company, attempted to get on a car of a moving train, the 3 P. M. train from Philadelphia, fell between the cars and was killed.
- June 20. George Anderson attempted to get on the car of a moving train, the 4.30 P. M. train from Norristown, fell between cars and was killed.
- July 17. A man, name unknown, was run over by the 9 P. M. train from Philadelphia, and killed. It is supposed he was asleep on the track when run over.
- Sept. 1. Charles Evans, an employee of this company, had his thighs injured by being squeezed between the bumpers of coal cars, at Manayunk.
- Sept. 29. Augustus Greenbalgh, a passenger in 1½ P. M. train from Philadelphia, rode on the step of the platform of a car, and by leaning outwards, his head came in contact with the post of a bridge; by which accident he was killed.
- Oct. 5. James Welsh, a deaf man, attempted to cross the track when a train of passenger cars were being moved into the depot, at Ninth and Wallace streets, and being struck by the bumper of a car, was knocked down, and so injured as to cause his death.

Names and Residence of Officers.

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

READING AND COLUMBIA.

STATE OF PENNSYLVANIA, } ss:
Lancaster County, }

Personally appeared W. G. Case, president, and Alexander W. Wister, 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, to the best of their knowledge and belief.

(Signed)

W. G. CASE, *President.*

ALEX. W. WISTER, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1865.

SAMUEL EVANS, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	600,000 00
Amount of stock subscribed.....	550,000 00
Amount paid in, as by last report.....	266,112 93
Total amount now paid in of capital stock.....	504,019 09
Funded debt, as per last report.....	605,800 00
Total amount now of funded debt.....	1,000,000 00
Floating debt, as by last report.....	5,575 00
The amount now of floating debt.....	99,296 00
Total amount now of floating and funded debt.....	1,099,296 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividends.	
Number of shares of stock, (full paid).....	1,019
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,333,889 70	\$1,413,204 62
Equipment.....	58,906 32	135,072 70
Total cost.....	<u>1,392,796 02</u>	<u>1,548,277 32</u>

Characteristics of Road.

Length of main line of road, from Columbia to Sinking Spring.....	40 miles.
Length of road laid.....	40 "

RAILROAD REPORT.

175

Length of double track of road	None.
Length of sidings	2 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	54 pounds.
Branch roads owned by the company and their length, viz:	
Lancaster branch, (under construction).....	8 miles.
Number of engine houses and shops.....	1
Number of engines.....	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,500).....	3
Number of baggage, mail and express cars, rated as eight wheel cars, (cost \$2,500).....	1
Number of freight cars, (rated as eight wheel cars).....	17
Number of coal cars, (rated as eight wheel cars).....	9
Number of wooden bridges.....	6
Number of stone bridges.....	22
Number of railroads crossed.....	1
Number of stations on main road.....	19
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of roadway.....	\$32,308 50
How is track laid, and on what foundation? On cross-ties, with principally stone ballast.	

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

Number of through passengers for the year on main road...	3,068
Number of passengers (all classes) carried in cars.....	71,391
Gross amount of tonnage for the year.....	100,421
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, (miles per hour).....	10
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	32 "

The amount of Freight, specifying the quantity in Tons.

Anthracite and bituminous coal.....	38,446
Pig iron, railroad iron, other iron or castings.....	6,089
Iron and other ores	34,216

Lime and limestone, agricultural products, merchandise, manufactures.....	16,370
Live stock, lumber, other articles.....	5,300
Total.....	<u>100,421</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 "

The rate per Ton of (of 2,000 pounds) per mile charged for Freight.

For through freight.....	2½ cents.
For through coal.....	2⅞ "
For local freight.....	4½ "
For local coal.....	3½ "

EXPENSES.

Maintaining and Operating the Road.

Accounts not kept during the first part of the year so as to show these items.

Total expenses for the year.....	<u>\$133,521 15</u>
----------------------------------	---------------------

Receipts on Construction and Equipment Account.

From stockholders.....	\$2,228 72
sale of bonds.....	115,801 00
Total.....	<u>118,029 72</u>

Receipts.

From passengers.....	\$48,001 26
freight.....	99,569 49
mail transportation.....	2,182 70
use of freight cars.....	175 69
miscellaneous.....	51 82
Total.....	<u>149,980 96</u>

RAILROAD REPORT.

177

Summary of Payments.

For construction and equipment.....	\$40,837 78
Interest.....	68,455 00
Miscellaneous.....	172,82
State tax on capital stock and tonnage.....	4,734 00
United States tax.....	3,435 25
Total.....	117,634 85

Accidents.

EMPLOYEES—killed.....	1
injured.....	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 :

1865.

- Sept. 22. Henry Bowman, brakeman on freight train, had right arm severely injured while coupling cars at Reinholdsville.
- Oct. 2. James Ferrall, brakeman on coal train, severely injured while uncoupling cars at Fritztown.
- 4. M. Breithaupt, brakeman on freight train, killed by falling beneath the train while in motion at New Berlin.
- Nov. 21. J. P. Buckwalter, baggage master, severely injured while coupling cars at Chestnut Hill.

Names and Residence of Officers.

Directors.	Post office address.
Frederick Lauer.....	Reading.
Isaac Eckert.....	do.
John M'Manus.....	do.
David M'Knight.....	do.
C. S. Kauffman.....	Columbia.
E. Hershey.....	do.
George Bogle.....	do.
Michael Clepper.....	do.
W. G. Patton.....	do.
F. W. Northrop.....	do.
William M'Conkey.....	Wrightsville.
Samuel Small.....	York.
William G. Case, President.....	Columbia.
A. J. Kauffman, Secretary.....	do.
A. W. Wister, Treasurer.....	do.
M. Cohen.....	do.

12 RAILROAD REP.

PITTSBURG AND CONNELLSVILLE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared W. Oden Hughart, president, and John H. Page, Jr., 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, to the best of their knowledge and belief.

(Signed)

WM. ODEN HUGHART, *President.*

JOHN H. PAGE, Jr., *Treasurer.*

Sworn and subscribed before me, this 4th day of January, 1866.

A. S. NICHOLSON, J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$5,000,000 00
Amount of stock subscribed.....	2,150,050 00
Amount paid in, as by last report.....	1,770,413 93
Total amount now paid in of capital stock.....	1,774,623 43
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.....	69,233 58
The amount now of floating debt.....	64,207 43
Total amount now of floating and funded debt.....	1,564,207 43
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock, (fully and partly paid).....	43,001
Par value of each share.....	\$50 00
No dividends.	

RAILROAD REPORT.

179

Cost of Road and Equipment.

	By last report.	By present report.
Engineering.....	\$126,097 38	\$127,010 73
Graduation and masonry.....	848,074 26	848,221 31
Bridges, including trestle work.....	64,861 48	64,861 48
Superstructures, including iron.....	655,485 20	655,495 70
Passenger and freight station buildings....	34,931 34	38,040 52
Engine and car houses, machine shops, machinery, &c.....	49,863 96	54,141 76
Land and land damages.....	335,782 61	341,897 80
Locomotives.....	84,250 62	118,165 62
Passenger and baggage cars.....	23,423 98	23,824 75
Freight and other cars.....	55,329 44	56,829 70
Total cost.....	2,272,100 27	2,328,489 37

Characteristics of Road.

Length of main line of road from Pittsburg, Penn'a, to Cumberland, Md.....	149 miles.
Length of road laid, (Pittsburg, Penn'a, to Connellsville, Penn'a).....	58 $\frac{1}{8}$ miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50, 56 & 60 lbs.
Roads worked or leased by the company, viz: Fayette County railroad, (Connellsville to Uniontown).....	12 $\frac{1}{2}$ miles.
Number of engine houses and shops.....	8
Number of engines.....	13
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$1,820).....	11
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 \$675).....	70
Number of iron bridges, (total length in feet 105).....	1
Number of wooden bridges, (total length in feet 818).....	6
Number of stone bridges.....	None.
Number of stations on main road.....	33
Number of wood and water stations on main road.....	8
Value of real estate held by the company, exclusive of road- way.....	\$215,007 51
How is track laid, and on what foundation? Cross-ties, on broken stone.	

PITTSBURG AND CONNELLSVILLE

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

Number of miles run by passenger, freight and coal trains,	272, 688
Number of through passengers for the year on main road, estimated.....	78, 921
Number of passengers (all classes) carried in cars.....	366, 833
Number of tons of 2,000 pounds of through freight for the year on main road and branch, estimated.....	17, 000
Gross amount of tonnage for the year.....	220, 214 ⁸³⁶ / ₂₀₀₀
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	16 ¹ / ₂
No express trains.	
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines.....	25 to 28 tons.
Weight of freight engines.. .. .	33. "

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

Bituminous coal and coke.....	159, 520
Pig iron and iron ores.....	5, 929 ³⁰⁸ / ₂₀₀₀
Railroad iron and other iron or castings.....	6, 282 ¹⁰¹⁸ / ₂₀₀₀
Lime and cement.....	1, 939 ⁸⁰⁸ / ₂₀₀₀
Agricultural products and implements.....	5, 239 ¹⁰⁸⁸ / ₂₀₀₀
Merchandise.....	1, 396 ³³⁷ / ₂₀₀₀
Manufactures.....	2, 446 ¹¹⁸⁸ / ₂₀₀₀
Live stock.....	2, 711
Lumber.....	5, 256 ¹⁸⁰ / ₂₀₀₀
Other articles.....	29, 573 ¹⁸⁰¹ / ₂₀₀₀

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

For first class through passengers.....	3 ¹ / ₂ cents.
For first class way passengers.....	4 "

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through coal, per ton per mile, about.....	1 ¹ / ₂ cents.
local coal.....do.....do.....do.....	2 ¹ / ₂ "

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. trans.	Freight trans.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$90,898 19	\$41,680 87	\$48,812 82
Rent Fayette County railroad	9,000 00	4,140 00	4,880 00
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	22,141 57	10,185 18	11,956 44
Repairs of passenger and baggage cars	7,080 52	8,284 04	8,796 48
Repairs of freight cars.....	8,191 81	8,768 00	4,428 81
Repairs of tools and machinery in shops.....	8,916 75	1,801 71	2,115 04
Incidental expenses, including clerks, watchmen, &c., about shops.....	19,407 90	8,927 68	10,480 27
OPERATING THE ROAD.			
Office expenses, stationery, &c	2,022 08	980 18	1,091 90
Agents, clerks and warehouse men.....	17,098 87	7,862 95	9,280 42
Labor, (loading and unloading freight,) porters, watchmen and switch tenders	2,894 98	1,101 69	1,298 29
Conductors, baggage masters and brakemen.....	21,824 85	10,089 20	11,786 15
Engineers and firemen.....	19,894 25	9,151 88	10,742 89
Fuel and cost of preparing for use.....	18,628 09	5,268 00	7,858 09
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,979 88	1,870 72	1,609 11
Loss and damage of goods and baggage.....	1,898 92	648 50	755 42
Damages to persons and property, including damage by fire and cattle killed on road	509 04	284 16	274 88
General superintendence.....	1,500 00	690 00	810 00
Contingencies.....	8,902 27	4,095 04	4,807 28
Total..	252,226 87	116,024 18	186,202 24

RAILROAD REPORT.

PITTSBURG AND CONNELLSVILLE

Receipts on Construction and Equipment Account.

From sale of bonds \$3,000 00

Receipts.

From passengers.....	\$180,867 14	
freight.....	202,953 11	
mail transportation.....	3,650 07	
miscellaneous, including balance in hands of treasurer at end of former year.....	28,510 14	
	<u>415,980 46</u>	
		<u>418,980 46</u>

Summary of Payments.

For construction and equipment	\$60,011 74
maintaining and operating the road, including rent of leased road.....	251,944 41
interest on funded debt.....	21,281 97
miscellaneous, including interest on floating debt.....	63,967 86
State tax on capital stock and tonnage.....	4,885 28
United States tax	10,436 54
Balance in hands of treasurer.....	6,452 66
	<u>418,980 46</u>

Cost of Transportation.

Cost per passenger per mile, proximate average.....	2½ cents.
Cost per ton freight...do.....do.....do.....do.....	2½ "

Accidents.

KILLED —employees.....	2
others	1
Total	<u>3</u>
INJURED —passengers.....	2
employees.....	1
Total	<u>3</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 :

1865.

- Jan. 13. Samuel Myers, freight conductor, died from effects of injuries received in a collision between a freight and a passenger train, near Pittsburg, on night of Dec. 30, 1864; was asleep on the bumper of his engine, and was caught between it and first car of freight train. L. A. Bright, brakeman, was also injured, but recovered. Owing to darkness of the night, and a driving snow storm, engineer did not see signal of danger in time to prevent striking an empty passenger train, detained on the main track by a land slide.
- Mar. 18. A car on express train east was thrown from the track, by the breaking of a flange on wheel, and over-turned; in attempting to jump from the car, after its motion had ceased, Henry J. Combs, passenger, was ruptured.
- April 1. George Richey, carpenter, in company's employ, was mortally injured, through his own recklessness, while removing broken cars, at Hazlewood station.
- About Aug. 1, a German, name unknown, was instantly killed, while endeavoring to cross the track between two parts of a freight train, disconnected for the purpose of shifting, at Laughlin's station.
- On or about Oct. 24, W. A. M'Clurg, passenger on mail train east, had his arm broken, through having it outside car window, when it came in contact with a car on a siding.

Names and Residence of Officers.

Directors.	Post office address.
Wm. Oden Hughart	Pittsburg, Penn'a.
William Phillips.....	do.
Q. L. B. Fetterman.....	do.
William Baldwin.....	do.
John Fleming.....	do.
Joseph Pennock.....	do.
Cyrus Meyers.....	Somerset, Penn'a.
Benjamin Deford.....	Baltimore, Md.
Johns Hopkins.....	do.
John A. Thompson.....	do.
Joseph B. Marston.....	do.
W. W. Taylor.....	do.
Wm. Oden Hughart, President.....	Pittsburg.
John H. Page, Jr., Secretary and Treasurer.....	do.
William B. Stout, Superintendent.....	do.

PITTSBURG, FORT WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, } ss:
 Allegheny County, }

Personally appeared G. W. Cass, president, and J. P. Henderson, treasurer, of the Pittsburg, Fort Wayne and Chicago railway 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)

G. W. CASS, *President.*

J. P. HENDERSON, *Treasurer.*

Sworn and subscribed before me, this 4th day of January, 1866.

LEONARD S. JOHNS, *J. P.*

Stock and Debt.

Capital stock as authorized by law, (regulated by charter, with power to increase from time to time.)

Amount of stock subscribed	\$9,307,300 00
Amount paid in, as by last report.....	8,108,600 00
Total amount now paid in of capital stock.....	9,307,000 00
Funded debt, as per last report	12,657,000 00
Total amount now of funded debt.....	12,576,500 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends : quarterly, 10 per cent. per annum.	
Number of shares of stock.....	93,073
Par value of each share	\$100 00
Amount of capital on which the respective dividends were declared : \$8,728,275 ; average of the four $\frac{1}{4}$.	

Cost of Road and Equipment.

	By last report.	By present report.
Total cost.....	\$20,677,710 12	\$22,727,993 96

Characteristics of Road.

Length of main line of road, from Pittsburg to Chicago....	468 $\frac{1}{2}$ miles.
Length of road laid.....	468 $\frac{1}{2}$ "
Length of double track of road.....	33 $\frac{3}{8}$ "
Length of sidings.....	80 $\frac{1}{4}$ "

Gauge of road.....	4 feet 10 inches.
Weight of rail per yard on main track: portion 56 and mostly 58 pounds.	
Roads worked or leased by the company, viz: New Castle and Beaver Valley railroad, since July 1, 1865.	
Number of engine houses and shops	19
Number of engines.....	185
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,600).....	93
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,300).....	44
Number of freight cars, rated as eight wheel cars, (average cost of each \$750).....	2,192
Number of coal cars, rated as eight wheel cars, (average cost of each \$650).....	90
Number of iron bridges, (total length in feet 678).....	5
Number of wooden bridges, (total length in feet 10,644)...	99
Number of stone bridges, (total length in feet 554).....	27
Number of railroads crossed.....	15
Number of stations on main road.....	96
Number of wood and water stations on main road.....	46
Value of real estate held by the company, exclusive of roadway, (included in cost of railway equipment and construction.)	

No tunnels.

How is track laid, and on what foundation? Wooden cross-ties on wrought chairs, and portion fish joint.

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

Number of miles run by passenger trains.....	1,415,870
Number of miles run by freight trains.....	2,805,417
Number of through passengers for the year on main road,	406,336
Number of passengers (all classes) carried in cars.....	1,462,701
Number of tons of 2,000 lbs. of through freight for the year on main road.....	469,607
Gross amount of tonnage for the year.....	802,198
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).....	25
Average rate of speed adopted by freight trains, (including stops).....	11

PITTSBURG, FORT WAYNE AND CHICAGO

The amount of Freight, specifying the quantity in Tons.

Bituminous coal.....	186, 781
Railroad iron.....	12, 256
Limfe and limestone.....	19, 479
Agricultural products.....	184, 314
Merchandize.....	71, 943
Manufactures.....	149, 364
Live stock.....	185, 957
Lumber.....	44, 182
Other articles.....	86, 972
Total.....	891, 198

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

For first class through passengers.....	2½ cents.
first class way passengers.....	8¼ "
second class through passengers.....	2 "
second class way passengers... ..	None.

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight.....	2 cents.
local freight.....	3 "
local coal.....	1½ "

EXPENSES.

	AMOUNT.	ALLOTTED TO.	
		Pass. Trans.	Freight Trans.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$1,814,972 44	\$625,988 97	\$788,988 47
Taxes on real estate.....	86,976 98	34,890 77	61,686 16
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	410,068 44	128,819 52	281,148 92
Repairs of passenger and baggage cars.....	151,947 02	151,947 02	.....
Repairs of freight cars.....	314,168 77	.....	314,168 77
Repairs of tools and machinery in shops.....	67,668 32	27,065 38	40,602 94
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	115,068 93	46,029 57	69,041 36
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	53,632 84	21,458 14	32,179 70
Agents and clerks.....	815,593 41	126,237 36	189,856 05
Labor—loading and unloading freight.....	129,485 77	51,794 81	77,691 46
Porters, watchmen and switch tenders.....	56,579 00	22,281 60	33,847 40
Wood and water station attendance.....	28,531 69	11,812 67	16,719 02
Conductors, baggage masters and brakemen.....	272,527 62	109,011 05	163,516 57
Engineers and firemen.....	260,664 96	76,960 24	183,704 72
Fuel and cost of preparing for use.....	493,369 66	155,990 08	337,379 58
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	143,747 86	57,099 14	86,648 72
Loss and damage of goods and baggage.....	55,682 47	22,272 99	33,409 48
Use of freight cars.....	30,966 44	12,882 57	18,083 87
Shoveling snow.....	12,596 31	5,088 52	7,507 79
Damages to property, including damage by fire, and cattle killed on road.....	27,839 06	10,985 62	16,853 44
General superintendence.....	83,686 71	33,454 68	50,232 03
Contingencies.....	429,297 92	171,719 17	257,578 75
Total.....	4,856,502 57	1,802,782 22	3,053,720 25

Receipts on Construction and Equipment Account.

From stockholders.....	\$2,807,000 00
sale of bonds.....	Nothing.
other sources.....	Nothing.

Receipts.

From passengers.....	\$3,413,840 81
freight.....	4,818,776 95
mail transportation.....	93,000 00
express.....	144,647 05
rent of railway.....	83,425 91
miscellaneous.....	28,610 07
Total.....	8,582,300 79

Summary of Payments.

For construction and equipment.....	\$2,200,068 55
maintaining and operating the road.....	4,876,447 72
dividends.....	872,827 50
interest.....	\$892,255 00
sinking fund on 1st and 2d mor. bonds, 104,100 00	996,355 00
State tax on capital stock and tonnage.....	19,945 15
United States tax.....	284,622 61
Total.....	9,250,261 53

Accidents.

KILLED —employees.....	22
others.....	29
Total killed.....	51
INJURED —passengers.....	4
employees.....	40
others.....	14
Total-injured.....	58

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 :

1864.

- Nov. 12. Train No. 3 struck — M'Carty, on the track, intoxicated, two miles east of Alliance ; residence unknown.
- Nov. 17. Coal train was thrown from the track by a hog, and P. Grabing and M. M'Cowen killed, and M. Hanigan and J. C. Rager injured ; all employees.
- Nov. 20. Train 15 thrown from the track by the breaking of a frog, at Perysville, and a brakeman injured.
- Nov. 23. Boy, W. Rippey, fell from train on which he was stealing a ride, in Allegheny, and injured.
- Nov. 24. Chas. Brown, a night shifter, was injured by slipping on the ice, under train.
- Nov. 28. Stephen M'Kinney injured by stepping off the bridge at Wallace run, in the dark.
- Dec. 6. D. S. Bumberger, a brakeman, caught between the cars while coupling, in Penn street yard, and severely squeezed.
- Dec. 15. David Deitch caught between the car and oil platform, in Penn street yard, and pretty severely injured.
- Dec. 10. Man run over at French Point.
- Dec. 18. John Becroft, shifting in outer depot yard, was caught between cars, and leg injured.
- Dec. 28. Boy killed at Orrville ; supposed fell or knocked from freight train.

1865.

- Jan. 1. Paxon, a boy, stealing a ride in caboose car, was killed at Alliance, by caboose being struck by engine.
- Jan. 7. John M'Keown, an employee, rather hard of hearing, was ran over and killed by engine 26.
- Jan. 13. Robert Hastings, an employee, was killed at Allegheny, by being caught between a passenger car and the pay car.
- Jan. 21. Wm. Fausnaught, night brakeman, caught between engine and coal car, on Liberty street ; injured.
- Jan. 24. Samuel M'Keown, hand injured at outer depot, in coupling.
- Feb. 15. Henry Keggy, knocked off the train at Sewickley.
- Feb. 20. Oliyer Feecher, caught between cars in Penn street yard, in coupling, and severely injured.
- Feb. 23. Thos. Corker, boy, stepped on track in front of tender ; had both legs cut off.
- Feb. 22. John Newton, a brakeman ; leg broken at Lakeville.

- Feb. 27. Train 14 thrown from the track by a rail turning. Wm. Talbert, fireman, killed; and John Hess, engineer, injured.
 Alex. Bayne, killed at Pasture lane crossing, by stepping in front of the engine.
 Geo. Buckley, night track watchman, struck by engine, near Sewickley, and pretty severely injured.
- Feb. 23. A soldier, intoxicated, fell from and between platforms; the train in full motion.
- Feb. 22. James Schiveror, night watchman, supposed struck and killed by engine of train No. 3.
- Mar. 1. J. Ganet, brakeman, killed by train, No. 11, being thrown from the track by the breaking of an axle, near Lakeville.
- Mar. 7. J. H. Jackson, yard brakeman, injured in coupling at outer depot.
- April 15. James Kennedy, brakeman, foot caught in coupling cars at New Brighton, and fell, one truck passing over his leg.
- April 22. Michael Stack, struck by engine and killed, near Economy.
- April 27. ——— Cooper, ran over and killed in Alliance yard.
- April 26. ———, an old lady, crossing in front of engine, in Allegheny, was ran over and killed.
- April 30. Stephen Vankirk, getting on freight train in motion, near Remington, fell and was killed.
- April 4. Lewis Ganet, injured by falling from car while in motion.
- April 1. Ebenezer C. Cowden jumped over the wall at Allegheny, in the dark, and severely injured.
- May 1. ——— Rider, a brakeman, fell from cars in motion; injured his leg.
- May 10. Peter Laugen, injured by being thrown from hand car.
- May 22. Michael Hamahan injured in trying to get on freight train in motion.
- May 24. Benjamin Finley ran over and killed near Newman.
- May 26. A child injured by falling from the train between New Brighton and Rochester.
- May 23. Wm. Davis, walking on track near Economy, was struck by the engine of train 32, and killed.
- May 31. August Bartley, sitting on car with feet hanging over, had his leg broken by being caught between the car and bank of excavation.
- June 12. An old man—name unknown—killed near Dixmont.
- June 5. Louis Melye bruised by falling from train.
- June 20. A rebel prisoner, on C. and P. train, got on track and struck by No. 1, at French Point, cutting off both legs.
- June 9. A boy killed near Green creek.

- July 1. Simeon Barns jumped from train, near Wood's run, and was killed.
- July 17. John Misner, a boy, killed in attempting to get on freight train in motion, on Liberty street.
- July 18. Nicholas Rano injured by being thrown from hand car.
- July 28. A. A. Carr had his arm broken at Massillon, coupling cars.
- Aug. 5. Geo. Gaunt knocked from train by bridge, east of Canton, and killed.
- Aug. 3. Deaf and dumb girl, walking on track, was killed, east of Remington.
- Aug. 6. — Long, a child, was killed on bridge west of Wooster, by train No. 15.
- Aug. 9. Man killed, and woman injured, at Edgworth, by No. 24; got off on wrong side, just as train was coming.
- Aug. 11. Woman killed by No. 11, at Wallace run.
- Aug. 17. Luanda Brady, found dead on the track, near Enon.
- Aug. 24. Edward Dwyer, in taking hammer off the track, was struck by engine; not seriously injured.
- Aug. 31. Barclay Draper, arm crushed in coupling cars at outer depot.
- Sept. 5. — Brown, brakeman, fell from train, and leg ran over.
- Sept. 7. James Lyon, thrown from hand car, and skull fractured.
— Robinson, a boy, had foot run over at Shreve; got on cars to get a ride, and fell in getting off.
- Sept. 12. Aaron More, arm bruised by being caught between bumpers in coupling cars at Columbiana.
- Sept. 26. Philip Win, engineer, hands and legs scalded by the explosion of a flue at Mansfield.
- Oct. 1. A girl, walking on the track at Remington, was struck by No. 13.
- Oct. 3. — Cown, in jumping from the train in motion, at Wood's run, struck against a tree, and was killed.
- Oct. 4. — Griffith, brakeman, thumb injured in coupling cars.
- Oct. 14. — Yehley attempted to jump on train in motion, and had both legs ran over in Allegheny.
H. A. Barnard, Joseph Keynett and R. Youngblood, injured by collision of trains near Massillon.
- Oct. 17. P. W. Gillett sprained his ankle; cars of train, No. 4, thrown from track by wheel breaking.
- Oct. 19. Marcelus Fugate, finger bruised in uncoupling cars at Alliance.
- Oct. 20. John H. Bonner, hand injured coupling cars at Enon.
D. Keisler killed near Massillon, coupling cars on gravel train.

List of persons killed and injured on Western division, from November 1, 1864, to November 1, 1865.

1864.

- Nov. 21. Geo. Summers, laborer on wood train, had his leg broken below the knee, while unloading lumber at Fort Wayne. The men working with him pushed two heavy sticks of lumber on his leg, breaking it.
- Dec. 15. James Coyle, switchman at Chicago, had his arm fractured at the elbow, by having it caught between two cars while coupling them. He was put under care of Dr. Tucker.
- Dec. 15. Henry Williams had his hand mashed while coupling engine, No. 169, on to train at Van Buren street, Chicago. He was cared for by Dr. Tucker.

1865.

- Jan. 25. Samuel D. Roose, a freight brakeman, was killed one mile east of Inwood, in attempting to climb from the first car to the tender of the engine. He caught hold of the tank cover, which came off, letting him fall between the engine and first car. The entire train passed over him, killing him instantly. His remains were taken to his friends at Hamlet.
- Jan. 29. A man, name not known, in attempting to get on train, No. 3, while passing down Stewart avenue, Chicago, had his foot run over and mashed so badly as to require amputation. The accident was caused by carelessness on the part of the injured man. He was conveyed to the "Sisters Hospital."
- Feb. 6. A laborer on wood train, by name of John Baltz, was killed one mile east of Maples. He stood on the platform of the caboose leaning out, so the bridge struck him, crushing his skull.
- Feb. 20. A freight brakeman, E. H. Stevens, while coupling cars at Inwood, was caught by the lumber which protruded over the ends of the cars, and had his skull broken. He was taken to Plymouth, and placed in the care of a doctor, but died on February 26.
- Mar. 17. Thomas O'Neil, freight brakeman, in attempting to get on train at Grovertown, fell under the cars and was run over, breaking his leg, and otherwise seriously injuring him. He attempted to get on the first car ahead of the caboose, but the iron broke with him. He was taken to Morgan, and properly attended to. The company has paid all his expenses for eight months.

- Mar. 19. The fourth section of train, No. 9, ran into a hand-car about three miles west of Convoy, killing three persons, named Eli Lesley, Susan Lesley and Frederick Rockey; dangerously wounding Frank Rockey, Jos. Bonewetz, Mary Walters and Christiana Beams, (since died;) and slightly injuring Rebecca North. The accident occurred under the following circumstances: About 8 o'clock P. M. some persons at Convoy stole the hand car, by breaking the lock, put it on the track, and came west about three miles for a ride. Here they took the car from the track and allowed three sections of No. 9 to pass, when they again started, and were struck by the fourth section, resulting as above. There were sixteen persons on the car when it was struck, none of whom were railroad men. The dead and wounded were taken to Convoy, where they all resided. The company paid no part of expenses.
- Mar. 20. S. F. Ward, brakeman on local freight, was caught between two cars, while making the coupling at Van Wert, and seriously injured internally. He was brought to Fort Wayne, but was not thought to be in any danger. He died very suddenly and unexpectedly the next day. Company paid funeral expenses.
- Mar. 22. Frank Patterson, engineer on engine, No. 121, was instantly killed by train, No. 1, colliding with an extra soldier train at Grovertown. Company paid funeral expenses. George Neff and Frank Stevens, passenger brakemen, were also slightly injured at the same time and place.
- Apr. 19. John Keefe, a drover in charge of stock belonging to Faucett & Banker, in attempting to climb on to train, No. 12, while in motion, was struck by the projecting roof of the wood shed at Lima, and knocked under the cars, his legs falling across the rail. They were both broken and mashed so badly as to require amputation. He was taken to Collins's hotel, where he died April 25. This case is settled, and the company hold widow's receipt in full.
- June 11. Myron B. Hill, a fireman on engine 153, fell from the engine at canal bridge west of Fort Wayne, and was instantly killed. The engine was going west empty, and engineer did not see him fall, but thinks he fell from between the engine and tender. Funeral expenses paid by the company.

- July 24. M. Tahey, foreman on section 47, at North Washington, was killed, under the following circumstances:—He went to Dunkirk to have some blacksmithing done, and on his return, followed P. Gallagher's hand car, riding with one foot on each car; the cars separated, and Tahey, falling to the track, was run over by his own car and instantly killed.
- Aug. 8. A. J. Maples, freight brakeman, was killed at Wanatah, by train No. 10, by falling between the cars. He was not missed from the train until it had reached Warsaw, as no one saw him when he fell. An inquest was held, and a verdict returned in accordance with the above. His remains were taken to Maple's station by his brother. Funeral expenses paid by the company.
- Aug. 9. John Simet, track watchman, was struck by engine, No. 105, on train No. 6, August 9th, at 2.15 A. M., four miles west of Delphos, and was so seriously injured he died the same day. He said his foot caught on a spike when attempting to get off the track, and before he could recover himself, the train struck him.
- Aug. 24. Chas. White, fireman on engine, No. 113, was seriously injured, near Warsaw, by train No. 3, running off track; caused by a broken wheel under the engine. He was taken to Warsaw, and died the same day. Company paid the funeral expenses, and has been sued.
- Aug. 30. A freight brakeman, by name of John Lenaker, was injured at Upper Sandusky, by being caught between a car in the train and one standing on the siding. No particulars as to how it occurred or extent of injuries.
- Aug. 31. An old lady, name unknown, was found by the side of the track, west of Kirby, dangerously injured. She probably fell from train No. 3, as the conductor of that train missed her when taking up tickets west of Van Wert. She had on her person a letter, dated at State Emigrant Refugees' hospital, Ward's Island, New York, Supt.'s office, Aug. 29th, 1865, addressed to John Cochran, saying that it would be handed him by his mother. Was taken home by her son.
- Aug. 31. A young man, named Lewis Hutchins, was killed at Van Wert, in attempting to get on train No. 12, while it was in motion. He slipped and fell under the caboose, both trucks passing over him, and killing him instantly. He was in the habit of getting on trains and riding a short distance, then jumping off; and his death was caused by his own carelessness.

- Oct. 4. Train No. 10, Second section, pulled a draw bar out of one of the cars at Plymouth, and in fixing it and coupling the cars, J. W. Eggleston, a brakeman, had his hand smashed; detaining him from work one month.
- Oct. 5. Three passengers, names unknown, on train No. 5, were slightly injured, by the rear car being upset at Crestline; caused by coming in contact with a car load of sand, which was "running away" on the side track. The injuries were very slight.
- Oct. 8. A man, named Frederick Patton, was found dead on the track a quarter of a mile east of Delphos. The coronor's jury returned a verdict of, "Death by being run over by the cars of the P., F. W. and O. R. W. Co., while lying across or upon the track in a state of intoxication."
- Oct. 16. A man, named Martin Carr, laborer on Leesville gravel train, in attempting to jump on the train after it had started, lost his hold, and fall on the track, the wheels passing over his hand and foot, injuring him severely. He was taken up and carried to Crestline.
- Oct. 20. A man, named Wm. Floor, passenger, on train No. 3, walked off the cars one and one-half miles west of Johnstown. The train was running between thirty and forty miles per hour at the time; and the man was cautioned by the brakeman, about passing from one car to another. He was picked up, taken to Johnstown and medical aid summoned, but he was too seriously injured, and died at 10 o'clock the same morning.
- Oct. 23. A man, named Jas Worden, while walking on the track at Robinson, was struck by the engine of No. 5, at 7 P. M. He was left in the care of the citizens of Robinson, and at last accounts, Nov. 4th, was improving, with a fair prospect for his recovery.
- Oct. 31. John O'Connell was killed at the crossing of Twelfth street and railroad in Chicago, by the engine attached to train No. 5. As No. 5 approached the crossing, the "Dummy" train was standing on the other track taking on passengers. O'Connell stood by the side of the "Dummy" engine, which was blowing off steam, and did not see No. 5 coming, neither did the engineer of No. 5 see him until too late. The engine and gone car passed over him, injuring him so he died in a few hours. The coroner's jury returned a verdict exonerating the company from all blame whatever.

CHAS. E. GORHAM, *Sup't W. D.*

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
Geo. W. Cass	Pittsburg, Pa.
Springer Harbaugh.....	do.
Kent Jarvis.....	Mansfield, Ohio.
John Sherman.....	Mansfield, do.
Willis Merriman.....	Bucyrus, do.
Samuel Hanna.....	Fort Wayne, Ind.
Phiny Hoagland.....	do.
Jesse L. Williams.....	do.
Wm. B. Ogden	Chicago, Ill.
J. Edgar Thomson.....	Philadelphia, Pa.
J. F. D. Lanier.....	New York.
L. H. Meyer	do.
Samuel J. Tilden	do.
Geo. W. Cass.....	President.
Samuel Hanna.....	Vice President.
F. M. Hutchinson	Secretary.
John P. Henderson.....	Treasurer.
J. N. M'Oullough.....	Superintendent.
H. A. Gardner.....	Chief Engineer.
W. H. Barnes.....	Comptroller.

NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin 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, to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*

WILLIAM WISTER, *Treasurer.*

Sworn and subscribed before me, this 8th day of December, 1865.

JOHN SWIFT, *Alderman.*

Stock and Debt.

Capital stock as authorized by law, (with privilege of increasing)	\$1,500,000 00
Amount of stock subscribed	3,150,150 00
Amount paid in, as by last report.....	3,150,150 00
Total amount now paid in of capital stock.....	3,150,150 00
Funded debt, as per last report....	3,105,705 00
Total amount now of funded debt.....	3,105,705 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	3,105,705 00
Rate per ct. per annum of interest on funded debt, average,	6 ¹² / ₁₀₀ per cent.
No dividends.	
Number of shares of stock.....	63,003
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$5,550,418 14	\$5,671,163 84
Equipment.....	517,375 15	665,004 47
Total cost.....	<u>6,067,793 29</u>	<u>6,336,168 31</u>

Characteristics of Road.

Length of main line of road, from Philadelphia to Bethlehem,	55 miles.
Length of road laid.....	69 $\frac{8}{10}$ "
Length of double track of road, about.....	1 $\frac{8}{10}$ "
Length of sidings, about.....	12 $\frac{1}{10}$ "
Gauge of road.....	4 feet 8 $\frac{1}{4}$ in.
Weight of rail per yard on main track.....	56 to 64 lbs.
Branch roads owned by the company and their length, two...	1 $\frac{8}{10}$ & 10 $\frac{1}{10}$ mi's.
Roads worked or leased by the company.....	None
Number of engine houses and shops.....	7
Number of engines.....	23
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,889).....	22
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,508).....	13
Number of freight cars, rated as eight wheel cars, (average cost of each \$550)....	244 $\frac{1}{2}$
Number of coal cars, rated as eight wheel cars, (average cost of each \$260).....	429
Number of iron bridges, (total length in feet 230).....	3
Number of wooden bridges, (total length in feet 1,749).....	8
Number of stone bridges, (total length in feet about 100,)	2
Number of railroads crossed at grade, one steam road.	
Number of stations on main road.....	31
Number of wood and water stations on main road.....	12
Value of real estate held by the company, exclusive of roadway.....	\$461,302 69
Number of tunnels, two—length of each, 2,160, and 500 feet.	
How is track laid and on what foundation? Large cross-ties, wrought iron chairs, 9 inches in length, and broken stone ballast.	

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

Number of miles run by passenger trains.....	196,233
Number of miles run by freight and coal trains.....	128,315
Number of through passengers for the year on main road...	78,392
Number of passengers (all classes) carried in cars.....	637,781
Number of tons of 2,000 pounds of through freight for the year on main road.....	225,596 $\frac{11}{16}$
Gross amount of tonnage for the year.....	307,751
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	18

RAILROAD REPORT.

Average rate of speed adopted by express trains, (including stops).....	23
Average rate of speed adopted by freight trains, (including stops).....	9
Weight of first class passenger engines.....	53,000 pounds.
Weight of freight engines.....	67,000 "

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	146,149 ¹ / ₁₀
Bituminous coal.....	376 ³ / ₁₀
Pig iron.....	22,147 ¹ / ₁₀
Railroad iron.....	807 ¹¹ / ₁₀
Other iron or castings.....	4,841 ⁴ / ₁₀
Iron and other ores.....	21,057 ¹ / ₁₀
Lime and limestone.....	7,232 ⁸ / ₁₀
Agricultural products.....	18,074 ¹² / ₁₀
Merchandise.....	44,104 ¹² / ₁₀
Manufactures.....	11,014 ¹ / ₁₀
Live stock.....	1,070 ⁰ / ₁₀
Lumber.....	21,842 ⁷ / ₁₀
Other articles.....	9,030 ⁸ / ₁₀
Total.....	<u>307,751</u>

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

For first class through and way passengers, average.....	2.85 cents.
For second class passengers.....	None.

The rate per Ton (of 2,000 pounds) per mile charged for Freight

For through freight, (proximate average).....	3.55 cents.
through coal.....do.....	3.72 "
local freight.....do.....	7 "
local coal.....do.....	5 "

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$115,044 90	\$69,001 00	\$46,048 90
Taxes on real estate.....	3,467 53		
Total	118,512 43	69,001 00	46,048 90
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$25,192 38	\$8,728 27	\$16,464 11
Repairs of passenger and baggage cars.....	5,698 14	5,698 14	
Repairs of freight cars.....	11,376 23		11,376 23
Repairs of tools and machinery in shops.....	5,373 48		
Incidental expenses, including oil, fuel, clerks, watchmen, &c. about shops...	2,361 93		
Total	50,002 16		

EXPENSES—CONTINUED.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,848 97		
Agents and clerks.....	15,181 53	\$4,244 00	\$10,937 53
Labor—loading and unloading freight.....	10,798 61		10,798 61
Porters, watchmen and switch tenders	4,056 87		
Wood and water station attendance.....	3,155 10	1,891 10	1,264 00
Conductors, baggage masters and brakemen.....	31,183 34	11,223 05	19,960 29
Engineers and firemen	26,794 20	11,570 90	15,223 30
Fuel and cost of preparing for use.....	61,855 73	27,712 92	34,142 81
Oil and waste for engines and tenders, passenger, baggage and freight cars,	5,864 70		
Loss and damage of goods and baggage.....	2,156 73		
Use of freight cars.....	5,318 40		5,318 40
Shoveling snow.....	826 77		
General superintendence and contingencies—being all items not included in other questions	123,155 50		
Total.....	294,196 45		

NORTH PENNSYLVANIA

Receipts.

From passengers	\$337, 137 78
freight	527, 207 00
mail transportation	3, 215 00
interest	888 55
miscellaneous	<u>7, 504 72</u>

Summary of Payments.

For construction and equipment	\$202, 665 05
maintaining and operating the road	462, 711 04
interest	209, 913 14
State tax on tonnage, (no tax on capital stock)	3, 813 33
United States tax	15, 154 18
Total	<u>894, 256 74</u>

Cost of Transportation.

Cost per passenger per mile, proximate average	1.57
Cost per ton freight per mile, proximate average	1.85

Accidents.

KILLED —employees	3
others	6
Total	<u>9</u>
INJURED —employees	2
others	1
Total	<u>3</u>

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:

1864.

Nov. 3. John Russell, drayman, hurt by driving in front of an approaching train.

1865.

Feb. 2. Locomotive "Cheltenham," when running with a freight train, exploded near Hatfield, and killed Evans Brinton, engineer, and two firemen, W. R. Smith and Aaron Lambert; also Z. Gross and J. A. Drake, who were riding on the tender, contrary to the rules of the road, and wounded Jacob Cobough, conductor of the freight train.

- April 27. A woman, named Mary Farr, was fatally injured on American street, below Oxford street. She saw the engine coming slowly, crossed the track and in trying to re-cross with a small child, named Ann Mahoney, tripped and fell on the track close to the engine. The child was hurt.
- June 20. A little boy, Frederick H. Lager, four years old, fatally injured, when playing between coal cars, at outer depot.
- July 19. A little girl, Sophia Huber, aged twelve years, fatally injured by a milk car drawn by mules, when crossing a track at the Third street depot.
- Sept. 28. A boy about five years old, named Michael O'Donnell, killed in American street, by clinging to the side of a truck.

Summary.

In the year there was no passenger either killed or wounded. Three employees were killed and one wounded, and of other persons, three adults and three children were killed, and one adult and one child wounded. Of the eight other persons, all but one were improperly upon the track or vehicles of the company when hurt; and the only other person, a child, was crossing the track.

Names and Residence of Officers.

Director.	Post office address
John Jordan, Jr.	Philadelphia.
J. Gillingham Fell.	do.
S. Morris Wahn.	do.
William C. Ludwig.	do.
Edwood Shannon.	do.
Edward C. Knight.	do.
Alfred Hunt.	do.
J. Pemberton Hutchinson.	do.
William C. Kent.	do.
Charles W. Wharton.	do.
Robert F. Taylor.	do.
Jacob Reigel.	do.
F. A. Comly, President.	Philadelphia.
Edward Armstrong, Secretary.	do.
William Wister, Treasurer.	do.
Sol. W. Roberts, Superintendent.	do.

SCHUYLKILL AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss :

Personally appeared Charles E. Smith, president, and S. 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, to the best of their knowledge and belief.

(Signed)

CHARLES E. SMITH, *President.*

S. BRADFORD, *Treasurer.*

Affirmed and subscribed before me, this 16th day of December, 1865.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,600,000 00
Amount of stock subscribed.....	1,269,150 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.....	79,804 70
The amount now of floating debt.....	133,566 19
Total amount now of floating and funded debt.....	230,566 19
Rate per cent. per annum of interest on funded debt.....	6 per cent.
No dividends declared.	
Number of shares of stock.....	25,383
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost.....	<u>\$1,308,686 15</u>	<u>\$1,308,686 15</u>

Characteristics of Road.

Length of main line of road, from Rockville to Auburn.....	54 miles.
Length of road laid.....	61 "
Length of sidings.....	7 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45, 60 & 64 lbs.
Branch or leased roads.....	None.
Number of engine houses and shops.....	4

RAILROAD REPORT.

Number of engines.....	7
Number of first class passenger cars, rated as eight wheel cars.....	None.
Number of baggage, mail and express cars, (rated as eight wheel cars, average cost of each \$1,800).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each \$475).....	40
Number of coal cars, rated as eight wheel cars, (average cost of each \$475).....	11
Number of iron bridges.....	2
Number of wooden bridges.....	6
Number of stone bridges.....	2
Number of stations on main road.....	3
Number of wood and water stations on main road.....	10
How is track laid, and on what foundation? On graded surface, partly ballasted with broken stone.	

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

Number of miles run by passenger trains.....	22, 283
Number of miles run by freight trains.....	58, 938
Number of miles run by coal trains.....	38, 120
Number of through passengers for the year on main road...	253
Number of passengers (all classes) carried in cars.....	74, 974
Gross amount of tonnage for the year.....	247, 805
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	13
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	20 tons.
Weight of freight engines.....	41 "

The amount of Freight, specifying the quantity in tons, of 2,000 pounds.

Anthracite coal.....	196, 623.
Lumber.....	13, 444
Other articles.....	37, 738
Total.....	<u>247, 805</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.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Total	\$90, 125 06		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$12, 368 23	\$1, 204 88	\$11, 163 37
Repairs of passenger and baggage cars	1, 633 61	1, 633 61	
Repairs of freight cars	4, 277 48		4, 277 48
Repairs of tools and machinery in shops	1, 331 31	166 20	1, 165 11
Incidental expenses, including oil, fuel, clerks, watchmen, &c, about shops,	3, 407 84	425 98	2, 981 86
Total	25, 018 47.	3, 430 65	19, 587 82

EXPENSES—CONTINUED.

	AMOUNT.	ALLOTTED TO.	
		Pass. transportation	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$535 32	\$468 31	\$67 01
Agents and clerks.....	3,800 27	475 04	3,325 23
Labor—loading and unloading freight.....	1,000 14	.....	1,000 14
Porters, watchmen and switch tenders.....	412 45	51 56	360 89
Conductors, baggage masters and brakemen.....	7,202 42	1,665 01	5,537 41
Engineers and firemen.....	7,656 67	1,851 72	5,804 95
Fuel and cost of preparing for use.....	15,394 18	1,206 50	14,187 68
Oil and waste for engines and tenders, passenger, baggage and freight cars..	1,370 72	229 84	1,140 88
Use of freight cars.....	6,669 14	.....	6,669 14
General superintendence.....	1,500 00	187 50	1,312 50
Contingencies.....	218 77	.....	218 77
Total.....	45,760 08	6,135 48	39,624 60

SCHUYLKILL AND SUSQUEHANNA

Receipts.

From passengers.....	\$23,282 63
freight, (coal, \$49,657 10; merchandize, \$39,536 89),	89,193 99
mail transportation.....	2,950 00
miscellaneous.....	6,144 02
Total.....	<u>121,570 64</u>

Summary of Payments.

For maintaining and operating the road	\$158,903 01
interest.....	5,820 00
miscellaneous.....	2,054 04
State tax on capital stock and tonnage, and United States tax.....	3,941 95
Total.....	<u>170,719 00</u>

Accidents.

The following is a statement of the date of an accident :
1865.

March 21. John Zimmerman, brakeman on freight train, foot crushed at White House station.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
S. M. Felton.....	Philadelphia.
H. F. M'Kean.....	do.
A. E. Borie.....	do.
E. B. Cabeen.....	do.
J. B. Lippincott.....	do.
Mees Taylor.....	New York.
Charles E. Smith, President.....	Philadelphia.
William H. Webb, Secretary.....	do.
S. Bradford, Treasurer.....	do.
G. A. Nicolls, General Superintendent.....	Reading.
U. E. Tracy, Superintendent.....	Pinegrove.
George Rice, Engineer in charge of roadway.....	Pottstown.

TIOGA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Joseph W. Ryerss, president, and George H. Colket, treasurer, of the Tioga railroad 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)

J. W. RYERSS, *President.*

GEO. H. COLKET, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1865.

WILLIAMS OGLE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law, (with right to increase to 1,000,000).....	\$125,000 00
Amount of stock subscribed.	124,950 00
Amount paid in, as by last report.....	391,800 00
Total amount now paid in of capital stock.....	437,800 00
Funded debt, as per last report.....	372,000 00
Total amount now of funded debt.....	326,000 00
Floating debt, as by last report.....	1,342 12
The amount now of floating debt.....	26,292 12
Total amount now of floating and funded debt.....	352,292 12
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Dec. 1, 1864.....	4 per cent.
Number of shares of stock.....	8,756
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$485,800 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$802,253 60	821,200 07
Equipment.. .. .	165,983 88	212,788 22
Total cost.....	<u>968,137 43</u>	<u>1,033,988 29</u>

Characteristics of Road.

Length of main line of road, from State line (near Lawrenceville) to Morris Run.....	30 $\frac{6}{100}$ miles.
Length of road laid.....	30 $\frac{16}{100}$ "
Length of sidings.....	4 $\frac{13}{100}$ "
Gauge of road.....	6 feet.
Weight of rail per yard on main track: 57 $\frac{88}{100}$ lbs. on 27 $\frac{49}{100}$ miles, and 45 lbs. on 3 $\frac{11}{100}$ miles.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	5
Number of engines.....	7
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).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$502 50).....	27
Number of coal cars, rated as eight wheel cars, (average cost of each \$482 16).....	200
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet 494).....	14
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	12
Number of wood and water stations on main road.....	5
Value of real estate held by the company, exclusive of road way.....	\$21,751 39
Tunnels.....	None.
How is track laid, and on what foundation? On oak and hemlock ties, wrought iron chairs, gravel and loam.	

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

Number of miles run by mixed trains.....	107,246
Number of through passengers for the year on main road....	5,113 $\frac{1}{2}$
Number of passengers (all classes) carried in cars.....	82,007
Number of tons of 2,000 pounds of through freight for the year on main road.....	381,044
Gross amount of tonnage for the year.....	461,975
Average rate of speed adopted by mixed trains, including steps, (miles per hour).....	13 miles.

RAILROAD REPORT.

211

Average rate of speed adopted by coal trains, including stops,	10 miles.
Weight of first class passenger engines, (24 tons each).....	4
Weight of freight engines, (30 tons each).....	3

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	137
Bituminous coal.....	379,479
Pig iron.....	238
Railroad iron.....	30
Other iron or castings.....	54
Iron and other ores.....	2
Lime and limestone.....	297
Agricultural products.....	2,155
Merchandise.....	4,595
Manufactures.....	276
Live stock.....	4
Lumber.....	14,718
Total.....	<u>401,975</u>

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

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

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight.....	8 cents.
through coal, (Morris Run to Lawrenceville).....	4½ "
through coal, (by contract to Corning, when exceeding 100,000 tons per year).....	1½ "
local freight.....	10 "
local coal.....	6 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$64,088 37
Taxes on real estate.....	88 18
Total.....	<u>64,096 50</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$17,626 07
Repairs of passenger and baggage cars.....	101 94
Repairs of freight cars.....	6,244 27
Repairs of tools and machinery in shops.....	4,650 57
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,197 58
Total.....	<u>\$1,120 43</u>

Operating the Road.

Office expenses, stationery, &c.....	\$1,139 45
Agents and clerks.....	2,169 22
Porters, watchmen and switch tenders.....	43 75
Conductors, baggage masters and brakemen.....	9,339 87
Engineers and firemen.....	9,287 96
Fuel and cost of preparing for use.....	4,127 41
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	7,222 61
Damage to property, including damage by fire and cattle killed on road.....	207 00
General superintendence.....	7,558 29
Contingencies.....	583 20
Total.....	<u>41,678 76</u>

Receipts.

From passengers.....	\$19,695 88
freight.....	148,625 34
mail transportation.....	1,288 30
use of coal cars.....	37,741 51
interest.....	202 19
miscellaneous.....	32,176 33
Total.....	<u>239,609 55</u>

Summary of Payments.

For construction and equipment.....	\$65,850 86
telegraph from Lawrenceville to Blossburg.....	1,941 82
maintaining and operating the road.....	136,895 69
dividends.....	17,258 00

RAILROAD REPORT.

219

For interest.....	\$22,606 73
miscellaneous.....	3,327 43
State tax on capital stock and tonnage.....	6,710 01
United States tax	4,049 55

Total.....	258,640 09

Accidents.

The following is a statement of the date of each accident, and the extent of the injuries to each person :

1865.

April 16. J. Campbell (a miner) fell from platform of lumber car, was run over, and lost one arm and one foot.

Sept. 23. Man, name unknown, lying intoxicated on the track, was run over by a coal train in the night ; lost one hand.

Names and Residences of Officers.

Directors.	Post office address.
Joseph W. Eyers.....	Philadelphia.
O. Colket.....	do.
Charles Ellis.....	do.
William E. Morris.....	do.
William Ellis.....	do.
Edward C. Dale.....	do.
John W. Guernsey.....	Norristown.
Henry L. Gaw.....	Philadelphia.
Edwin Swift.....	do.
A. E. Dougherty.....	do.
Robert W. Eyers.....	do.
William W. Colket.....	do.
Joseph W. Eyers, President.....	Philadelphia.
George H. Colket, Secretary and Treasurer.....	do.
Levi H. Shattuck, Superintendent.....	Corning, N. Y.

WEST CHESTER AND PHILADELPHIA.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared M. B. Hickman, president, and Wm. McCullough, 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, to the best of their knowledge and belief.

(Signed)

M. B. HICKMAN, *President.*

WM. McCULLOUGH, *Treasurer.*

Affirmed and subscribed before me, this 14th day of November, 1865.

B. F. WARREN, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,600,000 00
Amount of stock subscribed—11,142 common and 6,588 preferred.	
Amount paid in, as by last report.....	684,035 83
Total amount now paid in of capital stock.....	684,035 83
Funded debt, as per last report, (including unpaid interest,)	1,009,095 12
Total amount now of funded debt.....	962,300 00
Floating debt, as by last report.....	162,311 33
The amount now of floating debt.....	130,840 00
Total amount now of floating and funded debt.....	1,093,140 00
9½ unpaid interest.....	54,145 00
Rate per cent. per annum of interest on funded debt.....	7½ per cent.
Number of shares of stock—5,795 preferred, 7,885 common.	
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,313,523 61	\$1,331,640 20
Equipment.....	102,982 76	143,557 29
Total cost.....	1,416,506 37	1,475,197 49

Characteristics of Road.

Length of main line of road, from West Chester to Philadelphia	26.88 miles.
Length of road laid	26.38 "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	60, 64 & 50 lbs.
Number of engine houses and shops	2
Number of engines	8
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,500)	13
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,750)	3
Number of freight cars, rated as eight wheel cars, (average cost of each \$600)	28
Number of coal cars, (rated as eight wheel cars)	None.
Number of iron bridges	1
Number of wooden bridges	16
Number of stone bridges	None.
Number of railroads crossed	1
Number of stations on main road	22
Number of wood and water stations on main road	3
No tunnels.	
How is track laid, and on what foundation? 15 miles stone ballast; balance wooden sills and earth bed.	

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

Number of miles run by passenger trains	103, 100
Number of miles run by freight trains	30, 678
Number of miles run by gravel trains	4, 800
Number of through passengers for the year on main road,	79, 948
Number of passengers (all classes) carried in cars	506, 578
Number of tons of 2,000 lbs. of through freight for the year on main road	11, 055.11
Gross amount of tonnage for the year	79, 850.05
Average rate of speed adopted by ordinary passenger cars, including stops, (miles per hour)	16 miles.
Average rate of speed adopted by express trains, including stops	18 miles.
Average rate of speed adopted by freight trains, (including stops)	8 miles.
Weight of first class passenger engines	18 tons.
Weight of freight engines	24 "

WEST CHESTER AND PHILADELPHIA

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	27,726.07
Other articles.....	52,123.18
Total.....	<u>79,849.25</u>

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

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

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight, (including teaming and delivery)	10 cents.
through coal.....	3 $\frac{1}{2}$ "
local freight.....	11 "
local coal.....	4 $\frac{1}{2}$ "

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. Trans.	Freight Trans.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$61,452 28	\$46,089 31	\$15,363 07
Taxes on real estate.....	1,029 24	727 50	301 74
Total.....	62,481 52	46,816 71	15,664 81
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$11,862 24	\$8,896 68	\$2,965 56
Repairs of passenger and baggage cars.....	7,128 40	7,128 40	.....
Repairs of freight cars.....	3,564 20	.....	3,564 20
Repairs of tools and machinery in shops.....	499 94	366 63	133 31
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,214 98	911 24	303 74
Total.....	24,269 76	17,302 95	6,966 81
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$4,968 58	\$3,800 30	\$1,167 68
Agents and clerks.....	5,749 60	2,984 04	2,765 56
Labor—loading and unloading freight.....	2,828 85	.....	2,828 85
Porters, watchmen and switch tenders.....	1,888 80	1,259 20	629 60
Wood and water station attendance.....	1,047 88	785 91	261 97
Conductors, baggage masters and brakemen.....	9,018 98	5,468 98	3,554 95
Engineers and firemen.....	8,126 62	5,417 75	2,708 87
Fuel and cost of preparing for use.....	14,072 60	10,554 45	3,518 15
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,585 62	1,939 22	646 40
Loss and damage of goods and baggage.....	221 21	.....	221 21
Use of freight cars, teaming and toils.....	3,087 83	185 18	2,902 65
Shoveling snow.....	253 16	253 16	.....
General superintendence and salaries.....	3,912 84	2,934 26	978 08
Contingencies—current expenses.....	2,129 19	1,419 46	709 73
Total.....	59,891 81	36,997 51	22,893 80

Receipts.

From passengers.....	\$218,903 57
freight.....	59,998 97
mail transportation.....	1,780 23
miscellaneous.....	66,558 18
Total.....	<u>347,240 95</u>

Summary of Payments.

For construction and equipment	\$67,766 12
maintaining and operating the road	150,517 00
interest.	73,471 27
miscellaneous.....	42,027 09
State tax on capital stock and tonnage.....	1,616 33
United States tax.....	9,902 35
Total.....	<u>345,300 16</u>

Accidents.

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

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 :

1865.

- Aug. 19. Mary Nugent, aged 8 years, killed by being caught between car bumpers in the Philadelphia depot.
- Sept. 1. Charles Fox and Geo. Robinson were killed at Crum creek bridge, by being struck by a panel of lateral bracing which was knocked out of the bridge by their rigging. They were in the employ of Stone, Quigley and Burton, contractors.
- Oct. 27. Patrick Cody was killed at Pannelton, by being run over by a passenger train. He jumped from the train while in motion, and was thrown under the wheels.

Names and Residence of Officers.

Directors.	Post office address.
M. B. Hickman.....	West Chester.
Wm. Apple.....	do.
John Bennington.....	Glen Mills.
Zophar C. Howell.....	Philadelphia.
Michael Malone.....	Lancaster.
David Meconkey.....	West Chester.
Nicholas Mendenhall.....	do.
Abraham Fennell.....	Lima.
Samuel Riddle.....	Glen Riddle.
Mark Willcox.....	Philadelphia.
M. B. Hickman, President.....	West Chester.
A. Lewis Smith, Secretary.....	Philadelphia.
Wm. M'Callough, Treasurer.....	West Chester.
Henry Wodd, Superintendent.....	

WEST CHESTER.

... PENNSYLVANIA, } ss:
 ... County,

... appeared M. B. Hickman, president, and Thos. H. Hall, treasurer of the West Chester railroad company, and in due form of law made a statement, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

M. B. HICKMAN, *President.*

THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this 19th day of December, 1865.

JNO. NEWLIN, 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
No dividends declared.	
Number of shares of stock	3,300
Par value of each share	\$50 00

Cost of Road and Equipment.

Cannot answer.

Characteristics of Road.

Length of main line of road, from West Chester to intersection of Pennsylvania railroad	9 miles.
Length of road laid.	9 "
Length of double track of road	None.
Length of sidings, about.	$\frac{1}{2}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	50 pounds.
Number of engine houses	2
Number of engines	None.
Number of first class passenger cars, rated as eight wheel cars, (cost \$4,535)	1

RAILROAD REPORT.

231

Number of baggage, mail and express cars, rated as eight wheel cars, (cost about \$900).....	1
Number of freight and coal cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	None.
Number of stone bridges.....	None.
Number of railroads crossed	None.
Number of wood and water stations on main road.....	2

[Doings of the Year in Transportation, and total Miles Run.

Road is leased to the West Chester and Philadelphia railroad, since January 1, 1865.

Receipts.

From sale of depot in Philadelphia.....	\$21,666 67
miscellaneous.....	<u>4,205 82</u>

Summary of Payments.

For construction and equipment.....	\$18,528 57
miscellaneous.....	683 81
Total.....	<u><u>19,212 38</u></u>

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
Marshall B. Hickman.....	West Chester.
David Meconkey.....	do.
Nicholas Mendenhall.....	do.
William Apple.....	do.
Michael Malone.....	Lancaster.
Samuel Riddle.....	Glen Elder, Delaware co.
Mark Willcox.....	Philadelphia.
M. B. Hickman, President.....	West Chester.
Thos. H. Hall, Secretary and Treasurer....	do.
Henry Wood, Superintendent.....	do.

LEHIGH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared James S. Cox, president, and Solomon Shepherd, treasurer, of the Lehigh coal and navigation 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 S. COX, *President.*

SOLOMON SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 11th day of January, 1866.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

The Lehigh and Susquehanna railroad is owned by the Lehigh coal and navigation company, and has no separate organization, capital stock or debt.

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$1,619,988 00	\$2,431,311 00
Equipment.....	275,000 00	397,600 00
	<u> </u>	<u> </u>

Characteristics of Road.

Length of main line of road, from Wilkesbarre to Easton...	91 miles.
Length of road link.....	28 "
Length of sidings.....	5 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	46 to 58 lbs.
Branch roads owned by the company and their length, viz:	
one branch, nearly finished.....	13 miles.
Roads worked or leased by the company, viz: Nanticoke railroad, about six miles in operation.	
Number of engine houses and shops.....	3
Number of engines.....	11
Number of freight cars, rated as eight wheel cars, (average cost of each \$500).....	44

RAILROAD REPORT

Number of coal cars, rated as eight wheel cars, (average cost of each \$400).....	819
Number of wooden bridges, (total length in feet 80).....	1
Number of railroads crossed.....	1
Number of stations on main road.....	5
Number of wood and water stations on main road.....	4
One tunnel of.....	1,750 feet.
How is track laid and on what foundation? Wood cross-ties, on gravel and broken stone.	

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

Number of miles run by passenger trains.....	24,960
Number of miles run by freight trains...	9,490
Number of miles run by coal trains.....	69,149.
Number of through passengers for the year on main road....	23,658
Number of passengers (all classes) carried in cars.....	25,716
Number of tons of 2,000 lbs. of through freight for the year on main road	339,206
Gross amount of tonnage for the year,.....	472,708
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.....	15
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	30 "

The amount of Freight, specifying the quantity in Tons.

Apthracite coal, (tons of 2,000 pounds).....	452,393
Other iron or castings.....	168
Lime and limestone.....	100
Merchandise.....	125
Lumber.....	19,575
Other articles.....	347
Total.....	472,708

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 and tax.....	3 1/2 "

1865.

- March 4. Michael Smith, employee, killed by being run over by locomotive, at foot of plane No. 3.
- March 4. William Hortin, messenger, head injured; was leaning from the car and his head struck a pile of sills.
- Nov. 20. George Palmer, arm broken, trying to jump on coal train while in motion.
- July 3. Three women, names unknown, killed on plane No. 2. They with some boys, were, contrary to orders, riding on the safety car; one of the boys, by meddling with the safety latch, threw the car off the track and the coal cars fell on the women—the boys escaped.

The officers are those of the Lehigh coal and navigation company.

GETTYSBURG.

STATE OF PENNSYLVANIA, }
Adams County, } ss :

Personally appeared Robert M'Curdy, president and sequestrator of the Gettysburg railroad company, and in due form of law made oath, that the statements in the following report are true, to the best of his knowledge and belief.

(Signed)

R. M'OURDY,

President and Sequestrator of the Gettysburg R. R.

DAVID WILLIS, *Treasurer.*

Sworn and subscribed before me, this 6th day of January, 1866.

D. ZEIGLER, *Judge.*

Stock and Debt.

Capital stock as authorized by law	\$300,000 00
Amount of stock subscribed.....	132,000 00
Amount paid in, as by last report	117,200 00
Total amount now paid in of capital stock	117,400 00
Funded debt, as per last report.....	80,000 00
Total amount now of funded debt.....	86,000 00
Floating debt, as by last report.....	94,500 00
The amount now of floating debt.....	95,000 00
Total amount now of floating and funded debt.....	181,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock.....	2,348
Par value of each share.....	\$50 00
No dividends declared.	

Cost of Road and Equipment.

	<i>By present report.</i>
Construction.....	\$238,000 00
Equipment.....	24,000 00
	<hr/>
Total cost.....	262,000 00
	<hr/> <hr/>

Characteristics of Road.

Length of main line of road, from Gettysburg to Hanover....	17 miles.
Length of road laid.....	17 "
Length of sidings.....	1 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track : One-half 50 lbs.; bal..	56 & 58 lbs.
Number of engine houses and shops.....	1
Number of engines.....	2
Number of first class passenger cars, rated as eight wheel cars, (cost \$4,000).....	1
Number of baggage, mail and express cars, rated as eight wheel cars, (cost \$500).....	1
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet 310).....	5
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	6
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road way.....	\$5,000 00
No tunnels.	
How is track laid, and on what foundation? Earth.	

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

Number of miles run by mixed passenger and freight trains,	21,284
Average rate of speed adopted by mixed trains, including stops, (miles per hour).....	15
Weight of passenger and freight engines, pounds.....	20,000

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

For first class through passengers.....	4 cents.
For first class way passengers.....	4 "

Expenses.

Maintaining and operating the road, repairs of machinery, &c.,	<u>\$28,963 80</u>
--	--------------------

GETTYSBURG

Receipts.

From passengers.....	\$17,027 11
freight.....	15,118 96
mail transportation.....	862 50
miscellaneous.....	1,201 55
Total.....	<u>34,210 12</u>

Summary of Payments.

For construction and equipment....	\$2,732 34
maintaining and operating the road, repairs of machinery, &c.....	26,231 46
surplus funds, to pay on account of interest.....	4,300 62
State tax on capital stock and tonnage.....	235 87
United States tax.....	709 83
Total.....	<u>34,210 12</u>

No surplus fund.

No accidents.

Names and Residence of Officers.

Directors.	Post office address.
David Wills.....	Gettysburg, Pa.
George W. McClellan.....	do.
George Swope.....	do.
Henry J. Stable.....	do.
S. R. Russell.....	do.
A. Krise.....	do.
F. Diehl.....	Cashtown, Pa.
P. Diehl.....	New Oxford, Pa.
W. D. Himes.....	do.
W. Bittinger.....	Abbotstown, Pa.
D. M. Myers.....	New Oxford, Pa.
W. W. Taylor.....	Baltimore, Md.
R. M'Curdy, President.....	Gettysburg, Pa.
David Wills, Secretary and Treasurer.....	do.
R. M'Curdy, Superintendent.....	do.

PHILADELPHIA AND READING.

[FOR THE YEAR ENDING NOVEMBER 30, 1865.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles E. Smith, president, and S. 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, to the best of their knowledge and belief.

(Signed)

CHARLES E. SMITH, *President.*S. BRADFORD, *Treasurer.*Attest:—W. H. WEBB, *Secretary.*

Sworn and subscribed before me, this 8th day of January, 1866.

W. W. DOUGHERTY, *Alderman.**Stock and Debt.*

Capital stock as authorized by law.....	Unlimited.
Amount paid in, as by last report.....	\$20,072,323 47
Total amount now paid in of capital stock.....	20,240,673 47
Funded debt, as per last report.....	7,271,879 33
Total amount now of funded debt.....	6,900,662 67
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	6,900,662 67
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Dividend of 10 per cent., payable in cash or common stock, at the option of the stockholder, declared December 11, 1865, out of the earnings of the year ending November 30, 1865, payable December 30, 1865.	
Number of shares of stock.....	404,813 $\frac{17}{100}$
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$20,240,673 47

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$18,998,276 96	\$19,155,988 31
Equipment.....	5,736,479 57	6,155,946 50
Total cost.....	<u>24,734,756 53</u>	<u>25,311,934 81</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 of road.....	130 "
Length of sidings, main line, $103\frac{4}{10}$ miles; total length of track, including sidings, main line and branches.....	717 $\frac{4}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 and 68 lbs.
Roads worked or leased by the company, viz: Mill Creek railroad; Schuylkill Valley railroad; Mount Carbon rail- road; Mount Carbon and Port Carbon railroad; Mahanoy and Broad Mountain railroad; East Mahanoy railroad; Little Schuylkill railroad; Mine Hill railroad; Locust Gap railroad; Lorberry Creek railroad; Good Spring railroad; Union railroad; Chester Valley railroad; West Reading railroad, and Port Kennedy railroad.	
Number of engine houses and shops, 15 engine houses and 6 shops.	
Number of engines.....	254
Number of first class passenger cars, rated as eight wheel 'cars, (average cost of each \$4,250).....	56
Number of second class passenger cars, rated as eight wheel cars, (average cost of each \$3,000).....	7
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,500 to \$1,800).....	24
Number of freight cars, rated as eight wheel cars, (average cost of each \$610 to \$930;) owned, 1,316; leased, 17; total,	1,333
Number of coal cars, rated as eight wheel cars, (average cost of each \$600 to \$725;) owned, 5,750; leased, 23; total....	5,773
Number of iron bridges.....	21
Number of wooden bridges.....	16
Number of stone bridges.....	54
Number of railroads crossed—locomotive, 3; horse, 20.	

RAILROAD REPORT.

231.

Number of stations on main road.....	52
Number of wood and water stations on main road—wood, 10; water, 15.	
Number of tunnels, (length of each, Pulpit Rock, 1,657 feet; Black Rock, 1,932 feet; Flat Rock, 932 feet).....	8
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	472,626
Number of miles run by freight trains.....	423,987
Number of miles run by coal trains.....	2,172,897
Number of through passengers for the year on main road....	393,359
Number of passengers (all classes) carried in cars . . .	1,481,632
Gross amount of tonnage for the year.....	4,307,816
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	22
Average rate of speed adopted by express trains, including stops.....	27
Average rate of speed adopted by freight trains, including stops.....	8 to 14.
Weight of first class passenger engines.....	25
Weight of freight engines.....	25 to 31

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

Anthracite coal.....	3,154,821
Bituminous coal.....	306,489
Petroleum and oil.....	5,876
Pig iron.....	101,009
Railroad iron.....	51,248
Other iron or castings.....	61,871
Iron and other ores.....	147,234
Lime and limestone. . .	74,029
Agricultural products.....	99,144
Merchandise.....	68,610
Manufactures.....	30,118
Live stock.....	43,268
Lumber and bark.....	115,592
Other articles.....	48,507
Total on main road and branches.....	<u>4,307,816</u>

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

For first class through passengers.....	3 $\frac{4}{10}$ cents.
For first class way passengers	3 $\frac{4}{10}$ "
For second class through passengers.....	2 $\frac{7}{10}$ "
For second class way passengers.....	2 $\frac{7}{10}$ "

The rate per Ton (of 2,000 pounds) per mile charged for Freight and Tolls.

Freight and tolls on merchandize—average.....	3 $\frac{46}{100}$ cents.
Freight and tolls on coal—average.....	2 $\frac{67}{100}$ "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings, bridges and wharves at Port Richmond, but excepting cost of renewing railroad iron, total.	<u>\$997,948 40</u>
Allotted to passenger transportation.....	\$148,199 11
Allotted to freight transportation.....	<u>849,749 29</u>

Repairs of Machinery.

Repairs of engines and tenders.....	\$646,735 88
Repairs of passenger and baggage cars	71,838 73
Repairs of freight cars.....	693,715 97
Repairs of machinery at four inclined planes.....	61,609 73
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.	40,417 66
Total.....	<u>1,514,317 97</u>
Allotted to passenger transportation....	\$175,912 15
Allotted to freight transportation.....	<u>1,338,405 82</u>

Operating the Road.

Office expenses, stationery, &c.....	\$43,299 69
Agents and clerks.....	112,361 45
Labor—loading and unloading freight; porters, watchmen and switch tenders; wood and water station attendance,	149,710 59
Conductors, baggage masters and brakemen, engineers and firemen, and all train crews.....	629,427 61
Fuel and cost of preparing for use.....	557,582 10

RAILROAD REPORT.

233

Oil, tallow and waste for engines and tenders, passenger, baggage and freight cars.....	\$195,884 47
Loss and damage of goods and baggage, (coal, \$17,799 89; merchandize, \$5,134 01).....	22,933 90
Hauling and assorting cars in coal region, at Port Richmond and in Philadelphia.....	115,287 86
Damages to property, including damage by fire, and cattle killed on road.....	466 83
Salaries of officers, law, stationery, advertising, &c., at Philadelphia office.....	168,737 81
Contingencies, sundries, water rents, &c.....	29,424 97
Total.....	<u>2,025,117 28</u>
Allotted to passenger transportation.....	\$236,368 95
Allotted to freight transportation.....	<u>1,788,748 33</u>

Receipts on Construction and Equipment Account.

None.

Receipts.

From passengers.....	\$1,065,846 89
freight, (coal, \$8,627,292 02; merchandize, \$1,165,276 86).....	9,792,568 88
mail transportation.....	28,871 21
use of freight cars and miscellaneous.....	255,231 72
Total.....	<u>11,142,518 70</u>

Summary of Payments.

For construction of branch railroads, new depots, &c., and purchase of cars and engines....	\$1,339,264 10
maintaining and operating the road.....	4,537,383 65
interest.....	409,210 76
miscellaneous.....	905,020 93
appropriated for renewing railroad iron.....	424,384 08
State tax on tonnage and real estate, &c., (State tax on dividend declared December 11, 1865, will be \$101,203 37, but is not included in the accounts of the year ending November 30, 1865).....	138,012 36
United States tax.....	325,447 22
Total.....	<u>8,078,723 10</u>
Total amount of surplus fund.....	<u>\$3,305,739 01</u>

Cost of Transportation.

Cost per passenger per mile, proximate average.....	1.51	cents.
Cost per ton merchandize per mile, proximate average.....	2	"
Cost per ton coal per mile, proximate average.....	1.13	"
(Taxes, cost of renewing rails, rents and interest, not included.)		

Accidents.

KILLED—employees.....	3
others.....	24
Total.....	<u>27</u>
INJURED—employees.....	7
others.....	15
Total.....	<u>22</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 :

1865.

- Jan. 2. James Goodman, brakeman, injured while loading car wheels at Reading.
- Jan. 5. William Murray, an employee, injured at Reading.
- Jan. 16. Mrs. Roach and two men injured by collision of engine and street car, at Nineteenth street crossing, Philadelphia.
- Jan. 20. William Simpson, a stranger, leg crushed in attempting to get on a coal train while in motion, at Fall's station.
- Mar. 2. Ellen M'Dade, aged fourteen, killed in attempting to cross in front of an engine at Coates street crossing, Philadelphia.
- Mar. 4. Michael Connelly, aged eleven, killed while creeping under cars at Fairmount Park, Philadelphia.
- Mar. 15. James M'Laughlin and Kearns Wiggins, injured while standing on the track, were knocked down by the engine at Twenty-second street crossing, Philadelphia.
- Mar. 16. A stranger, name unknown, killed while walking on the track below Valley Forge.
- Mar. 28. Albert Wiggins, aged ten, killed while picking coal near Trenton railroad crossing.
Mary Ann Lunt, aged eight, had a foot crushed while picking coal at Philadelphia.

- Apr. 1. James Kinney, repairman, killed by being caught between a passenger car platform and the platform at Harrisburg depot.
- Apr. 5. Thomas M'Govern, boy, killed by falling off a coal train on which he was riding near Summit Richmond bridge.
- Apr. 17. Jones Phillips, employee, had his leg broken at an accident to the passenger train at Pottstown.
- Apr. 26. Cyrus Fortna, laborer Lebanon Valley ballast train, injured by being dumped from a car while the train was in motion.
- Apr. 27. A stranger, killed while walking on the track near Swatara station, Lebanon Valley railroad.
- May 2. A stranger, killed while walking on the track near Manayunk.
- June 3. Francis Seyfert, (or Sigfried,) killed while walking on the tracks at Richland station.
- June 12. H. Wells, paymaster roadway department, had his leg broken and shoulder injured by a collision of engine and pay car about three miles from Philadelphia.
- June 14. William Dorworth, killed while walking on the track at Norristown.
- June 17. A son of Mr. Kleckner, foreman of carpenters, was run over by engine and severely injured.
- June 19. A Mr. Lindennore, severely injured by driving across the tracks at Richland in front of engine.
- June 23. Michael Sbolle, an employee, killed by being caught between the bumpers of a coal car.
- June 29. Ann Ashen, killed at York road bridge; the woman stepped on the track ahead of the engine.
- July 6. James Garven, killed in attempting to jump on a coal train while in motion one mile below Mount Carben.
- July 12. James Phillips, a stranger, killed while walking on the track near East Mahanoy Junction.
Felix Schnepf, killed by falling off coal train at Falls.
William Forthna, a boy, leg cut off in attempting to jump on a freight train while in motion.
- July 13. Michael Hughes, killed while riding on a coal train at Philadelphia.
- July 21. Patrick Mehan, employee, fell off a coal car and broke his leg.
- Aug. 9. John Albright, injured by jumping off passenger train at Douglasville.
- Aug. 10. Alexander Gilmore, killed; was intoxicated, and laid down on the track at Tamaqua.
Patrick Houston, killed; two trains were passing at the time at Phoenixville tunnel.

- Aug. 26. Thomas Kelley, aged ten years, killed by falling off car on which he was riding at Pennsylvania avenue, between Seventeenth and Eighteenth streets, Philadelphia.
- Oct. 3. William H. Jones, leg cut off while riding on a coal train.
- Oct. 4. Charles Albright, killed while walking on the track two miles west of Schuylkill bridge, Reading.
- Oct. 7. Catharine Myers, killed in attempting to drive cattle from the track at York road bridge.
- Oct. 12. Benjamin Detlow, right foot cut off in jumping off accommodation passenger train at Twenty-fifth street and Pennsylvania avenue, Philadelphia.
- Oct. 16. William Lee, signalman, had his foot injured in jumping from a train while in motion at Richland, Lebanon Valley railroad.
- Oct. 17. William Magonegal, aged eleven years, foot cut off in attempting to jump on a coal car while in motion.
- Oct. 26. Isaac Miller, killed while walking on the track at Orwigsburg.
- Oct. 30. Myram Holtzpah, brakeman, killed in attempting to couple a train of cars while in motion.
- Nov. 2. Jeremiah Focht, found dead under Miller's bridge, Little Schuylkill railroad; supposed to have been caught on the bridge by a train.
- Nov. 4. Mrs. Garver, killed while picking coal above Douglasville.
- Nov. 15. The driver of a horse and cart was slightly injured, by horses getting scared and backing cart on to the track about two miles from Philadelphia.
- Nov. 21. William Henry, killed while walking on the track at Spring Mills.
- Nov. 30. An unknown man, killed four miles below Reading while walking on the track.

Names and Residence of Officers.

Directors.	Post office address.
S. M. Felton.....	Philadelphia.
H. P. M'Kean	do.
A. E. Borie.....	do.
R. B. Cabeen.....	do.
J. B. Lippincott.....	do.
Moses Taylor.....	New York.
Charles E. Smith, President.	Philadelphia.
Wm. H. Webb, Secretary and Auditor.....	do.
S. Bradford, Treasurer.....	do.
G. A. Nicolls, General Superintendent.....	Reading.
Geo. Rice, Engineer in charge roadway.....	Pottstown.

DELAWARE, LACKAWANNA AND WESTERN.

STATE OF NEW YORK, }
 New York City and County, } 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, to the best of their knowledge and belief.

(Signed)

J. BRISBIN, *President.*

A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this 4th day of January, 1866.

W. H. FULLER,

Notary Public, county of New York.

Stock and Debt.

Capital stock as authorized by law—sufficient to complete road as originally designed.

Amount paid in, as by last report.....	\$6,832 950 00
Total amount now paid in of capital stock.....	10,247,050 00
Funded debt, as per last report.....	3,491,500 00
Total amount now of funded debt.....	3,491,500 00
Floating debt, as by last report.....	606,321 07
The amount now of floating debt.....	742,585 48
Total amount now of floating and funded debt.....	4,234,085 48
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Nov. 14, 1864, 10 per cent.; Jan. 20, 1865, 5 per cent.	
Number of shares of stock.....	204,941
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$10,247,050 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$7,295,895 20	\$7,583,706 08
Equipment.....	2,324,490 44	2,668,118 49
Total cost.....	<u>9,620,385 64</u>	<u>10,251,819 55</u>

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 of road.....	20 "
Length of sidings, (including tracks to and at mines).....	39 "
Gauge of road.....	6 feet.
Weight of rail per yard on main track: Part 75 pounds and part 65 pounds.	
Branch roads owned by the company and their length, viz:	
Keyser Valley branch.....	3 miles.
Diamond Mine branch.....	1 "
Roads worked or leased by the company: None in Pennsylvania.	
Number of engine houses and shops: 4 engine houses and 4 machine shops	
Number of engines.....	85
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,500).....	17
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,800).....	5
Number of freight cars, rated as eight wheel cars, (average cost of each \$700;) 202 house and 370 flat.	
Number of coal cars, (average cost of each \$200;) 199 eight wheel and 4,589 four wheel:	
Number of iron bridges.....	None.
Number of wooden bridges.....	13
Number of stone bridges.....	4
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 16.	
Value of real estate held by the company, exclusive of road way.....	Cannot say.
Number of tunnels, (length of each 2,280, 560 and 700, respectively).....	3
How is track laid, and on what foundation? Eighty 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.....	120,762
Number of miles run by freight trains.....	234,043
Number of miles run by coal trains.....	1,082,548
Number of through passengers for the year on main road,	6,092
Number of passengers (all classes) carried in cars.....	199,755
Number of tons of 2,000 lbs. of through freight for the year on main road.....	9,422
Gross amount of tonnage for the year.....	1,200,097
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
Average weight in tons of passenger trains, exclusive of passengers 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.....	993,174
Bituminous coal.....	2,006
Pig iron.....	5,699
Railroad iron.....	14,453
Other iron or castings.....	1,932
Iron and other ores.....	27,334
Lime and limestone.....	34,843
Agricultural products.....	29,470
Merchandise.....	21,559
Manufactures.....	9,099
Live stock.....	4,523
Lumber.....	51,827
Other articles.....	4,178
Total.....	<u>1,200,097</u>

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

The rate is varied according to the character of the freight; and the rate on coal is varied, from time to time, to correspond with the prices of coal.

EXPENSES.

16 RAILROAD REP.

	AMOUNT.	ALLOTTED TO	
		Pass. trans.	Freight trans.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$482,016 58	\$68,869 50	\$413,157 08
Taxes on real estate.....	11,882 20	1,697 48	10,184 77
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	242,222 18	84,608 17	207,619 01
Repairs of passenger and baggage cars.....	18,719 07	18,719 07	.....
Repairs of freight cars, (including coal cars).....	816,185 84	.....	816,185 84
Total.....	1,070,975 82	123,879 17	947,096 66
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$52,587 10	\$7,505 80	\$45,081 80
Agents and clerks.....	21,202 28	3,028 89	18,178 84
Labor—loading and unloading freight.....	4,748 66	.....	4,748 66
Porters, watchmen and switch tenders.....	8,637 99	519 71	8,118 28
Wood and water station attendance.....	10,797 68	1,542 52	9,255 16
Conductors, baggage masters and brakemen.....	111,362 11	15,908 87	95,453 24
Engineermen and firemen.....	105,210 76	16,030 11	90,180 65
Fuel—cost of labor for preparing for use.....	210,884 02	30,119 14	180,714 88
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	69,799 11	9,971 30	59,827 81
Loss and damage of goods and baggage.....	9,474 14	.....	9,474 14
Damages to property, including damage by fire and cattle killed on road.....	2,182 50	804 64	1,827 86
General superintendence.....	4,833 81	690 47	4,142 84
Contingencies.....	17,108 19	2,444 08	14,664 16
Total.....	628,672 80	87,064 98	586,607 82

RAILROAD REPORT.

Receipts.

From passengers.....	\$235, 380 77
freight.....	1, 485, 832 27
mail transportation.....	8, 528 24
use of freight cars.....	1, 158 04
miscellaneous.....	2, 420 73
Total.....	<u>1, 733, 319 98</u>

Summary of Payments.

For construction and equipment.....	\$631, 438 97
maintaining and operating the road.....	1, 694, 648 62
dividends.....	1, 537, 057 50
interest.....	876, 850 85
State tax on capital stock and tonnage.....	76, 563 93
United States tax.....	83, 603 83
Total.....	<u>4, 400, 158 62</u>

Cost of Transportation.

Cost per passenger and per ton freight per mile..... Cannot say.

Accidents.

KILLED —passengers.....	1
employees.....	10
others.....	6
Total.....	<u>17</u>
INJURED —employees.....	14
others.....	2
Total.....	<u>16</u>

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

1864.

- Nov. 11. Mrs. Wesley Banghart, aged thirty-three years, walking near the track, at Bridgeville, was run over by a coal train which had ran off track where she was walking, breaking her back and mangling her leg so that she died six hours afterwards.
- Nov. 25. Alfred Morse, a brakemen, had his finger cut off while disconnecting the train from the engine at Lehigh.

- Dec. 31. John O'Brien, a boy, thirteen years of age, was run over by an engine and badly injured, while standing on track at Dunning's.
- Dec. 5. A. Luon, aged twenty years, in attempting to jump on the cars, between Dunning's and Moscow, fell under, and was instantly killed.

1865.

- Jan. 4. James Haynes, a brakeman on coal train, fell from the cars, at Greenville, and instantly killed.
- Jan. 14. A man, name unknown, found dead lying on track, at Scranton, having been run over by a night train.
- Feb. 8. James Wilson, an engineer of a snow train, was instantly killed, by reason of his engine running off track, near Scranton, and going down an embankment; also, Dennis M'Cormick, employed on the same train. The following persons (employees) were injured from the same cause, on same train:
- Elias Smith, conductor, leg broken.
 James M'Cormic, laborer, thigh broken
 John Cany.....do....leg broken.
 Michael Padden.....do....slightly.
 Martin Padden.....do.... do.
 Patrick Duffy.....do.... do.
 Michael Murphy....do.... do.
 George Smith.....do.... do.
 Benjamin Dixon, (not an employee,) slightly.
- Mar. 13. Chester Seamen, a brakeman of coal train, in the act of jumping on engine, slipped, the engine ran over his legs, mangling them so that amputation was necessary, causing death six hours afterwards.
- Mar. 25. Simon Phillips, a brakeman on mine train, fell from the cars, at Hampton mines, while in motion, which passed over one of his legs, causing amputation necessary.
- April 5. John Stanton, a laborer on track, while in the discharge of his duties, was instantly killed by an engine backing over him.
- April 17. Frederick Wildrick, a brakeman on coal train, was thrown off the cars, at Greenville, which broke one of his legs, causing it to be amputated.
- April 17. A young woman, named Almira Pedrick, in walking down the track, at Dunning's, saw a coal train just ahead, and stepped aside upon the down track; at that moment the freight train came down the track without being observed by her, ran over her, severing her body, killing her instantly.

- April 24. John Bourke, not an employee, while in the act of jumping on a mine train, fell, and was terribly mangled; he died instantly.
- June 14. Daniel Bryant, a brakeman on coal train, fell from train while in motion: had his foot smashed by cars passing over it.
- June 20. Phillip Lohman, a lad, fifteen years of age, in attempting to jump on passenger train, near Scranton, was thrown on up track, when an engine, passing at the same time, ran over him, causing death in a day afterwards.
- July 1. Louis De Mason, a passenger on mail train, being intoxicated, tried to pass from baggage car to the engine while in motion, fell, and train passed over him, killing him instantly.
- July 7. Engine "Union," attached to express passenger train, when near Oxford, exploded, killing engineer P. S. Hall, brakeman John Williams, and severely injuring the fireman, named Edmonds, who died two days after, and slightly injuring E. B. Harris, baggage master.
- July 11. Martin Walsh, a brakeman, while walking over Lackawanna bridge, stepped aside to get out of the way of a passenger train, fell, and was instantly killed.
- Aug. 28. Daniel Toomey, a laborer on gravel train, in attempting to jump on his car while in motion, fell, and was run over, instantly killing him.
- Oct. 28. H. N. Tourji, a fireman on coal train, had his foot smashed, by getting it caught in his engine.

Names and Residence of Officers.

Directors.	Post office address.
John J. Phelps.....	New York city.
William E. Dodge.....	do.
Moses Taylor.....	do.
George Buckley.....	do.
John J. Blair.....	Blairtown, N. J.
Henry Young.....	New York city.
Rufus E. Graves.....	do.
Lowell Holbrook.....	do.
S. B. Chittenden.....	do.
S. Wetmore.....	do.
Samuel Sloan.....	do.
George Bliss.....	do.
Percy B. Payne.....	do.
Edward Minturn.....	do.
John Brisbin, President.....	Scranton, Penn'a.
A. J. Odell, Secretary and Treasurer.....	New York city.
Watts Cooke, Superintendent.....	Scranton, Penn'a.

NORTHERN CENTRAL.

STATE OF PENNSYLVANIA, }
 Dauphin County, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railroad 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)

J. D. CAMERON, *President*

J. S. LEIB, *Treasurer*.

Sworn and subscribed before me, this 16th day of January, 1866.

OLIVER EDWARDS, *Alderman*.

Stock and Debt.

Capital stock as authorized by law.....	\$8,000,000 00
Amount of stock subscribed.....	4,518,900 00
Amount paid in, as by last report.....	3,344,860 00
Total amount now paid in of capital stock.....	4,295,680 00
Funded debt, as per last report.....	4,850,000 00
Total amount now of funded debt.....	4,850,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. of dividends: Nov. 10, 1864, 2 per cent.; Jan. 20, 1865, 2 per cent.; May 10, 1865, 2 per cent.; July 20, 1865, 2 per cent.	
Number of shares of stock.....	90,378
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared: Nov. 10, \$3,143,960; Jan. 20, \$3,143,960; May 10, \$3,611,800; July 20, \$3,611,850.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment.....	\$9,022,829 01	\$10,171,515 34

Characteristics of Road.

Length of main line of road, from Baltimore, Md., to Sunbury.....	188 miles.
Length of road laid,.....	138 "

Length of double track of road	56 miles.
Length of sidings	36 "
Gauge of road.....	4 ft. 8 1/2 in.
Weight of rail per yard on main track.....	64 pounds.
Roads worked or leased by the company, viz: Wrightsville, York and Gettysburg railroad, 13 miles; Shemokin Val- ley and Pottsville railroad, 28 miles; Elmira and Wil- liamsport railroad, 78 miles.	
Number of engine houses and shops.....	4
Number of engines.....	61
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,000).....	48
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,200).....	27
Number of freight cars, rated as eight wheel cars, (average cost of each \$600).....	1,053
Number of coal cars, rated as eight wheel cars, (average cost of each \$300).....	1,446
Number of iron bridges, (total length in feet 1,157).....	25
Number of wooden bridges, (total length in feet 11,762).....	129
Number of stone bridges.....	19
Number of railroads crossed.....	5
Number of stations 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.	

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

Number of miles run by passenger trains.....	382,189
Number of miles run by freight trains.....	711,234
Number of miles run by ballast trains.....	71,883
Number of through passengers for the year on main road.....	2,316
Number of passengers (all classes) carried in cars	712,707
Number of tons of 2,000 lbs. of through freight for the year on main road.....	115,041
Gross amount of tonnage for the year.....	758,076
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	33
Average rate of speed adopted by express trains, including stops.....	38

RAILROAD REPORT.

Average rate of speed adopted by freight trains, including stops	9.
Weight of first class passenger engines	28 tons.
Weight of freight engines.....	37 "

The amount of Freight, specifying the quantity in Tons.

Anthracite and bituminous coal	215, 338
Petroleum, (included in " other articles.")	
Pig iron.....	25, 191
Railroad iron.....	9, 329
Other iron or castings.....	14, 689
Iron and other ores.....	29, 726
Lime and limestone	34, 298
Agricultural products.....	128, 819
Merchandise.....	46, 098
Manufactures	19, 939
Live stock.....	81, 150
Lumber.....	94, 178
Other articles.....	59, 320
Total.....	<u>758 076</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 "
For second class through passengers.....	2 "

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings, and taxes on real estate,	\$436, 114 54	\$174, 445 82	\$261, 668 72
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$187, 356 91	\$74, 942 76	\$112, 414 15
Repairs of passenger and baggage cars.....	93, 187 60	37, 275 04	55, 912 56
Repairs of freight cars.....	148, 686 50	59, 474, 60	89, 211 90
Repairs of tools and machinery in shops.....	51, 975 06	20, 790 02	31, 185 03
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	66, 807 42	26, 722 97	40, 084 45
Total	548, 013 48	219, 205 39	328, 868 09

EXPENSES—CONTINUED.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$18,548 89	\$7,419 56	\$11,129 33
Agents and clerks.....	53,780 38	21,512 11	32,268 27
Labor—loading and unloading freight.....	10,112 50	4,045 00	6,967 50
Porters, watchmen and switch tenders.	47,014 26	18,805 70	28,208 56
Wood and water station attendance.....	15,458 17	6,183 26	9,274 91
Conductors, baggage masters and brakemen.	100,167 94	40,067 18	60,100 76
Engineers and firemen.....	86,644 68	34,657 87	51,986 81
Fuel and cost of preparing for use.....	196,034 15	78,413 66	117,620 49
Oil and waste for engines and tenders, passenger, baggage and freight cars,	27,573 90	11,029 56	16,544 34
Loss and damage of goods and baggage.....	36,856 46	14,742 58	22,113 88
Use of freight cars.....	67,351 81	26,940 72	40,411 09
Shoveling snow	2,525 28	1,010 11	1,515 17
Damages to property, including damage by fire, and cattle killed on road.....	19,914 67	7,965 87	11,948 80
General superintendence.....	24,710 31	9,884 12	14,826 19
Contingencies.....	365,004 68	146,001 87	219,002 81
Total	1,071,698 08	428,679 17	643,018 91

RAILROAD REPORT.

NORTHERN CENTRAL

Receipts on Construction and Equipment Account.

From stockholders..... \$950,770 00

Receipts, (including Wrightsville Branch.)

From passengers.....	\$925,135 18
freight.....	1,689,287 72
mail transportation.....	26,100 00
expresses.....	71,306 61
"estimated troop earnings".....	612,957 14
miscellaneous.....	152,854 33
Total.....	<u>3,477,640 98</u>

Summary of Payments, (including Wrightsville Branch.)

For construction and equipment.....	\$1,539,640 67
maintaining and operating the road.....	2,055,826 10
dividends.....	270,231 40
interest.....	289,692 50
miscellaneous.....	32,070 01
sinking fund.....	50,000 00
State tax on capital stock and dividends.....	9,986 82
United States tax on dividends and surplus.....	21,135 00
Total.....	<u>4,268,582 50</u>

Accidents.

KILLED —passengers.....	1
employees.....	11
others.....	14
Total.....	<u>26</u>
INJURED —passengers.....	1
employees.....	10
others.....	9
Total.....	<u>20</u>

Names and Residence of Officers.

Directors.	Post office address.
Alfred Mace.....	Baltimore, Md.
J. M. Smith.....	do.
George Small.....	do.
B. F. Newcomer.....	do.
S. M. Shoemaker.....	do.
Edward O. Biddle.....	Philadelphia, Pa.
John M. Kennedy.....	do.
Thomas A. Scott.....	do.
Jacob P. Jones.....	do.
Wistar Morris.....	do.
John A. Wright.....	do.
Henry Welsh.....	York, Pa.
William Calder.....	Harrisburg, Pa.
A. E. Kapp.....	Northumberland, Pa.
J. D. Cameron, President.....	Harrisburg, Pa.
Robt. S. Hollins, Secretary.....	Baltimore, Md.
J. S. Lefb, Treasurer.....	do.
J. N. DuBarry, General Superintendent.....	Harrisburg, Pa.
S. Little, Auditor.....	Baltimore, Md.
Ed. S. Young, General Freight and Pass'r Agent...	do.
H. Stanley Goodwin, Chief Engineer.....	Harrisburg, Pa.

NORTHERN CENTRAL.

[Lessee of the Shamokin Valley and Pottsville Railroad.]

STATE OF PENNSYLVANIA, } ss:
 Dauphin County, }

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railroad company, lessee, 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)

J. D. CAMERON, *President.*

J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 16th day of January, 1866.

OLIVER EDWARDS, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	869,456 00
Amount paid in, as by last report.....	869,450 00
Total amount now paid in of capital stock.....	869,450 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
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Feb. 1, 1865, 1½ per cent. ; Aug. 1, 1865, 2 per cent.	
Number of shares of stock.....	17,389
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$869,450 00
See return of President and Treasurer Shamokin Valley and P. R. R. Co.	

Characteristics of Road.

Length of main line of road, from Sunbury to Mt. Carmel,	28 miles.
Length of road laid.....	28 "
Length of sidings.....	5 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	1
Number of engines.....	7

RAILROAD REPORT.

253

Number of baggage, mail and express cars, rated as eight wheel cars, (cost \$2,000).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$500).....	19
Number of coal cars, rated as four wheel cars, (average cost of each \$300).....	438
Number of wooden bridges, (total length in feet 2,009).....	38
Number of railroads crossed.....	1
Number of stations on main road.....	6
Number of wood and water stations on main road.....	3
How is track laid, and on what foundation? Common earth bed and wooden cross-ties.	

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

Number of miles run by passenger and freight trains.....	140,856
Number of through passengers for the year on main road,	2,204
Number of passengers (all classes) carried in cars.....	42,208
Number of tons of 2,000 lbs. of through freight for the year on main road.....	647
Gross amount of tonnage for the year.....	514,602

The amount of Freight, specifying the quantity in Tons.

Anthracite and bituminous coal.....	500,068
Pig iron.....	1,121
Railroad iron.....	404
Other iron or castings.....	438
Iron and other ores.....	1,282
Lime and limestone.....	2,844
Agricultural products.....	2,634
Merchandise.....	347
Manufactures.....	877
Live stock.....	3
Lumber.....	3,805
Other articles.....	779
Total.....	<u>514,602</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 "
For second class through passengers.....	2 "

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings, and taxes on real estate,	\$30, 117 41	\$12, 046 96	\$18, 070 45
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$16, 985 86	\$6, 794 34	\$10, 191 52
Repairs of passenger and baggage cars	117 69	47 07	70 62
Repairs of freight cars	18, 759 44	7, 503 77	11, 255 67
Repairs of tools and machinery in shops	3, +81 10	1, 472 44	2, 208 66
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	2, 707 62	1, 083 05	1, 624 57
Total.....	42, 251 71	16, 900 67	25, 351 04

EXPENSES—CONTINUED.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,136 97	\$454 79	\$632 18
Agents and clerks.....	3,564 39	1,425 75	2,138 64
Labor—loading and unloading freight	1,496 00	598 40	897 60
Porters, watchmen and switch tenders.....	3,721 47	1,488 59	2,232 88
Wood and water station attendance.....	1,004 47	401 79	602 68
Conductors, baggage masters and brakemen.	15,935 88	6,374 35	9,561 53
Engineers and firemen.....	10,804 80	4,321 92	6,482 88
Fuel and cost of preparing for use.....	23,136 04	9,254 41	13,881 63
Oil and waste for engines and tenders, passenger, baggage and freight cars,	1,932 86	773 14	1,159 72
Loss and damage of goods and baggage.....	1,229 57	491 83	737 74
Use of freight cars.....	3,881 10	1,552 44	2,328 66
Shoveling snow.....	170 36	68 14	102 22
General superintendence	6,878 89	2,751 56	4,127 33
Contingencies.....	27,135 86	10,854 34	16,281 52
Total.....	102,028 66	40,811 45	61,217 21

NORTHERN CENTRAL

Receipts.

From passengers.....	\$21,371 74
freight	266,805 74
mail transportation.....	1,400 00
express	228 72
miscellaneous.....	13,416 93
Total.....	<u>303,223 13</u>

Summary of Payments.

For maintaining and operating the road.....	\$174,397 78
dividends, (rental).....	32,604 39
interest	49,000 00
Total.....	<u>256,002 17</u>

Accidents.

KILLED—employees.....	1
others.....	<u>1</u>

NORTHERN CENTRAL

[Lessee of the Elmira and Williamsport Railroad.]

STATE OF PENNSYLVANIA, } ss:
Dauphin County, }

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railroad company, lessee, 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)

J. D. CAMERON, *President.*J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 16th day of January, 1866.

OLIVER EDWARDS, *Alderman.**Stock and Debt.*

See return of president and treasurer of Elmira and Williamsport railroad company.

Cost of Road and Equipment.

See return of president and treasurer of Elmira and Williamsport railroad company.

Characteristics of Road.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of road laid.....	78 "
Length of sidings.....	14 "
Gauge of road.....	4 ft. 8 1/2 in.
Weight of rail per yard on main track.....	56 lbs.
Number of engine houses and shops.....	3
Number of engines.....	12
Number of baggage, mail and express cars, rated as eight wheel cars, (cost \$1,000).....	3
Number of freight cars, rated as eight wheel cars, (average cost of each \$500).....	98
Number of coal cars, rated as four wheel cars, (average cost of each \$200).....	521
Number of wooden bridges, (total length in feet 4,936).....	49
Number of railroads crossed.....	1
Number of stations on main road.....	5

Number of wood and water stations on main road..... 8
 How is track laid, and on what foundation? Ties two feet
 apart; rail breaking joints; partly gravel ballast.

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

Number of miles run by passenger trains.....	98,240
Number of miles run by freight trains	176,243
Number of miles run by ballast trains	31,390
Number of through passengers for the year on main road.....	14,956
Number of passengers (all classes) carried in cars.....	116,506
Number of tons of 2,000 lbs. of through freight for the year on main road	115,487
Gross amount of tonnage for the year	146,658
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.....	20
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	35 "

The amount of Freight, specifying the quantity in Tons.

Anthracite and bituminous coal.....	75,037
Pig iron.....	6,282
Railroad iron.....	3,568
Other iron or castings.....	1,989
Iron and other ores.....	1,231
Lime and limestone.....	2,287
Agricultural products.....	24,308
Merchandise.....	4,345
Manufactures.....	3,314
Live stock	3,026
Lumber.....	16,138
Other articles.....	5,184
Total.....	<u>146,658</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 "
For second class through passengers.....	2 "

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings, and taxes on real estate,	\$265,532 58	\$106,213 03	\$159,319 55
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$49,281 07	\$19,712 43	\$29,568 64
Repairs of passenger and baggage cars.....	11,823 25	4,729 30	7,093 95
Repairs of freight cars.....	33,655 07	13,462 03	20,193 04
Repairs of tools and machinery in shops.....	10,080 86	4,032 34	6,048 52
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops...	6,580 54	2,632 22	3,948 32
Total.....	111,420 79	44,568 31	66,852 48

EXPENSES—CONTINUED.

	AMOUNT.	ALLOTTED TO	
		Pass. transportation.	Freight transportation.
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$8,564 36	\$3,425 74	\$5,138 62
Agents and clerks.....	22,816 86	9,126 74	13,690 12
Labor—loading and unloading freight.....	5,107 75	2,043 10	3,064 65
Porters, watchmen and switch tenders.....	23,382 94	9,353 18	14,029 76
Wood and water station attendance.....	2,157 30	862 92	1,294 38
Conductors, baggage masters and brakemen.....	23,388 45	9,355 38	14,033 07
Engineers and firemen.....	18,794 40	7,517 76	11,276 64
Fuel and cost of preparing for use.....	55,476 53	22,190 61	33,285 92
Oil and waste for engines and tenders, passenger, baggage and freight cars...	19,610 64	7,844 26	11,766 38
Loss and damage of goods and baggage.....	3,404 99	1,362 00	2,042 99
Use of freight and passenger cars and engines.....	74,221 79	29,688 72	44,533 07
Shoveling snow.....	4,023 35	1,609 34	2,414 01
Damages to property, including damage by fire, and cattle killed on road....	3,364 65	1,345 86	2,018 79
General superintendence.....	13,616 53	5,446 61	8,169 92
Contingencies.....	69,892 80	27,957 12	41,935 68
Total.....	847,823 34	139,129 34	208,694 00

RAILROAD REPORT.

Receipts.

From passengers.....	\$195,036 69
freight.....	271,170 13
mail transportation.....	11,550 00
expresses.....	15,312 79
Government troops—estimated.....	114,328 48
miscellaneous.....	12,920 91
Total.....	<u>620,319 00</u>

Summary of Payments.

For maintaining and operating the road.....	\$724,776 71
dividends, (rental).....	60,000 00
interest, (rental).....	102,000 00
miscellaneous, (rental).....	3,000 00
Total.....	<u>889,776 71</u>

Accidents.

PASSENGERS—injured.....	1
EMPLOYEES—killed.....	1
injured.....	1

PHILADELPHIA AND BALTIMORE CENTRAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Henry Wood, superintendent, and Joseph Huddell, treasurer, of the Philadelphia and Baltimore Central railroad 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)

H. WOOD, *Superintendent.*

J. HUDDELL, *Treasurer.*

Sworn and subscribed before me, this 19th day of January, 1866.

GEO. PATCHEL, *Alderman and J. P.*

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.....	218,100 00
Total amount now paid in of capital stock.....	218,100 00
Funded debt, as per last report.....	800,000 00
Total amount now of funded debt.....	800,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	800,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Number of shares of stock.....	4,362
Par value of each share.....	\$50 00
No dividends.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$915,600 00	\$991,848 20
Equipment.....	62,497 30	66,997 30

Characteristics of Road.

Length of main line of road, from intersection W. O. & P. R. R. to Baltimore.....	90 miles.
Length of road laid.....	36 "
Length of double track of road.....	None.
Length of sidings.....	1½ miles.

RAILROAD REPORT.

263

Gauge of road.....	4 ft 8½ in.
Weight of rail per yard on main track.....	50 & 57 lbs.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	4
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,800).....	3
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,800).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each \$600).....	39
Number of coal cars, (rated as eight wheel cars).....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	18
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	18
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of road-way.....	Not estimated.
Number of tunnels.....	None.
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.....	41,290
Number of miles run by freight trains.....	40,850
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road,	15,820
Number of passengers (all classes) carried in cars.....	101,148
Gross amount of tonnage for the year.....	39,154
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
Weight of first class passenger engines.....	16 tons.
Weight of freight engines.....	26 "

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 "

Expenses.

Total expenses, (no special accounts)..... \$116,190 51

Receipts on Construction and Equipment Account.

None.

Receipts.

From passengers.....	\$65,683 09
freight.....	70,376 36
miscellaneous, (including mail).....	2,375 53
Total.....	<u>138,434 98</u>

Summary of Payments.

For construction and equipment.....	\$76,173 20
maintaining and operating the road.....	116,190 51
State tax on capital stock and tonnage and United States tax, (included in amount for maintaining and operating the road.)	
Total.....	<u>192,363 71</u>

Accidents.

None.

Names and Residence of Officers.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
Philip Quigley.....	Wilmington, Del.
David Woelper.....	Chadd's Ford, Chester co., Pa.
Josiah Phillips.....	Kennet Sq., do.
Milton Conard.....	West Grove, do.
James H. Strawbridge.....	Elkview, do.
Samuel Dickey.....	Oxford, Pa.
James R. Ramsey.....	do.
Daniel Stubbs.....	Birmingham, Chester co., Pa.
Samuel S. Dickey.....	Hepswall Works, Chester co., Pa.
Jacob Toms.....	Port Deposit, Md.
Dr. S. S. Stubbs.....	Living Sun, Md.
S. M. Felton, President.....	Philadelphia.
Robert Hodgson, Secretary.....	Oxford, Pa.
Joseph Huddell, Treasurer.....	Philadelphia.
Henry Wood, Superintendent.....	do.

WRIGHTSVILLE, YORK AND GETTYSBURG.

STATE OF PENNSYLVANIA, }
 Dauphin County, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railroad company, lessee, 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)

J. D. CAMERON, *President.*

J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this 16th day of January, 1866.

OLIVER EDWARDS, *Alderman.*

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
Rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Feb. 20, 1865, 2 per cent. for year 1864.	
Number of shares of stock	6,341
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	\$317,050 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$393,230 43	\$393,230 43

Characteristics of Road.

Length of main line of road, from York to Wrightsville	13 miles.
Length of road laid.....	13 "
Length of sidings.....	1 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Operated with Northern Central railway engines and cars.	
Number of wooden bridges, (total length in feet 1,368).....	24
Number of stations on main road.....	2
Number of wood and water stations on main road.....	1
How is track laid, and on what foundation? Common earth bed and wooden cross-ties.	

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

Number of miles run by passenger trains.....	8,094
Number of miles run by freight trains.....	16,415
Number of through passengers for the year on main road:	
Included in Northern Central railway return.	

The amount of Freight, specifying the quantity in Tons.

Included in Northern Central railway return.

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.....	2 "

Expenses.

Included in the expenses of the Northern Central railway company.

Receipts.

Included in the receipts of the Northern Central railway company.

Summary of Payments.

Included in return of Northern Central railway company.

No accidents.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
Thaddeus Stevens.....	Lancaster, Pa.
Philip A. Small.....	York, Pa.
Samuel Shock.....	Columbia, Pa.
John Hough.....	York, Pa.
Eli Lewis	do.
Alex. J. Frey	do.
J. M. Stevenson, Jr.....	Baltimore, Md.
W. Latimer Small.....	York, Pa.
J. D. Cameron, President.....	Harrisburg, Pa.
Robt. S. Hollins, Secretary.....	Baltimore, Md.
John S. Leib, Treasurer.....	do.

NANTICOKE.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared Charles Parrish, president, and James P. Dennis, treasurer, of the Nanticoke railroad 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)

CHARLES PARRISH, *President.*

JAMES P. DENNIS, *Treasurer.*

Sworn and subscribed before me, this 17th day of November, 1865.

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

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.....	40,050 02
Total amount now paid in of capital stock.....	204,210 00
Funded debt, as per last report.....	47,000 00
Total amount now of funded debt.....	47,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	47,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock.....	8,000
Par value of each share.....	\$50 00
No dividends.	

Cost of Road and Equipment.

	By present report.
Has been expended about.....	\$251,000 00

Characteristics of Road.

Length of main line of road, from Newport to Scranton, about,	30 miles.
Length of road laid, about.....	10 "
Length of double track of road.....	None.
Length of sidings, about.....	1½ miles.
Gauge of road.....	4 ft. 8½ inches.

Weight of rail per yard on main track.....	58 pounds.
Number of wooden bridges.	4
Number of railroads crossed.	1
Number of wood and water stations on main road.....	1
How is track laid, and on what foundation? Wooden sills, on gravel.	

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

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

Names and Residence of Officers.

Directors.	Post office/address.
John Brown.....	White Haven.
William S. Ross.....	Wilkesbarre.
Hendrick E. Wright.....	do.
Joseph Lippincott.....	do.
George M. Hollenback.....	do.
Isaac Wood.....	do.
John Leisenring.....	Mauch Chunk.
A. C. Leuby.....	Wilkesbarre.
Fisher Hazard.....	Mauch Chunk.
Stanley Woodward.....	Wilkesbarre.
L. D. Shoemaker.....	do.
W. F. Biddle.....	Philadelphia.
Charles Parrish, President.....	Wilkesbarre.
James P. Dennis, Secretary and Treasurer.....	do.

SOUTHWARK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinckley, president, and Alfred Horner, treasurer, of the Southwark railroad 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)

ISAAC HINCKLEY, *President.*

A. HORNER, *Treasurer.*

Sworn and subscribed before me, this 18th day of January, 1866.

GEO. PATCHELL,

Alderman and ex-officio J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$300,000 00
Amount of stock subscribed.....	290,000 00
Amount paid in, as by last report.....	58,368 00
Total amount now paid in of capital stock....	58,368 00
Date and rate per cent. per annum of dividend or dividends:	
February and August 1, each.....	3 per cent.
Number of shares of stock.....	4,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$58,368 00

Characteristics of Road.

Length of main line of road, from South street, via Washington avenue, to Queen street, Philadelphia.....	2 ¹³ / ₁₆ miles.
Length of road laid.....	2 ¹³ / ₁₆ "
Length of double track of road.....	2 ¹³ / ₁₆ "
Gauge of road.....	4 ft. 8 ¹ / ₂ in.
Weight of rail per yard on main track, about.....	52 to 56 lbs.

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

Road leased to Philadelphia, Wilmington and Baltimore railroad company, and freight and passenger earnings included in return of Philadelphia, Wilmington and Baltimore railroad company.

RAILROAD REPORT.

271

Summary of Payments.

For dividends.....	\$3,502 08
State tax on capital stock	175 10
United States tax.....	<u>175 10</u>

Names and Residence of Officers.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
S. M. Felton.....	Thurlow.
Robert J. Mercer.....	Philadelphia, Pa.
Alfred Horner.....	do.
Joseph Huddell	do.
N. P. Trist.....	do.
H. F. Kenney.....	do.
Isaac Hinckley, President.....	Philadelphia, Pa.
A. Horner, Secretary and Treasurer	do.

WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
 Lycoming County, - } ss:

Personally appeared L. A. Ensworth, president, and H. E. Taylor, treasurer, of the Williamsport Passenger railway 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)

L. A. ENSWORTH, *President.*

H. E. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this 30th day of November, 1865.

JOHN HEPBURN, J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed.....	16,600 00
Total amount now paid in of capital stock.....	15,150 00
Total amount now of funded debt.....	None.
The amount now of floating debt.....	522 93
No dividend.	
Number of shares of stock.....	584
Par value of each share.....	\$25 00
Amount paid in on each share.....	25 00

Characteristics of Road.

Length of road laid.....	1 mile.
Length of double track, including sidings.....	200 feet.
Gauge of road.	4 ft. 8½ in.
Weight of rail per yard on main track.....	16 lbs.
Number of car houses, shops and stables.....	None.
Number of depots.....	None.
Number of first class passenger cars, (two horses).....	4
Average value of each.....	\$1,100 00
Number of second class passenger cars, (one horse).....	None.
Number of passengers that may be seated in each car.....	26
Number of horses owned by the company.....	9
Average value of each, including harness.....	\$156 00
Value of real estate held, exclusive of roadway.....	None.

RAILROAD REPORT.

273

Weight in lbs. of passenger cars, exclusive of passengers and baggage—each 3,500

How is track laid and on what foundation? Cross ties 18 in. apart.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Commences lower end Market square and runs up Third street to Pine, up Pine to Fourth street, and up Fourth street to the depot of the Philadelphia and Erie railroad company.

Doings of the Year in Transportation of Passengers.

No record of number of passengers carried.
 Rate of speed including stops, (miles per hour) 6
 Number of trips each day: 47 trips each car, when running 2 cars.

Receipts on Construction and Equipment Account.

From stockholders..... \$15,150 00

Receipts.

From passengers..... 3,637 94

Summary of Payments.

For construction and equipment..... 17,621 09
 maintaining and operating the road..... 1,786 52

NOTE.—This road commenced running one car July 15, 1865, and two cars on September 19, 1865. All our expenses are kept in one account, and we cannot easily classify them, as we had not anticipated making such a detailed report, but will do so in future.

H. E. TAYLOR, *Treasurer.*

Names and Residence of Officers.

Directors.	Post office address.
L. A. Ensworth.....	Williamsport, Pa.
Peter Herdie.....	do.
B. H. Taylor.....	do.
H. J. Perkins.....	do.
Mahlon Fisher.....	do.
L. A. Ensworth.....	President.
H. E. Taylor.....	Treasurer.
H. C. Parsons.....	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 made oath, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

PRICE J. PATTON, *President.*

HENRY HAINES, *Treasurer.*

Affirmed and subscribed before me, this 20th day of December, 1865.

E. P. DELANEY, *Alderman and 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	Uncertain.
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	2,000
The amount now of floating debt.....	None.
Date and rate per cent. per annum of dividend or dividends :	
January, \$1 per share ; July, \$1 50 per share.	
Number of shares of stock	10,000
Par value of each share.....	\$50 00
Amount paid on each share.....	Uncertain.
Amount of capital on which the respective dividends were declared.....	\$500,000 00

Cost of Road and Equipment.

The present managers of the road have not the data for ascertaining the amount.

Characteristics of Road.

Length of road laid—about.....	6½ miles.
Length of double track, including sidings.....	None.

RAILROAD REPORT.

275

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)	23
Average value of each	\$500 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	3 baggage trucks.
Number of horses owned by the company	143
Average value of each, including harness	\$120 00
Value of real estate held, exclusive of road way.....	None.
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 street, 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 carried.....	Not stated.
Rate of speed, including stops, (miles per hour)—about...	6
Number of trips each day—about	230

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway—about.....	\$2,452 86
Repairs of buildings.....	Trifling.
Taxes on real estate.....	None.

Expenses of Operating the Road.

All the items under this head are included under the head of running expenses, except hay and feed, viz :

Running expenses	\$75,734 80
Hay and feed.. ..	26,416 21
Total.....	<u>102,151 01</u>

Receipts on Construction and Equipment Account.

None.

Receipts

From passengers, rent, manure and other sources..... \$143,088 19

Summary of Payments.

For construction.....	None.
maintaining and operating the road—included in running expenses, as above.	
interest	None.
dividends.....	25,000 00
new passenger cars and horses—included in running expenses.	
payments to loan account.....	2,000 00
miscellaneous—included in running expenses.	
payments made to surplus funds.....	None.
State tax on capital stock and income.....	3,051 26
United States tax.....	3,413 85
Total amount of surplus fund.....	None.

Accidents.

KILLED —passengers.....	1
others	1
INJURED —passengers	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 :

Robert E. Smith, Jan. 11, 1865, persisted in continuing on the front platform, against the conductor's remonstrance, and when switching off, at a very slow gait, he fell under the wheels, and was killed.

Joseph Fox, about Dec. 1, 1864, jumped off the front platform, on the north side of Pine, at Thirteenth street, after the bell had rung to stop the car on the south side, and being a broken backed man, and the ground slippery, he rolled under the wheels, and his leg was injured so badly that amputation was necessary.

— Kelly, a child, under two years of age, ran suddenly across the street, under the heads of the horses, in Fifteenth street, above Vine street, and before the car could be stopped her leg and hand were injured, and she died, after amputation, some days later.

Name forgotten, an elderly woman, crossing Thirteenth and Fitzwater streets, (the tracks being covered with ice,) attempted to cross, close to the horses, and her foot slipping, she fell and was hurt, but not seriously.

Names and Residence of Officers.

Directors.	Post office address.
George G. Braman.....	Philadelphia, Pa.
Wm. M'Conch.....	do.
Joshua Lippincott.....	do.
E. V. Machette.....	do.
John Hulme.....	do.
Price J. Patton, President.....	Philadelphia, Pa.
Henry Haines, Treasurer and Secretary.....	do.

SEVENTEENTH AND NINETEENTH.

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

Personally appeared J. E. Gillingham, president, and Silas Yerkes, Jr., 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, to the best of their knowledge and belief.

(Signed)

J. E. GILLINGHAM, *President.*
 SILAS YERKES, *Treasurer.*

Sworn and subscribed before me, this 8th day of January, 1866.

AQUILA HAINES, *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
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.
No dividends.	
Number of shares of stock.....	10,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	12 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	<u>\$118,699 07</u>	<u>\$114,368 06</u>

Characteristics of Road.

Length of road laid.....	5 ⁶² / ₁₀₀ miles.
Length of double track, including sidings.....	None.
Gauge of road.....	5 ft. 2 ¹ / ₂ in.
Weight of rail per yard on main track.....	55 pounds.
Number of car houses, shops and stables.....	None

RAILROAD REPORT.

279

Number of depots.....	None.
Number of first class passenger cars, (two horses).....	9
Average value of each	\$700 00
Number of second class passenger cars, (one horse).....	7
Average value of each.....	\$400 00
Number of passengers that may be seated in each car.....	14 and 20
Number of other cars.....	5
Number of horses owned by the company.....	87
Average value of each, including harness	\$70 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	None.
Average weight in pounds of passenger cars, exclusive of passengers and baggage... ..	1,500 & 2,000

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: Down Seventeenth to Carpenter, up Carpenter to Nineteenth, up Nineteenth to Master, down Master to Seventeenth.

Doings of the year in Transportation of Passengers.

Number of passengers carried.....	Not stated.
Average rate of speed adopted by passenger cars, including steps, (miles per hour).....	5½
Number of trips each day.....	12

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$537 79
Repairs of buildings.....	None.
Taxes on real estate.....	None.

Expenses of Operating the Road.

On account of horses	\$1,858 50
Harness and repairs	268 05
Repairs to cars	996 51
Horse shoeing.....	2,280 28
Hay and feed.....	18,520 00
Office expenses, stationery, depot expenses and salaries.....	2,538 37
Insurance	250 86
Watchman, switchmen, hostlers, pay-roll.....	2,828 65

General expenses of stable.....	\$214 05
Conductors and drivers	11,792 86
Fluid, fuel, oil and gas ..	240 65
Damages for injuries of persons.....	50 00
Total	<u>41,958 78</u>

Receipts on Construction and Equipment Account.

From stockholders	<u>\$6,372 00</u>
-------------------------	-------------------

Receipts.

From passengers.....	\$48,923 33
rent.....	None.
manure.....	784 48
other sources.....	1,975 86
Total.....	<u>51,683 67</u>

Summary of Payments.

For maintaining and operating the road.....	\$41,958 78
interest.....	173 01
new passenger cars and horses.....	7,194 38
payment for taxes on personal property.....	44 71
payments to loan account.....	2,588 18
miscellaneous.....	1,216 26
State tax on capital stock and income	300 00
United States tax.....	1,212 33
Total.....	<u>54,685 65</u>

Accidents.

1865.

July 8. Policeman Robert Black slipped from front platform of car, caught his leg, causing a severe flesh wound.

Names and Residence of Officers.

Directors.	Post office address.
H. W. Gray, Green street, above Nineteenth.....	Philadelphia.
M. Landenberger, Kensington	do.
C. T. Yerkes, Jr., Sixteenth and Girard avenue.....	do.
S. F. Hart, Sixth street and Parrish.....	do.
Joseph E. Gillingham, Fifteenth and Girard avenue.....	do.
Silas Yerkes, Jr., 182 Green street.....	do.
Joseph E. Gillingham.....	President.
Silas Yerkes, Jr.....	Secretary and Treasures.

WEST PHILADELPHIA.

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

Personally appeared John S. Morton, president, and Samuel P. Huhn, treasurer, of the West Philadelphia Passenger railway company, and in due form of law made affirmation, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

J. S. MORTON, *President.*

SAMUEL P. HUHN, *Treasurer.*

Affirmed and subscribed before me, this 28th day of November, 1865.

JOHN A. HINLEY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	249,100 00
Amount paid in, as by last report.....	249,100 00
Total amount now paid in of capital stock.....	249,100 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.....	10,000 00
The amount now of floating debt.....	10,000 00
Total amount now of floating and funded debt.....	110,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
January 10, 1865, 5 per cent.; July 11, 1865, 5 per cent.	
Number of shares of stock.....	4,982
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	\$249,100 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost of construction and equipment....	\$337,879 65	\$355,105 86

Characteristics of Road.

Length of road laid	6 miles.
Length of double track, including sidings :	
Double track	3½ miles.
Sidings, about	300 feet.
Gauge of road	5 ft. 2¼ in.
Weight of rail per yard on main track	44 pounds.
Number of car houses, shops and stables : 2 car houses, 4 shops, 3 stables	
Number of depots	2
Number of first class passenger cars (two horses) 52; average number used, say	40
Average value of each	\$150 00
Number of second class passenger cars (two horses)	5
Average value of each	\$25 00
Number of passengers that may be seated in each car	20
Number of other cars : 1 truck, 3 salt cars.	
Number of horses owned by the company	327
Average value of each, including harness, about	\$80 00
Value of real estate held, exclusive of roadway, assessed 1865,	\$26, 300 00

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 : Route—Front and Market streets to Haddington and *vice versa*, occupying Market from Front to Forty-first street, Forty-first from Market to Haverford street, and Haverford and Vine streets, &c., from Forty-first street to Haddington. No connections.

Doings of the year in Transportation of Passengers.

Number of passengers carried, (not given.)	
Rate of speed, including stops; (miles per hour)	5 miles.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway	\$18, 133 35
Repairs of buildings	2, 314 93
Taxes on real estate	<u>1, 285 92</u>

Expenses of operating the Road.

On account of horses.....	\$6,718 00
Harness and repairs.....	3,122 94
Repairs to cars.....	9,991 48
Horse shoeing.....	11,979 24
Hay and feed.....	73,450 83
Office expenses, stationery and depot expenses.....	6,845 02
Salaries.....	6,891 66
Insurance.....	1,080 00
Watchmen, switchmen, hostlers, pay-roll and general ex- penses of stable.....	23,150 93
Conductors and drivers.....	61,105 08
Fluid, fuel, oil and gas..	2,257 37
Damages for injuries of persons.....	100 00
Total.....	206,192 55

Receipts.

From passengers.....	\$303,204 59
rent.....	250 00
manure.....	2,353 00
other sources.....	3,453 97
Total.....	309,261 56

Summary of Payments.

For construction.....	\$17,226 21	.....
maintaining and operating the road.....	227,926 75	.....
interest.....	595 50	.....
dividends.....	24,362 50	.....
new passenger cars and horses.....	\$12,133 00	.....
miscellaneous.....	23,901 13	.....
payments made to surplus funds.....	266 00	.....
State tax on capital stock and income....	1,578 87	.....
United States tax.....	10,035 31	.....
City tax.....	2,673 84	.....
Total.....	\$08,300 11	.....
Total amount of surplus fund.....	\$8,432 68	.....

Accidents.

INJURED—passengers.....	3
employees.....	1
others.....	<u>1</u>

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 :

1864.

Nov. 19. At Market and Eighteenth streets, at half-past ten o'clock P. M., William Burns, aged 26 years, was run over by car No. 31, and had a leg injured, &c., caused by falling from the car while in motion.

Dec. 29. At Market and Fifteenth streets, about five o'clock P. M., Charles F. Jones, aged about 17 years, was run over by car No. 12, and had a leg injured, caused by falling from the car while in motion, being intoxicated.

1865.

Feb. 21. At sub-depot, Market and Thirty-fourth streets, about four o'clock P. M., Henry Noble, a conductor, aged 25 years, fell under car No. 54, and was run over, in attempting to turn a switch, injuring his foot.

Feb. 24. At Market and Eighteenth streets, about one o'clock P. M., Michael Herren, aged about 21 years, was run over by car No. 23, and had a foot injured, caused by falling from the car while in motion.

Aug. 25. On Market above Twelfth, about six o'clock P. M., Wm. Boehm, a boy 6 years old, while running along side of car No. 39, unseen by either conductor or driver, slipped and fell, the hind wheel of the car slightly injuring his foot.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
John S. Morton, No. 217 South 8d street.....	Philadelphia.
John C. Davis, Beach and Locust streets.....	do.
Samuel Baugh, No. 129 South 2d street.....	do.
J. Warner Johnson, No. 585 Chestnut street.....	do.
John F. Gross, 66th street and Marion road.....	do.
James G. Hardie, No. 638 Market street.....	do.
Benjamin Griffith, No. 1808 North 7th street.....	do.
William M. Wright, No. 599 South 9th street.....	do.
James Ebeads, Haddington	do.
John S. Morton, President, No. 217 South 8d street.....	Philadelphia.
Sam'l P. Huhn, Treasurer, 58d st. above Westminster avenue,	do.
George C. Jervis, Secretary, Wyoming near Bridge street....	do.

SECOND AND THIRD STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Jacob Binder, 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, to the best of their knowledge and belief.

(Signed)

JACOB BINDER, *President.*

E. A. LESLEY, *Treasurer.*

Sworn and subscribed before me, this 22d day of November, 1865.

JAMES E. WOOD, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$577,500 00
Amount of stock subscribed.....	577,500 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.....	172,100 00
Total amount now of funded debt.....	137,300 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	137,300 00
Rate per cent. per annum of interest on funded debt.....	7
Date and rate per cent. per annum of dividend or dividends :	
January, 5 per cent. ; July, 5 per cent.....	10
Number of shares of stock.....	11,550
Par value of each share.....	\$50 00
Amount paid in on each share : \$20 on principal part ; \$40 to \$50 on the balance.	
Amount of capital on which the respective dividends were declared	\$577,500 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$478,201 89	\$472,031 64
Equipment included in construction account.		

SECOND AND THIRD STREET

Characteristics of Road.

Length of road laid.....	18 $\frac{3}{16}$ miles.
Length of double track, including sidings.....	$\frac{1}{2}$ mile.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables..	2
Number of depots.....	2
Number of first class passenger cars, (two horses).....	67
Average value of each.....	\$300 00
Number of second class passenger cars, (one horse).....	5
Average value of each.....	200 00
Number of passengers that may be seated in each car.....	22
Number of other cars.....	2
Number of horses owned by the company.....	481
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of roadway : From \$110,- 000 to \$117,000.	
Weight in tons of passenger cars, exclusive of passengers and baggage.....	2
How is track laid and on what foundation ? White pine string- ers and cross-ties, gravel foundation.	
Describe the route of your road in detail, giving the streets occupied and connections with other roads: Frankford road, Jefferson, Second, Mifflin, Third, Germantown road, Oxford, Front, Amber, Lehigh, Beach, Richmond, Delaware avenue, Coates, Dock and Brown streets; connecting with Union, Girard Avenue, Coates and Green, Fairmount, Arch Street, West Philadelphia, Chestnut and Walnut, Gray's Ferry, and Lombard and South Street railways.	

Doings of the year in Transportation of Passengers.

Number of passengers carried—over.....	7,000,000
Rate of speed including stops, (miles per hour).....	5
Number of trips each day : 6, 7 and 9 trips—average.....	7 $\frac{6}{16}$

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

Repairs of road bed and railway.....	\$11,061 18
Repairs of buildings.....	243 55
Taxes on real estate, (this item is in suspense, the amount being disputed).....	1,293 73
	<hr/>
	12,598 46

RAILROAD REPORT.

287

Expenses of Operating the Road.

On account of horses.....	\$14, 134 50
Harness and repairs.....	2, 742 29
Repairs to cars	13, 754 50
Horse shoeing.....	13, 362 08
Hay and feed.....	83, 014 71
Office expenses, stationery and depot expenses.....	3, 235 45
Salaries.....	5, 863 35
Insurance.....	1, 037 52
Watchmen, switchmen, hostlers, pay-roll.....	28, 166 00
General expenses of stable.....	18, 661 50
Conductors and drivers.....	76, 310 05
Fluid, fuel, oil and gas.....	4, 123 52
Damages for injuries of persons.....	1, 728 57
Total.....	<u>266, 134 04</u>

Receipts on Construction and Equipment Account.

From stockholders.....	None.
sale of bonds.....	None.
other sources.....	<u>\$8, 585 00</u>

Receipts.

From passengers	\$424, 042 95
rent.....	168 00
manure.....	4, 766 70
other sources.....	8, 585 00
Total.....	<u>437, 562 65</u>

Summary of Payments.

For construction.....	\$2, 414 75
maintaining and operating the road.....	278, 732 50
interest.....	11, 526 06
dividends.....	57, 750 00
new passenger cars and horses, (included under the head of "expenses of operating the road.")	
payments for taxes on personal property.....	420 00
payments to loan account	34, 800 00
miscellaneous.....	4, 271 69

SECOND AND THIRD STREET

For payments made to surplus funds.....	None.
State tax on capital stock and income.....	\$3,779 02
United States tax.....	15,108 51
Total.....	<u>408,862 53</u>
Total amount of surplus or dividend fund.....	<u>\$28,860 12</u>

Accidents.

KILLED —passengers.....	2
others.....	2
Total.....	<u>4</u>
INJURED —passengers.....	4
others.....	3
Total.....	<u>7</u>

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 :

1864.

- Nov. 24. Joseph Ware fell from the car whilst in motion, and had his arm injured.
- Dec. 2. Mary Ann Dusen, slightly injured ; thrown in street by reason of hooped skirt having caught in car when she was about to alight.

1865.

- Feb. 4. Mary Ann Shippley, slightly hurt from same cause.
- Feb. 25. Richard Long, a boy, jumped off the front platform whilst the car was in motion, and was run over and killed.
- Mar. 6. Ellen C. Mealey fell off the front platform of car, and had her leg injured.
- April 18. Thomas Reichel, a child six years old, running along the outside of car, fell and was run over, and hurt so badly that amputation of the leg was necessary.
- May 2. Margaret Neil, hurt by falling out of her own wagon, it having backed into car whilst in motion. Extent of injuries unknown.
- July 3. Ann Stoker, a child five years old, was run over by car and killed.
- July 4. Susan B. Smith, a child, was slightly hurt whilst crossing street ; got her foot under wheel.

Names and Residence of Officers.

Directors.	Post office address.
Thomas W. Webb.....	
Reese D. Fell.....	
John P. Steiner.....	
Charles Remington.....	
William P. Hacker.....	
Benjamin F. Huddy.....	
Israel Peterson.....	
John Eisenbrey.....	
John Horn.....	
Robert F. Taylor.....	
John A. Warner.....	
Thomas J. Potts, (deceased).....	
Jacob Binder, President.....	Philadelphia.
Edward A. Lesley, Treasurer.....	do.
Thomas Logan, Secretary.....	do.

NESQUEHONING VALLEY.

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

Personally appeared J. B. Moorhead, president, and James T. 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, to the best of their knowledge and belief.

(Signed)

J. B. MOORHEAD, *President.*

JAMES S. COX, *Treasurer.*

Sworn, affirmed and subscribed before me, this 18th day of November, 1866.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	305,000 00
Amount paid in, as by last report.....	43,890 00
Total amount now paid in of capital stock.....	63,890 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.
No dividends.	
Number of shares of stock.....	6,100
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$36,117 17	\$36,117 17

Characteristics of Road.

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

Names and Residence of Officers.

Directors.	Post office address.
J. B. Moorhead	Philadelphia.
Jacob P. Jones.....	do.
S. E. Stokes.....	do.
S. V. Merrick.....	do.
James S. Cox.....	do.
W. G. Moorhead.....	do.
J. V. Williamson.....	do.
F. E. Cope.....	do.
Samuel Hepburn.....	Carlisle.
A. Manderson.....	Burlington.
W. H. Talcott.....	Jersey City.
W. F. Biddle.....	Philadelphia.
J. B. Moorhead, President.....	Philadelphia.
James S. Cox, Secretary and Treasurer.....	do.

RIDGE AVENUE AND MANAYUNK.

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

Personally appeared Charles Thomson Jones, president, and Reuben Hagy, 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, to the best of their knowledge and belief.

(Signed) CHARLES THOMSON JONES, *President*.
 REUBEN HAGY, *Treasurer*.

Sworn and subscribed before me, this 28th day of November, 1865.
 JOSHUA HILL, *Alderman*.

Stock and Debt.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed, (less 180 shares forfeited for non-payment of instalment)—shares.....	5,000
Amount paid in, as by last report.....	118,000 00
Total amount now paid in of capital stock	120,000 00
Coupon bonds, 6 per cent	15,000 00
Coupon bonds, 7 per cent.....	48,300 00
Interest on bonds	2,108 00
No dividends declared.	
Number of shares of stock.....	4,820
Par value of each share.....	\$50 00
Amount paid in on each share	25 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 room and machine shop.....	36,335 70	36,335 70
Passenger and other cars.....	11,530 63	11,530 63
Horses, harness, &c.....	<u>11,559 98</u>	<u>11,559 98</u>

Characteristics of Road.

Length of road laid.....	4½ miles
Length of double track, including sidings.....	3½ "

RAILROAD REPORT.

293

Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track, about.....	40 pounds.
Number of car houses, shops and stables, of each.....	1
Number of depots.....	2
Number of first class passenger cars, (two horses).....	10
Cost when new.....	\$800 00
Number of passengers that may be seated in each car.....	24
Number of horses owned by the company.....	51
Average value of each, including harness.....	\$100 00
The company holds no real estate, except the depot properties.	
How is track laid, and on what foundation? Principally on stone and plank.	
Route—From Columbia and Ridge avenue to Manayunk.	

Doings of the year in Transportation of Passengers.

Number of passangers carried.....	Not given.
Rate of speed, including stops, (miles per hour).....	6
Number of trips each day, each car.....	7

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway	\$1, 130 96
Tax on capital stock.....	283 93
Taxes on real estate.....	481 95

Expenses of Operating the Road.

Horse account.....	\$2, 603 00
Harness repair account.....	409 17
Car..... do.....	1, 775 58
Blacksmith..... do.....	1, 903 15
Stable expenses...do.....	16, 286 66
Expenses, including salaries.....	2, 713 93
Insurance.....	313 50
Running expenses account.....	6, 932 58

Receipts.

From passengers, railway receipts.....	\$41, 737 58
--	--------------

Summary of Payments.

(Questions under this head are answered in the different
accounts)

United States tax.....	\$1, 441 86
------------------------	-------------

RIDGE AVENUE AND MANAYUNK

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
Samuel K. Ashton.....	Philadelphia.
J. D. Sergeant.....	do.
Mahlon H. Dickinson.....	do.
N. L. Jones.....	Leverington.
William S. Stokely.....	Philadelphia.
Charles Thomson Jones.....	President.
Reuben Hagy.....	Treasurer.
Reuben Hagy.....	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, to the best of their knowledge and belief.

(Signed)

S. GROSS FRY, *President.*

JAS. M'FADDEN, JR., *Treasurer.*

Sworn and subscribed before me, this 14th day of December, 1865.

H. TUNISSON, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount paid in, as by last report.....	159,312 00
Total amount now paid in of capital stock.....	217,697 00
Funded debt, as per last report	15,500 00
Total amount now of funded debt	15,000 00
Floating debt, as per last report.....	None.
The amount now of floating debt.....	10,000 00
Total amount now of floating and funded debt.....	25,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
January 6, 1865.....	4½ per cent.
Number of shares of stock : 8,594 full paid, and 284 not yet consolidated.	
Par value of each share.....	\$25 00
Amount paid in on each share, (except a portion, on which only \$8 has been paid).....	\$25 00
Amount of capital on which the respective dividends were declared.....	\$155,500 00

Cost of Road and Equipment.

	By last report.	By present report.
Total cost.....	\$175,610 15	\$249,411 82

Characteristics of Road.

Length of road laid.....	7 miles.
Length of double track, including sidings.....	1½ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables	3
Number of depots.....	1
Number of first class passenger cars, (two horses).....	16
Average value of each.. ..	\$500 00
Number of second class passenger cars, (one horse).....	3
Average value of each... ..	\$300 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	9
Number of horses owned by the company.....	118
Average value of each, including harness	\$75 00
Value of real estate held, exclusive of road way.....	\$40,000 00
Weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,500 lbs.

How is track laid, and on what foundation? White pine string pieces, supported by cross-ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Gray's Ferry to Exchange, via. Gray's Ferry road, Twenty-third street, Spruce and Third street, to Exchange, at Third and Walnut streets. Returning via. Dock street, Second street, Pine street, Twenty-second street, South street, and Gray's Ferry road.

Doings of the year in Transportation of Passengers.

Number of passengers carried, (estimated,) 1,667,844 on main road, and 124,800 on Gray's Ferry division.	
Rate of speed including stops, (miles per hour).....	5
Number of trips each day on main road, 210; 52 on Gray's Ferry circuit.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$2,118 23
Taxes on real estate.....	219 83
	<hr/> <hr/>

RAILROAD REPORT.

297

Expenses of Operating the Road.

On account of horses	\$909 50
Harness and repairs	646,56
Repairs to cars	1,847 52
Horse shoeing	2,681 55
Hay and feed.....	22,714 17
Office expenses, stationery and depot expenses.....	1,787 14
Straw.....	876 76
Insurance.....	201 00
Watchmen, switchmen, hostlers, pay-roll.....	12,746 54
General expenses of stable	115 65
Conductors and drivers.....	15,749 00
Fluid, fuel, oil and gas.....	776 67
Damages for injuries of persons.....	965 87
Total.....	<u>62,017 93</u>

Receipts on Construction and Equipment Account.

From stockholders	\$58,385 00
sale of bonds	500 00
other sources.....	10,000 00
Total.....	<u>68,885 00</u>

Receipts.

From passengers.....	\$87,392 19
rent.....	500 00
manure.....	974 61
other sources	34 00
Total.....	<u>84,900 80</u>

Summary of Payments.

For construction.....	\$63,454 39
maintaining and operating the road.....	62,017 93
interest.....	4,488 69
dividends.....	7,953 22
new passenger cars.....	10,347 28
payments for taxes on personal property.....	603 17
payments to loan account, (bonds retired).....	1,000 00
miscellaneous.....	388 25

For State tax on capital stock and income.....	\$432 75
United States tax.....	2, 100 63
Total.....	<u>152, 786 31</u>

Accidents.

The following is a statement of the date of an accident, the place where it occurred, and the name of the person, as follows :

'Jan. 2, 1865, a boy, named Hugh Murphy, accidentally killed on Gray's Ferry road, near the arsenal.

Names and Residence of Officers.

Directors.	Post office address.
Wm. M. Farr, .....1824 Spruce street.....	Philadelphia.
Wm. Harbeson.....1114 Wallace street.....	do.
Oliver Hopkinson.....1424 Spruce street.....	do.
John N. Hutchinson.....1600 N. 15th street	do.
J. P. M'Fadden.....15th and Tioga streets.....	do.
Israel Maule.....1827 Walnut street.....	do.
S. Gross Fry, President.....	2101 Green street.
Jas. M'Fadden, Jr., Treasurer and Secretary.....	989 Lombard street.

PHILADELPHIA CITY.

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

Personally appeared Charles Camblos, president, and Wm. W. Colket, treasurer, of the Philadelphia City Passenger railway 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, for the year ending October 31, 1865.

(Signed)

CHARLES CAMBLOS, *President.*

WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this 28th day of November, 1865.

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
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	135,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Jan. 12, 1865, \$1 50 per share; July 7, 1865, \$2 25 per share.	
Number of shares of stock.....	10,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	10 00
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.....	\$197,573 03	\$197,738 15
Equipment.....	37,848 49	42,525 87
Total.....	<u>235,421 52</u>	<u>240,264 02</u>

Characteristics of Road.

Length of road laid.....	3,887 miles.
Length of double track, including sidings	3,887 "
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).....	27
Average value of each.....	\$800 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.....	165
Average value of each, including harness.....	\$50 00
Value of real estate held, exclusive of road way.....	\$20,000 00
Weight in pounds of passenger cars, exclusive of passengers and baggage.....	3,700
How is track laid, and on what foundation? On string pieces and cross-ties, with 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, down Front to Walnut, on Walnut to Twenty-second street, up Twenty-second street to Chestnut street, and on Chestnut to Twenty-first street. The Green and Coates and Germantown Passenger railway companies use the track on Walnut street, from Fourth street 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 carried.....	2,566,904
Rate of speed, including stops, (miles per hour,) about.....	5
Number of trips each day, per car.....	15

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$656 89
Taxes on real estate.....	546 52
	<hr/>
	1,203 41
	<hr/>

RAILROAD REPORT.

301

Expenses of Operating the Road.

On account of horses.....	\$2,951 00
Harness and repairs.....	418 35
Repairs to cars.....	8,334 65
Horse shoeing and other blacksmithing.....	3,702 43
Hay and feed.....	25,600 36
Office expenses, stationery and depot expenses.....	1,033 03
Salaries.	3,597 82
Insurance.	386 22
Watchmen, switchmen, hostlers, pay-roll.....	8,765 72
General expenses of stable and gas.....	2,078 18
Conductors and drivers.....	26,353 85
Oil and salt, &c.....	2,214 14
Damages for injuries of persons.....	200 00
Miscellaneous	3,417 82
Total.....	<u>89,053 07</u>

Receipts.

From passengers.....	\$147,424 03
manure.....	1,285 54
other sources.....	1,268 97
Total.....	<u>149,978 54</u>

Summary of Payments.

For construction.....	\$165 12
maintaining and operating the road.....	90,256 48
interest.....	1,050 00
dividends.....	37,500 00
new passenger cars and horses.....	4,562 00
payments for taxes on personal property.....	130 42
payments made to surplus funds.....	7,113 78
State tax on capital stock and income.....	2,877 95
United States tax.....	6,322 79
Total.....	<u>149,978 54</u>

Accidents.

KILLED—passengers..... 1

PHILADELPHIA CITY

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

On the 25th of February, John Richard Gaither, a colored man, fell, in getting off the front platform of a car when in motion, at Twelfth and Walnut streets, and the car, passing over his leg, fractured it in two places and dislocated his ankle. From the effect of these injuries he died.

Names and Residence of Officers.

Directors.	Post office address.
Charles Wister.....	Germantown, Pa.
Zophar C. Howell	Philadelphia.
Amos Ellis.....	do.
George Williams.....	do.
A. E. Dougherty	do.
Coffin Colket	do.
Charles Camblos, President.....	Philadelphia.
Wm. H. Colket, Treasurer and Secretary.....	do.

PITTSBURG AND BIRMINGHAM.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared 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, to the best of his knowledge and belief.

(Signed)

WM. M. HERSH, *President.*

Sworn and subscribed before me, this 13th day of December, 1865.

LEONARD S. JOHNS, *Alderman and J. P.*

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.....	48,000 00
Total amount now paid in of capital stock.....	54,000 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.....	5,368 65
Total amount now of floating and funded debt.....	22,600 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
\$7 per share; \$4 paid in cash and \$3 applied on account stock, on business, from January, 1864, to November 1, 1865; dividend declared November 13, 1865.	
Number of shares of stock	2,000
Par value of each share	\$50 00
Amount paid in on each share.....	27 00
Amount of capital on which the respective dividends were declared.....	\$100,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$46,228 84	\$46,228 84
Equipment.....	19,126 80	20,211 80
Total cost.....	<u>65,354 64</u>	<u>66,440 64</u>

PITTSBURG AND BIRMINGHAM

Characteristics of Road.

Length of road laid.....	2 $\frac{6}{10}$ miles.
Length of double track, including sidings.....	1.98 $\frac{3}{4}$ "
Gauge of road.....	5 $\frac{2}{12}$ feet.
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	1 each.
Number of depots.....	2
Number of first class passenger cars, (two horses).....	12
Average value of each.....	\$750 00
Number of second class passenger cars, (one horse).....	None.
Number of passengers that may be seated in each car.....	18 to 20.
Number of other cars: 1 salt car and 1 feed car.	
Number of horses owned by the company.....	67
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of roadway.....	10,654 22
Weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,000
How is track laid and on what foundation? Pine stringers, oak ties, turnpike foundation.	
Describe the route of your road in detail, giving the streets occupied and connections with other roads: Along Smithfield street, from Fifth street, to and across the Monongahela bridge to South Pittsburg; thence along Carson street through the boroughs of South Pittsburg, Birmingham and East Birmingham.	

Doings of the year in Transportation of Passengers.

Number of passengers carried.....	1,174,615
Rate of speed, including stops, (miles per hour)—about.....	5
Number of trips each day...3.....	9

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

Repairs of road bed and railway.....	\$4,618 12
Repairs of buildings.....	449 32
Taxes on real estate.....	468 11

Expenses of Operating the Road.

On account of horses.....	\$64 77
Harness and repairs.....	135 28
Repairs to cars.....	1,726 20

RAILROAD REPORT.

905

Horse shoeing and blacksmith shop.....	\$2,490 04
Hay and feed.....	18,507 44
Office expenses, stationery and depot expenses, and salaries..	2,801 16
Insurance.....	358 88
Watchmen, switchmen, hostlers, pay-roll.....	5,785 70
General expenses of stable	195 04
Conductors and drivers	12,601 00
Fluid, fuel, oil and gas.....	721 25
Damages for injuries of persons.....	50 00
Bridge toll.....	1,800 00
Total.....	<u>47,226 76</u>

Receipts.

From passengers.....	\$66,764 37
rent.....	201 00
manure.....	75 00
Total.....	<u>67,040 37</u>

Summary of Payments.

For maintaining and operating the road.....	\$47,226 76
interest.....	1,897 47
dividends, (cash and \$3 credited on account stock).....	8,000 00
miscellaneous.....	6,321 79
State tax on capital stock and income.....	613 82
United States tax.....	1,647 78

Accidents.

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

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 :

20 RAILROAD REP.

1864.

Dec. 28. Moses Blaisdell, aged 72 years, was run over by car, No. 10, while attempting to hand package to the driver while the car was in motion; seriously injured, but recovered.

1865.

Mar. 13. William Hill, aged about 35 years, an employee of the company, fell from front platform, and car passed over him, causing death in a few hours.

Mar. 29. A child of Mr. Volker, Birmingham, aged 14 months, was accidentally run over by car, No. 2, and killed instantly.

April 18. Miss Maria Zeigler, a passenger on car, No. 7, had her arm broken by having it out of window of car while passing scaffolding of P. C. and C. R. R. bridge, in South Pittsburg.

Aug. 25. Charles Tiernan, aged about 7 years, was run over by car, No. 2, while attempting to jump on platform of cars while in motion; badly hurt, but recovered.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
William M. Hersh.....	Pittsburg.
John M'D. Crossan.....	do.
M. W. Beltzhoover.....	do.
B. F. Jones.....	do.
William K. Nimick.....	do.
William M. Hersh.....	President.
Nathaniel Holmes.....	Treasurer.
William K. Nimick.....	Secretary.

PHILADELPHIA, WILMINGTON AND BALTIMORE.

STATE OF PENNSYLVANIA, }
Philadelphig County, } ss:

Personally appeared Isaac Hinckley, 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, to the best of their knowledge and belief.

(Signed)

ISAAC HINCKLEY, *President.*

A. HORNER, *Treasurer.*

Sworn and subscribed before me, this 18th day of January, 1866.

GEO. PATCHEL,

Alderman and ex officio 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	\$8, 657, 300 00
Total amount now paid in of capital stock.....	8, 973, 300 00
Funded debt, as per last report	692, 000 00
Total amount now of funded debt	496, 000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	180, 000 00
Total amount now of floating and funded debt.....	676, 000 00
Rate per cent. per annum of interest on funded debt.	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
April and October, 5 per cent., semi-annual.	
Number of shares of stock.....	179, 466
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared: \$8,811,300 April 1, and \$8,903,300 October 1.	

Characteristics of Road.

Length of main line of road, from Philadelphia to Baltimore,	95 ³ / ₈ miles.
Length of road laid.....	95 ³ / ₈ "
Length of double track of road.....	58 "
Length of sidings.....	25 ¹ / ₁₀ " 7

308 PHILADELPHIA, WILMINGTON AND BALTIMORE

Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50, 52½, 56, 58 and 60 lbs.
Branch roads owned by the company	None finished.
Roads worked or leased by the company, viz: Southwark, New Castle, Wilmington, Delaware and Eastern Shore roads.	
Number of engine houses and shops: 3 engine houses and 7 shops.	
Number of engines.....	52
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,800 00).....	85
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,060).....	26
Number of freight cars, rated as eight wheel cars, (average cost of each \$400 00)	962
Number of iron bridges	1
Number of wooden bridges.....	26
Number of stone bridges.....	12
Number of railroads crossed at grade.....	2
Number of stations on main road	28
Number of wood and water stations on main road.....	11
Tunnels.....	None.
How is track laid, and on what foundation? Generally with joint blocks and bed of gravel.	

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

Number of miles run by passenger trains.....	525, 121
Number of miles run by freight trains.....	277, 552
Number of miles run by other trains.....	92, 917
Number of through passengers for the year on main road..	401, 843
Number of passengers (all classes) carried in cars.....	1, 385, 921
Number of tons of 2,000 pounds of through freight for the year on main road.....	114, 549
Gross amount of tonnage for the year.....	255, 929
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.....	26½
Average rate of speed adopted by freight trains, including stops: 10 for way and 12 for through.	
Weight of first class passenger engines.....	26 to 30 tons.
Weight of freight engines.....	29 to 32 "

RAILROAD REPORT.

309

The amount of Freight, specifying the quantity in Tons.

Coal.....	21,606
Pig iron.....	2,789
Other iron or castings.....	4,034
Lime.....	7,398
Agricultural products.....	25,218
Live stock.....	9,164
Lumber.....	3,140
Other articles.....	160,421
Total.....	233,770

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

For first class through passengers.....	3 cents.
first class way passengers	3½ "
second class through passengers.....	2 "

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight.....	3 cents.
through coal.....	None.
local freight.....	3½ cents.
local coal	2½ "

EXPENSES

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$688,032 00
---	--------------

Repairs of Machinery.

Repairs of engines and tenders.....	590,807 84
Repairs of passenger and baggage cars.....	119,361 77
Repairs of freight cars.....	76,486 42
Repairs of tools and machinery in shops.....	48,107 26
Operating the road.....	1,267,079 09
Total.....	2,789,874 38

310 PHILADELPHIA, WILMINGTON AND BALTIMORE

Receipts.

From passengers.....	\$2, 992, 656 20
freight.....	771, 176 30
mail transportation, use of freight cars, interest and miscellaneous.....	64, 631 56
Total.....	<u>3, 828, 464 06</u>

Summary of Payments.

For construction and equipment.....	\$510, 768 51
maintaining and operating the road, (including United States and State taxes).....	2, 789, 874 38
dividends, (including U. S. tax).....	932, 347 37
interest.....	15, 173 62
Total.....	<u>4, 278, 163 88</u>

Accidents.

KILLED —passengers.....	9
employees.....	6
others.....	14
Total.....	<u>29</u>
INJURED —passengers.....	8
employees.....	5
others.....	2
Total.....	<u>15</u>

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 :

1864.

- Nov. 7. A passenger train ran off the track near Perrymansville, in consequence of a broken rail; six persons injured, one of whom subsequently died.
- Nov. 25. A passenger train was thrown from the track, in consequence of obstructions maliciously placed on the road by persons unknown. The fireman, William Lindsay, was badly injured, and died December 8, 1864.
- Dec. 29. Meore Heath, while lying on the track near Elkton, was struck by a passenger train and killed.

1865.

- Jan. 2. Thomas Champlin, while walking on the track near Bell road, was struck by an engine; died January 10, 1865.
- Feb. 9. Patrick Patton, a freight brakeman, killed at Gray's Ferry while coupling cars.
- Feb. 13. — — — fireman, badly injured in collision between two freight trains, near Stemmer's run; died.
- Feb. 25. Christian Fisher, a soldier at the Chester hospital, while standing on the track at that station, was struck by a coal train and seriously injured; died February 27.
- Feb. 27. James Pill, brakeman, while attaching the bell rope to the engine, was struck by Thurlow bridge and badly injured.
- Mar. 7. Charles Volhard, employee, while walking on the track near Holly Oak, was struck by passenger engine, badly injured; died March 15, 1865.
- Mar. 20. John Mahoney, 104th New York volunteers, fell from a passenger train near Thurlow station, was run over and killed.
- Apr. 6. John T. Heath, while walking on the track at Elkton, was run over by a freight train and killed.
- Apr. 20. Mr. Angle, a Mexican, fell off passenger car, was run over by the train and instantly killed.
- May 1. A soldier, belonging to 129th Pennsylvania regiment, fell from passenger car near Chester, had one leg broken.
- May 5. George Dunn, fell between the cars of a passenger train near Elkton, and was instantly killed.
- May 20. Michael Kirk, a passenger, while lying on a seat with his legs out of the window of a car, was badly injured by coming in contact with the centre rods of Stanton bridge.
- May 25. William Rhoads and Alexander Thompson, colored, killed at Seventeenth and Washington avenue, in attempting to drive across the track ahead of an engine.
- June 13. An unknown man between Helly Oak and Claymont, jumped in front of a passenger train, was struck by it and killed; was evidently insane.
- June 15. Lawrence Pendegrast, employee, in attempting to get on a train at Gray's Ferry, fell and had both legs run over.
- June 19. John King, employee, attempting to cross ahead of a train near Back river, was struck by the engine and seriously injured.
- June 20. A soldier, walking on the track at Havre de Grace, was struck by a passenger car, breaking his arm.
- June 24. William Clifford, engineman, killed by the explosion of the engine S. F. Dupont, which was at the time in his charge.

312 PHILADELPHIA, WILMINGTON AND BALTIMORE

- June 29. A colored man, while running on the track on Thirteen mile switch, was struck by passenger train and killed.
- June 30. A soldier, lying on the platform of a car, had his leg broken by coming in contact with Stanton bridge.
- July 20. Sergeant William D. Angeel, company G, 6th New Hampshire regiment, was killed by falling from troop train, near Claymont.
- July 20. John T. Montgomery, company I, 12th Pennsylvania cavalry, killed at Havre de Grace, by being crushed between two troop cars.
- July 24. Nicholas B. Bishop, a rebel soldier, found dead on track at Orange farm.
- July 31. Gideon D. Copps, freight brakeman, struck by a bridge near Havre de Grace, and instantly killed.
- Aug. 1. A colored man, riding in a dangerous position, contrary to orders, was killed by the collision of two freight trains near Charlestown.
- Aug. 4. Joseph S. Clinton, company B, 100th regiment, New York volunteers, fell from platform of passenger train near Aberdeen, and was run over; died next day.
- Aug. 22. Hugh Mooney, while intoxicated and lying on the track at Chase's, was run over and killed.
- Sept. 5. Robert Maguire, employee, in attempting to jump on a gravel train while in motion, fell between the cars and had his arm cut off.
- Sept. 25. Dr. O. Griffith, residing at Lazaretto, was found dead on the track at that station, supposed he was killed by jumping from a train.
- Sept. 26. William Hare, run over and killed near Tinicum; is supposed to have been intoxicated.
- Oct. 2. Henry Moore, while attempting to drive across the track at North Point road, with a lumber wagon, ahead of an express train, was struck by the engine and had his thigh broken.
- Oct. 2. Charles Hammon, run over and killed near Bellvue; was lying on the track, supposed to be intoxicated.
- Oct. 17. Charles B. Lowe, while walking on the track near Chester, was struck by an express train and killed.
- Oct. 30. A. A. Richardson, engineer, seriously injured, by being knocked off his engine near Chester, by coming in contact with a passenger house.

Names and Residence of Officers.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
S. M. Felton.....	do.
Moncure Robinson.....	do.
W. L. Savage.....	do.
John A. Duncan.....	Wilmington, Del.
Jesse Lane.....	do.
Joseph Bringham.....	do.
F. A. Curtis.....	Newark, Del.
John C. Groome.....	Elkton, Md.
J. J. Cohen, Jr.....	Baltimore.
Thomas Kelso.....	do.
Enoch Pratt.....	do.
Thomas Donaldson.....	do.
C. O'Donnell.....	do.
N. Thayer.....	Boston, Mass.
Isaac Hinckley, President.....	Philadelphia.
Alfred Horner, Secretary and Treasurer.....	do.
H. F. Kenney, Superintendent.....	do.

PITTSBURG, ALLEGHENY AND MANCHESTER.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared Henry Irwin, president, and Algernon S. Bell, treasurer, of the Pittsburg, Allegheny and Manchester Passenger railway 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)

HENRY IRWIN, *President.*

ALGERNON S. BELL, *Treasurer.*

Sworn and subscribed before me, this 15th day of November, 1865.

JOHN DYERS, *Alderman and J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$75,000 00
Amount of stock subscribed.....	75,000 00
Amount paid in, as by last report.....	75,000 00
Total amount now paid in of capital stock.....	75,000 00
Funded debt, as per last report.....	35,000 00
Total amount now of funded debt.....	35,000 00
Floating debt, as by last report.....	4,963 80
The amount now of floating debt.....	150 00
Total amount now of floating and funded debt.....	35,150 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Number of shares of stock.....	1,500
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$63,862 09	\$63,862 09
Equipment.....	30,059 27	32,523 27

Characteristics of Road.

Length of road laid.....	3 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	1 $\frac{3}{4}$ "
Gauge of road.....	5 ft. 2 in.

RAILROAD REPORT.

315

Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars, (two horses).....	18
Average value of each.....	\$800 00
Number of second class passenger cars, (one horse).....	6
Average value of each.....	\$200 00
Number of passengers that may be seated in each car.....	16
Salt car.....	1
Number of horses owned by the company.....	124
Average value of each, including harness.....	\$120 00
Value of real estate held, exclusive of road way.....	18,000 00
Weight in lbs. of passenger cars, exclusive of passengers and baggage—about.....	2,500

How is track laid, and on what foundation? On pine stringers, oak ties, clay foundation.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: The road runs from Liberty street, Pittsburg, along St. Clair street, over the suspension bridge, to Allegheny city; along Federal street to Ohio street, along Ohio street, and thence to Western avenue, along Western avenue to Bidwell street, along Bidwell street to Ohio avenue; thence along Ohio avenue to Beaver street, in Manchester, along Beaver street to Island lane, and thence to Wood's run, in M'Clure township, occupying a part of the township road on the route. A branch of the road runs from Federal street, along Leacock and Rebecca streets, to Manchester, intersecting the main road at the junction of Beaver street and Ohio avenue.

Doings of the year in Transportation of Passengers.

Number of passengers carried—about.....	1,600,000
Rate of speed, including stops, (miles per hour).....	5 miles.
Number of trips each day.....	9

EXPENSES

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$5,007 24
Taxes on real estate.....	<u>1,125 48</u>

Expenses of Operating the Road.

On account of horses	\$676 24
Harness and repairs	290 30
Repairs to cars	3,131 78
Horse shoeing.....	1,179 90
Hay and feed.....	22,211 41
Salaries and wages	27,615 34
Insurance.....	412 50
Right of way.....	370 32
General expenses.....	1,869 41
Bridge toll	3,820 00
Fluid, fuel, oil and gas.....	715 65
Damages for injuries of persons.....	127 00
Total	<u>62,419 85</u>

Receipts on Construction and Equipment Account.

None.

Receipts.

From passengers.....	\$87,176 18
manure	229 17
other sources.....	1,389 82
Total.....	<u>88,795 17</u>

Summary of Payments.

For maintaining and operating the road.....	\$68,552 57
interest.....	2,575 12
United States tax.....	2,211 11
Total.. ..	<u>73,338 80</u>

Accidents.

KILLED—others.....	1
INJURED—passengers.....	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 :

A little girl, named Emma Roberts, was killed by running before a car on St. Clair street, in the month of March.

One passenger was injured by getting on a car, when in motion, the wheel of the car passing over her foot; the injury not being serious, the date of the accident was not recorded.

No other accidents occurred of any importance or which require any notice.

Names and Residence of Officers.

Directors.	Post office address.
Henry Irwin	Allegheny city.
A. S. Bell	do.
R. S. Hays	do.
William Bageley	do.
James Miller.....	Manchester.
Henry Irwin.....	President.
Algernon S. Bell	Treasurer and Secretary.

NAVY YARD, BROAD STREET AND FAIRMOUNT.

PHILADELPHIA, 12th month 30th, 1865.

ISAAC SLENKER, *Auditor General*:

RESPECTED FRIEND:—On the 5th of the 7th month (July) last, it was agreed by the stockholders of the Thirteenth and Fifteenth Streets Passenger railway company, and the Navy Yard, Broad Street and Fairmount Passenger railway company, to consolidate the two companies; but, owing to some unexpected difficulties, the matter of consolidation was not completed until the 19th of this present month. The Navy Yard, Broad Street and Fairmount railway company never had any road in operation.

Respectfully,

HENRY HAINES,

Treasurer of 13th and 15th Streets P. R. W. Co.

HESTONVILLE, MANTUA AND FAIRMOUNT.

NOTE.—The Hestonville, Mantua and Fairmount Passenger railroad company, and the "Fairmount and Arch Street City Passenger railway company," consolidated, under the name of the "Hestonville, Mantua and Fairmount Passenger railroad company," December 29, 1864; the "Fairmount Passenger railway company" merged into said consolidated company, February 15, 1865. The following is the return of the consolidated company, made from its account books opened April 1, 1865:

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John E. Baum, president, and John T. Lange, treasurer, of the Hestonville, Mantua and Fairmount Passenger railway 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)

JOHN E. BAUM, *President.*

JOHN T. LANGE, *Treasurer.*

Sworn and subscribed before me, this 23d day of November, 1865.

JOHN WHITE,

Justice of the Peace and Alderman.

Stock and Debt.

Capital stock as authorized by law	\$2,050,000 00
Amount of stock subscribed: No means of ascertaining.	
Amount paid in, as by last report	Uncertain.
Total amount now paid in of capital stock	"
Funded debt, as per last report: No former report made of this "consolidated company."	
Total amount now of funded debt, (about \$20,000 of which not considered a legal claim)	183,600 00
The amount now of floating debt, about	75,131 83
Total amount now of floating and funded debt, (with above qualifications of bonded debts)	258,731 83
Rate per cent. per annum of interest on funded debt	7 per cent.
No dividends	
Number of shares of stock	41,000
Par value of each share	\$50 00
Amount paid in on each share	Uncertain.

Cost of Road and Equipment.

Construction..... Not yet ascertained.
 Equipment..... " "

Characteristics of Road.

Length of road laid, (single track,) about	19 miles.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 pounds
Number of car houses, depots, shops and stables: 4 car houses or depots, 3 stables.	
Number of first class passenger cars, (two horses).....	56
Average value of each, about.....	\$500 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	328
Value of real estate held, exclusive of road way : Assessed valuation, about.....	\$25,000 00

How is track laid, and on what foundation? White pine cross-ties and stringers.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Hestonville, via Lancaster pike, Haverford road, Wire bridge, Biddle street, Spring Garden, Twentieth, Callowhill, to Front street; return, via Callowhill, Nineteenth street, Spring Garden, Biddle, Wire bridge, Bridge street, Lancaster pike, to Hestonville. Branch road—from Wire bridge, via Callowhill, Hamilton, Twenty-second, Callowhill street, Twentieth, Arch street, to Second street; return, via Arch, Twenty-first, Callowhill, to Wire bridge. Branch road—from Wire bridge, Fairmount, via Race and Vines streets, to Exchange.

Doings of the Year in Transportation of Passengers.

Number of passengers carried : Cannot be ascertained.
 Rate of speed, including stops, (miles per hour)..... 6
 Number of trips each day : 8 trips on Hestonville road, 11 trips on Race and Vine streets road, 12 trips on Arch street road.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Included under head of expense account.

RAILROAD REPORT.

321

Expenses of Operating the Road.

On account of horses.....	\$1,499 38
All under the head of expense account.....	106,441 42
Damages for injuries of persons.....	150 98
Extraordinary expense—items not included above.....	6,542 26

Receipts.

From passengers.....	153,813 86
manure, credited to expense account.	

Summary of Payments.

For interest.....	3,481 20
-------------------	----------

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 :

1865.

- May 19. Charles Henry Lloyd was run over by car No. 4, on Lancaster pike, near Fortieth street; aged 6 years; killed instantly.
- Aug. 11. Michael M'Bride, a sailor, fell off the front platform of car No. 13, on Twentieth street, near Summer street; had the flesh part of his right arm injured by the wheel; taken to the hospital, and recovered.
- Oct. 11. James Boyle, a child, 2 years of age, while playing on the track, on Lancaster pike, above Westminster avenue, No. 2 car run over one of his feet, and cut off a part of one of his toes; recovered.

Names and Residence of Officers.

Directors.	Post office address.
Hugh De Haven, Jr.....	Philadelphia.
O. B. Dungan.....	do.
E. V. Machette.....	do.
P. J. Patton.....	do.
W. R. Wister.....	do.
John E. Baum, President.....	Philadelphia.
John T. Lange, Treasurer and Secretary..	do.

21 RAILROAD REP.

GERMANTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia City and County, } 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, to the best of their knowledge and belief.

(Signed) ADAM WARTHMAN, *President.*
 JOSEPH SINGERLY, *Treasurer.*

Sworn and subscribed before me, this 15th day of January, 1866.
 W. W. DOUGHERTY, *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 .. .	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.....	250,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
No dividends declared.	
Number of shares of stock.....	10,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction and equipment.....	\$377,824 29	\$385,169 34

Characteristics of Road.

Length of road laid—fraction less than.....	19 miles.
Length of double track, including sidings.....	5½ "
Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables—2 car houses, 3 shops and 3 stables.	
Number of depots.....	2

RAILROAD REPORT.

323

Number of first class passenger cars, (two horses,) 31 in general use	44
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 other cars.....	None.
Number of horses owned by the company.....	250
Average value of each, including harness.....	\$80 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$63,500 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 Germantown from Diamond street, north, and return, and from Diamond street to Dickerson street, south, via. Fourth street, and return via. Eighth street.

Doings of the year in Transportation of Passengers.

Report does not state number of passengers carried.

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 9 cars, 8 by 13 cars, 5 by 9 cars.

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Included in general expenses.

Expenses of Operating the Road.

On account of horses	\$6,828 00
Harness and repairs, repairs to cars, horse shoeing, office expenses, stationery and depot expenses, salaries, insurance, watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, and fluid, fuel, oil and gas,	99,903 65
Hay, feed and straw.....	40,902 78
Total	<u>147,634 43</u>

Receipts on Construction and Equipment Account.

None.

GERMANTOWN

Receipts.

From passengers.....	\$194,883 72
manure.....	2,811 57
Total.....	<u>197,195 29</u>

Summary of Payments.

For construction	\$7,345 05
maintaining and operating the road.....	140,806 43
interest on bonds.....	17,500 00
horses	6,828 00
Total	<u>172,479 48</u>

Accidents.

Two accidents, of minor importance, occurred during the year 1865.
Date not recollected.

Names and Residence of Officers.

Directors.	Post office address.
Joseph Singerly.....	Philadelphia.
Adam Warthman.....	do.
Lewis Scout.....	do.
Adam Warthman.....	President.
Joseph Singerly.....	Treasurer and Secretary.

LOMBARD AND SOUTH STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas L. Lawson, president, and Moses A. Dropsie, (late) treasurer of the Lombard and South Street Passenger railway 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).

THO. L. LAWSON, *President.*

MOSES A. DROPSIE, *Treasurer.*

Sworn and subscribed before me, this 29th day of December, 1865.

JOHN A. HURLBY, *J. P.*

Stock and Debt.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in, as by last report.....	90,000 00
Total amount now paid in of capital stock.....	90,000 00
Funded debt, as per last report.....	44,200 00
Total amount now of funded debt.....	50,200 00
Floating debt, as by last report.....	24,000 00
The amount now of floating debt.....	16,000 00
Total amount now of floating and funded debt.....	66,200 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
No dividends declared.	
Number of shares of stock.....	10,000
Par value of each share.....	\$25 00
Amount paid in on each share.....	9 00

*Cost of Road and Equipment.**

	By last report.	By present report—about.
Construction and equipment.....	<u>\$127,217 69</u>	<u>\$156,000 00</u>

Characteristics of Road.

Length of road laid.....	4 ⁵¹ / ₁₀₀ miles.
Length of double track, including sidings.....	⁵² / ₁₀₀ mile.
Gauge of road.....	5 feet 2 in.

LOMBARD AND SOUTH STREET

Weight of rail per yard on main track.....	45 lbs.
Number of car houses, shops and stables.....	2
Number of depots.....	1
Number of first class passenger cars, (two horses).....	16
Average value of each.....	\$400 00
Number of second class passenger cars, (one horse).....	2
Average value of each.....	300 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	1
Number of horses owned by the company.....	105
Average value of each, including harness.....	75 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$20,000 00

How is track laid, and on what foundation? Gravel, white pine stringers and cross-ties.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Commences at the United States arsenal; on the Schuylkill river; thence along Sutherland avenue to South street; thence along Chippewa street to Lombard street; down Lombard to Front; along Front to Dock; down Dock to Delaware avenue; thence return by Dock and Front streets to South street; thence westward, along South, to Chippewa. It connects with all other roads running north and south in the city.

Doings of the year in Transportation of Passengers.

Number of passengers carried.....	1,200,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5
Number of trips each day.....	195

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

In expenses of operating the road.

Expenses of Operating the Road.

On account of horses.....	\$1,768 13
Harness and repairs.....	98 95
Repairs to cars, &c.....	450 81
Horse shoeing and blacksmithing.....	3,305 05

RAILROAD REPORT.

327

Hay and feed.....	\$21,720 85
Insurance.....	504 50
Watchmen, switchmen, hostlers, pay-roll.....	23,896 56
Fluid, fuel, oil and gas.....	617 74
Damages for injuries of persons.....	43 00
Other expenses not enumerated.....	6,048 39
Total.....	58,453 98

Receipts on Construction and Equipment Account.

From stockholders.....	None.
sale of bonds.....	\$5,400 00
other sources.....	None.
	None.

Receipts.

From passengers.....	\$65,970 63
rent.....	None.
manure.....	1,075 00
other sources.....	5,415 00
Total.....	72,460 63

Summary of Payments.

For construction.....	\$1,278 66
maintaining and operating the road.....	58,453 98
interest.....	6,761 35
payments to loan account.....	6,000 00
State tax on capital stock and income.....	275 25
United States tax.....	1,668 11
Total.....	74,437 35
Total amount of surplus fund.....	\$1,799 02

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:

A boy about 15 years old stood on the front platform of a car, near the United States arsenal. He fell from the car, and some minutes afterwards was found dead. Cause not accurately known.

A girl about 5 years old, in crossing South street near Thirteenth, observing a wagon approaching, ran under the car, which passed over her and killed her.

LOMBARD AND SOUTH STREET

Names and Residence of Officers.

Directors.	Post office address.
Thomas L. Lawson.....19 South Third street.....	Philadelphia.
Moses A. Dropsie.....29 South Sixth street.....	do.
William B. Mann.....N. W. corner Fifth and Green streets.....	do.
Marcus Cauffman.....No. 623 North Sixth street.....	do.
John L. Lawson.....19 South Third street..	do.
Thomas L. Lawson.....	President.
Moses A. Dropsie.....	Treasurer.
John L. Lawson..	Secretary.

HARRISBURG CITY.

STATE OF PENNSYLVANIA, }
Dauphin County, } ss:

Personally appeared George Cunkle, president, and David Fleming, treasurer, of the Harrisburg City Passenger railroad 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)

GEORGE CUNKLE, *President.*

DAVID FLEMING, *Treasurer.*

Sworn and subscribed before me, this 1st day of December, 1865.

HENRY PEPPER, *Notary Public.*

Stock and Debt.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	41,975 00
Total amount now paid in of capital stock	30,118 75
The amount now of floating debt, about	9,000 00
Total amount now of floating and funded debt	9,000 00
Date and rate per cent. per annum of dividend	None declared.
Number of shares of stock authorized	3,000
Par value of each share	\$25 00
Amount paid in on each share: on an average about \$22.	

All is due, but some instalments remain unpaid.

Cost of Road and Equipment.

Construction, estimated	\$42,985 92
Equipment, estimated	6,519 00
Total cost (not all paid)	<u>49,404 92</u>

Characteristics of Road.

Length of road laid, about	2 miles.
Length of double track, including sidings	700 feet
Gauge of road	5 ft. 2½ in.
Weight of rail per yard on main track	48 pounds.
Number of car houses, shops and stables: 1 car house and stabling, no shops.	
Number of depots: 1, including car house and stabling.	

HARRISBURG CITY

Number of first class passenger cars, (two horses).....	4
Average value of each.....	\$800 00
Number of second class passenger cars, (one horse).....	1
Average value of each.....	\$300 00
Number of passengers that may be seated in each car.....	16
Number of other cars.....	None.
Number of horses owned by the company.....	25
Average value of each, including harness.....	\$155 00
Value of real estate held, exclusive of road way : lot east \$3,000 ; buildings, depot, &c., not completed.	

Weight in pounds of passenger cars, exclusive of passengers and baggage : never weighed them.

How is track laid, and on what foundation ? On stringers laid on cross-ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. Begins at Pennsylvania railroad, at foot of Market street, runs out Market to Second, up Second to Walnut, out Walnut to Third, up Third to Broad, out Broad to Sixth street, up Sixth to M'Clay street at Camp Curtin.

Doings of the year in Transportation of Passengers.

Number of passengers carried.....	134, 537
Rate of speed including stops, (miles per hour).....	4 miles.
Number of trips each day	15

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway : these being new, require little repairs ; no separate account opened.

Taxes on real estate : none paid yet.

Expenses of Operating the Road.

These items are not kept separate on our books, but are blended together, making in the aggregate the sum of.... \$3, 164 75

Receipts on Construction and Equipment Account.

From stockholders.....	\$30, 118 75
sale of bonds.....	None.
other sources.....	None.
Total.....	<u>30, 118 75</u>

RAILROAD REPORT.

331

Receipts.

From passengers	\$6,726 85
rent	Nothing.
manure	Nothing.
other sources.....	Nothing.
Total.....	<u>6,726 85</u>

Summary of Payments.

For construction.....	\$31,953 87
maintaining and operating the road.....	2,996 57
United States tax.....	168 18
Total.....	<u>35,118 62</u>
Total amount of surplus fund.....	<u>\$1,726 98</u>

Accidents.

A little boy, who persisted in jumping on and off the cars while in motion, got his great toe injured.

NOTE.—The contract for constructing this road was made on the second of June, 1865, and on the fourth day of July following, one car was put upon the track and run on about a half mile of the line. The company intends constructing their road on other streets, as well as upon those already occupied.

Names and Residence of Officers.

<i>Directors.</i>	<i>Post office address.</i>
A. O. Hiester.....	Harrisburg, Pa.
Eby Byers.....	do.
George Cunkle.....	do.
R. A. Lamberton.....	do.
John A. Smull.....	do.
David Fleming.....	do.
George Cunkle, President.....	Harrisburg.
David Fleming, Treasurer.....	do.
John A. Smull, Secretary.....	do.

GREEN AND COATES STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edmund Deacon, president, and Harry E. Garsed, treasurer, of the Green and Coates Street Passenger railroad company, and in due form of law made affirmation, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

EDMUND DEACON, *President.*

HARRY E. Garsed, *Treasurer.*

Affirmed and subscribed before me, this 23d day of December, 1865.

ROBERT HUTCHINSON, *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.....	98,000 00
Total amount now of funded debt.....	100,000 00
Total amount now of floating and funded debt.....	100,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
July 21.....	\$1 per share.
Number of shares of stock.....	10,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	15 00
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 and equipment.....	<u>\$232,953 62</u>	<u>\$232,953 62</u>

Characteristics of Road.

Length of road laid.....	4½ miles.
Gauge of road.....	5 ft. 2 in.

RAILROAD REPORT.

Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars, (two horses).....	33
Average value of each	\$800 00
Number of second class passenger cars, (one horse).....	8
Average value of each.....	\$600 00
Number of passengers that may be seated in each car.....	20
Number of horses owned by the company	195
Average value of each, including harness	\$75 00
Number of mules owned by the company.....	21
Value of real estate held, exclusive of roadway	\$70,279 52
Describe the route of your road, and connections with other roads : From Fairmount to Fairmount, connecting with all north and south railways.	

Doings of the year in Transportation of Passengers.

Number of passengers carried.....	1,021,426
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	6
Number of trips each day.....	288

Expenses.

Maintaining the road or real estate of the corporation.....	<u>\$5,073 80</u>
---	-------------------

Expenses of Operating the Road.

On account of horses.....	\$10,572 20
Harness and repairs and repairs to cars.....	4,044 83
Horse shoeing	7,272 47
Hay and feed.....	40,391 22
Office expenses, stationery and depot expenses.....	173 52
Salaries	2,667 44
Insurance.....	618 80
Watchmen, switchmen, hostlers, pay-roll, &c.....	10,111 15
Conductors, drivers and receivers.....	35,579 45
Fluid, fuel, oil and gas.....	1,028 00
Damages for injuries of persons.....	1,550 00
Total.....	<u><u>114,009 08</u></u>

GREEN AND COATES STREET

Receipts on Construction and Equipment Account.

From sale of bonds	<u>\$2,000 00</u>
--------------------------	-------------------

Receipts.

From passengers	\$154,213 98
rent	250 00
manure.....	2,339 52
other sources.....	2,000 00
Total.....	<u><u>158,803 50</u></u>

Summary of Payments.

For maintaining and operating the road	\$118,501 77
interest	8,433 24
dividends.....	10,000 00
new passenger cars and horses.....	10,572 20
United States tax.....	4,726 74
Total.....	<u><u>152,233 95</u></u>

Accidents.

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

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 :

1864.

Dec. 14. John Malay, leg crushed, by jumping from front platform while the car was in motion.

1865.

May 6. Michael Miller, little finger crushed.

Aug. 8. — Longheim, foot crushed; was standing on front platform and dragging his foot, when it caught under the wheel.

Oct. 10. William Hamilton, a boy, was run over at Sixth and Dickerson, resulting in amputation of a leg; he was hanging on the side of the car.

Oct. 26. Joseph Derr run over, resulting in death; was knocked off the front platform by a passenger.

Names and Residence of Officers.

Directors.	Post office address.
Robert F. Taylor.....	Philadelphia.
J. H. Withington	do.
S. D. Walton.....	do.
G. C. Heberton.....	do.
C. Gascoyne.....	do.
C. S. Hates.....	do.
A. M. Fox.....	do.
P. S. Peterson.....	do.
Hon. Ellis Lewis.....	do.
M. Reinhart.....	do.
Edmund Deacon.....	President.
Harry E Garsed.....	Treasurer.

GIRARD COLLEGE.

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

Personally appeared Edward 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, to the best of their knowledge and belief.

(Signed)

E. B. EDWARDS, *President.*

WM. S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this 27th day of November, 1865.

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, (being \$16 per share)....	\$160,000 00
Total amount now paid in of capital stock.....	160,000 00
Date and rate per cent. per annum of dividend or dividends :	
January 9, \$1 per share; July 10, \$1 per share.	
Number of shares of stock.....	10,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	16 00
Amount of capital on which the respective dividends were declared	\$160,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction of track per mile.....	\$7,500 00	\$7,500 00
Offices and depot, stables, hay house, machine shop and smith shop	36,394 33	36,394 33
Passenger cars.....	21,149 65	21,149 65
Horses, harness, &c.....	16,567 74	16,567 74

Characteristics of Road.

Length of road laid.....	5.4 miles.
Gauge of road.....	5 ft. 2 in.

RAILROAD REPORT.

337

Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables	1 of each.
Number of depots	1
Number of first class passenger cars, (two horses).....	25
Average value of each	\$775 00
Number of passengers that may be seated in each car.....	24
Number of horses owned by the company	120
Value of real estate held, exclusive of roadway, assessed at	\$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 good at the intersection, on all roads exchanging with us.

Doings of the year in Transportation of Passengers.

Number of passengers carried, (not stated.)	
Rate of speed including stops, (miles per hour).....	5.4
Number of trips each day.....	216

EXPENSES

Maintaining the Road or Real Estate of the Corporation.

Road repairs account	\$2,665 12
Taxes on real estate, (whole tax on property).....	<u>598 10</u>

Expenses of Operating the Road.

Horse account	\$2,451 00
Harness repair account.....	679 17
Car repair account.....	3,796 96
Blacksmith account.....	4,690 28
Stable account.....	35,854 62
Expense account.....	7,763 73
Insurance account.....	365 00
Running expenses account	<u>27,170 05</u>

Receipts.

From passengers	<u>\$122,866 73</u>
-----------------------	---------------------

GIRARD COLLEGE

Summary of Payments.

Questions under this head are answered in the separate accounts above, of expenses. Taxes account from January 1, 1865, \$5,066 80; before that included in expense account.

Accidents.

KILLED—passengers.....	1
INJURED—passengers	<u>1</u>

1865.

March 3. Antoine Werner, was killed at Fifth and Arch streets, about half past 12 o'clock P. M.

June 6. Cecelia M'Minamy, right arm cut off at Ridge avenue and Buttonwood street, at half past 11 o'clock A. M.

Names and Residence of Officers.

Directors.	Post office address.
John Lambert.....	Philadelphia.
William S. Grant.....	do.
Andrew A. Butler.....	do.
Henry Croakey	do.
Henry Norris.....	do.
Edward B. Edwards, President	Philadelphia.
William S. Blight, Treasurer and Secretary.....	do.

FAIRMOUNT PARK AND DELAWARE RIVER.

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

Personally appeared James Watt, president, and Richard Peterson, treasurer, of the Fairmount Park and Delaware River Passenger railway company, and in due form of law made affirmation, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

JAMES WATT, *President.*

RICHARD PETERSON, *Treasurer.*

Affirmed and subscribed before me, this 12th day of November, 1865.

ROBERT HUTCHINSON, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed—shares.....	10,000
Amount paid in, as by last report.....	Uncertain.
Funded debt, as per last report.....	100,000 00
The amount now of floating debt—uncertain, but small.	
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividends declared.	
Number of shares of stock.....	10,000
Amount paid in on each share.....	Uncertain.

Cost of Road and Equipment.

Construction.....	Uncertain.
Equipment.....	Uncertain.

Characteristics of Road.

Length of road laid.....	6 miles.
Length of double track, including sidings.....	2 "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	42 pounds,
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars, (two horses)..	15

340 FAIRMOUNT PARK AND DELAWARE RIVER

Average value of each.....	\$600 00
Number of second class passenger cars, (one horse).....	2
Average value of each.....	100 00
Number of passengers that may be seated in each car.....	22
Number of horses owned by the company.....	86
Average value of each, including harness.....	\$60 00
Value of real estate held, exclusive of road way.....	\$7,000 00

How is track laid, and on what foundation? Wooden ties and stringers.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Girard avenue, running east to Frankford avenue, on south side; returning west on north side to river Schuylkill.

Doings of the Year in Transportation of Passengers.

No record kept of number of passengers carried.....	
Rate of speed, including stops, (miles per hour).....	6
Number of trips each day.....	11

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway.....	\$4,300 63
Taxes on real estate.....	435 18

Expenses of Operating the Road.

(These items have never been kept separate).....	\$49,620 01
Damages for injuries to persons.....	150 00

Receipts on Construction and Equipment Account.

From stockholders.....	Uncertain.
sale of bonds.....	Uncertain.

Receipts.

From passengers.....	\$61,652 19
manure.....	1,080 00
other sources.....	None.
Total.....	<u>\$62,732 19</u>

RAILROAD REPORT.

Summary of Payments.

For construction.....	Uncertain.
maintaining and operating the road.....	\$54,500 79
interest.....	2,975 00
payments for taxes on personal property.....	435 18
payments to loan account	Uncertain.
State tax on capital stock and income.....	None.
United States tax	<u>1,471 78</u>
 Total amount of surplus fund.....	 None.

Accidents.

One passenger injured—name of boy not known ; bruised in the body.

Names and Residence of Officers.

Directors.	Post office address.
James Watt.....Broad street below Coates street.....	Philadelphia.
Constantine Gullen, Esq.....Walnut street above Sixth street.....	do.
Pearson S. Peterson.....89 South Third street.....	do.
John T. Lange.....	do.
Richard Peterson.....Noble street above Thirteenth.....	do.
David Stuart.....do.....do.....	do.
J. N. Withers .....89 South Thrd street.....	do.
James Watt.....	President.
R. Peterson.....	Treasurer.
John T. Lange.....	Secretary.

DELAWARE COUNTY

DELAWARE COUNTY.

PHILADELPHIA, *December 30, 1865.*

HON. ISAAC SLENKER, *Auditor General, &c :*

DEAR SIR :—The Delaware County Passenger railway company “went up” nearly a year ago. It was sold out by the bondholders. The track has been torn up, and everything disposed of.

Yours, truly,

JAS. MILLER.

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia 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, to the best of their knowledge and belief.

(Signed)

JAMES WEST, *President.*

E. HART, *Treasurer.*

Sworn and subscribed before me, this 2d day of January, 1866.

PETER HAY,

Alderman and ex officio 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.....	490,530 00
Total amount now paid in of capital stock.....	491,620 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.....	18,500 00
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.
No dividends declared.	
Number of shares of stock.....	10,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00 & 35 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$516,221 57	\$517,671 34
Equipment.....	243,040 05	247,898 16
Total cost.....	<u>759,261 62</u>	<u>765,569 50</u>

Characteristics of Road.

Length of road laid.....	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. in city, and 50 lbs. in country.	
Number of car houses, shops and stables, (one stable not now used).....	2
Number of depots.....	3
Number of first class passenger cars, (two horses).....	40
Number of steam passenger cars.....	8
Average value of each: horse cars, \$300; steam cars, \$4,000.	
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car: 22 in horse cars, and 32 in steam cars.	
Number of other cars.....	None.
Number of horses owned by the company.....	262
Average value of each, including harness.....	\$107 53
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$28,350 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: horse, 2,900; steam, 6,000.	
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 Berks street, (between Third and Fourth,) west to Sixth street; south, on Sixth street, to fifty feet below Pierce street, (through our own property,) east to Fifth street, north along Fifth street and Germantown road to Berks street, and east to place of beginning. From same starting point, east to Front street, north along Front to Kensington avenue, along Kensington avenue across Frankford creek, (through our own property,) to Main street, Frankford, and thence north along Main street to Arrott street. (This latter is a double track.)

Doings of the year in Transportation of Passengers.

Number of passengers carried—about.....	4,500,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5.04
Number of trips each day: each car makes 8 trips—256 on city section, and 52 on rural.	

EXPENSES.

Maintaining the Road or Real Estate of the Corporation

Repairs of road bed and railway.....	\$7,628 44
Taxes on real estate.....	<u>999 71</u>

Expenses of Operating the Road

On account of horses.....	\$10,114 00
Harness and repairs.....	1,878 45
Repairs to cars and steamers, and re-building.....	23,529 84
Horse shoeing.....	8,087 88
Hay and feed..	50,086 77
Office expenses, stationery and depot expenses.....	12,078 53
Salaries.....	4,166 69
Insurance.....	498 00
Watchmen, switchmen, hostlers, pay-roll and general expenses of stable.....	15,637 33
Conductors and drivers, and engineers.....	58,444 67
Damages for injuries of persons and vehicles.....	2,166 40
Total.....	<u>186,688 56</u>

Receipts on Construction and Equipment Account.

From stockholders.....	\$1,090 00
other sources.....	2,000 00
Total.....	<u>3,090 00</u>

Receipts.

From passengers.....	\$282,136 60
rent.....	510 50
manure.....	2,994 03
other sources.....	1,220 40
Total.....	<u>286,861 53</u>

Summary of Payments.

For construction.....	\$1,449 74
maintaining and operating the road.....	218,309 28
interest.....	14,830 00

346 FRANKFORD AND SOUTHWARK PHIL'A CITY

For payment for taxes on personal property.....	\$1,419 00
payments to loan account.....	18,500 00
State tax on capital stock and income.....	2,265 61
United States tax.....	9,644 90
Total	<u>266,418 53</u>
Total amount of surplus fund	<u>\$15,639 16</u>

Accidents.

KILLED —others	2
ENJURED —others	<u>2</u>

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 :

- Sept. 17. Berks street, near Second, boy, named Peter M'Cullagh, hanging on the back of car fell, and car in backing to a switch, ran over ankle; flesh wound.
- Oct. 16. Kensington avenue, near Nicetown Lane, two men, William Fox and Thos. Loughlin, intoxicated, drove buggy into front of steam car, and were injured so as to die before morning.
- Nov. 8. Corner of Howard and Berks streets, Mrs. Jacob Patterson and driver, name unknown, in a market wagon, whipped horses across track, steam car in sight; car ran into wagon broadside, upset the same and threw lady against curb; badly cut on back of head and shoulder.

Names and Residence of Officers.

Directors.	Post office address.
Richard Garsed	Frankford, Phil'a.
Edward S. Handy.....	Philadelphia.
Henry C. Harrison.....	do.
Jos. Harrison, Jr.....	do.
Nathan Hilles.....	Frankford, Phil'a.
James Keene	Tacony, Phil'a.
William C. Keehmle.....	Philadelphia.
Charles E. Lex.....	do.
Stephen B. Poulterer.....	do.
William Poulterer.....	do.
Benjamin Rowland	do.
Nathan B. Supplee.....	do.
James West, President.....	Philadelphia.
E. Hart, Treasurer	do.
B. Frank Abbett, Secretary.....	do.

CITIZENS' (PHILADELPHIA.)

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared George Williams, president, and William Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law made affirmation, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

GEO. WILLIAMS, *President.*

WM. BONSALL, *Treasurer.*

Affirmed and subscribed before me, this 10th day of November, 1865.

WILLIAM SHANE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed, (shares)	10,000
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.
Date and rate per cent. per annum of dividend or dividends:	
Jan., 4 per cent.; July, 5 per cent.	
Number of shares of stock.....	10,000
Par value of each share.....	\$50 00
Amount paid in on each share: On 8,500 shares, \$20; and on 1,500 shares, \$15.	
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	\$66,316 39	\$66,316 39
Equipment.....	109,732 31	109,732 31
Total cost.....	<u>176,048 70</u>	<u>176,048 70</u>

Characteristics of Road

Length of road laid, 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 pounds.
Number of car houses, shops and stables, of each.....	1
Number of depots.....	1
Number of first class passenger cars, (two horses).....	35
Average value of each.....	\$600 00
Number of second class passenger cars, (one horse).....	2
Average value of each.....	\$100 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	None.
Number of horses owned by the company.....	210
Average value of each, including harness.....	\$75 00
Value of real estate held, exclusive of road way.....	\$45,502 18
Weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,500 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 Tenth and Montgomery streets, down Tenth to Reed, along Reed to Eleventh, up Eleventh to Montgomery, and along Montgomery to the place of beginning.

Doings of the year in Transportation of Passengers.

Number of passengers carried, about.....	3,500,000
Rate of speed, including stops, (miles per hour).....	6
Number of trips each day, about.....	230

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway, about.....	\$1,500 00
Repairs of buildings.....	1,564 82
Taxes on real estate.....	<u>363 42</u>

Expenses of Operating the Road.

On account of horses.....	\$6,437 50
Harness and repairs.....	464 70

RAILROAD REPORT.

349

Repairs to cars.....	\$8,712 18
Horse shoeing and blacksmithing.....	5,783 21
Hay and feed.....	37,682 35
Salaries and wages....	51,479 00
Insurance..	522 00
Fluid, fuel, oil, gas and other miscellaneous expenses	7,823 97
Total.....	<u>118,904 91</u>

Receipts on Construction and Equipment Account.

None.

Receipts.

From passengers.....	\$200,704 82
manure.....	1,884 94
other sources, including amount received from sale of real estate.....	7,553 50
Total.....	<u>210,143 26</u>

Summary of Payments.

For maintaining and operating the road, exclusive of horses,	\$112,467 41
interest and ground rent.....	1,090 00
dividends.....	45,000 00
new passenger cars and horses.	6,437 50
miscellaneous, (being city tax on dividends and licenses of cars)	1,817 48
State tax on capital stock and income.....	2,740 33
United States tax.....	<u>7,951 30</u>

Accidents.

INJURED—passengers..... 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 :

On the 13th of April, 1865, on Eleventh, below Arch street, a man, named Samuel W. Hoffman, fell from the front platform of a car, the wheel passing over his leg, caused a fracture of the bone, from the effects of which he died on the 4th of May, 1865.

On the 16th day of August, 1865, on Eleventh, below Market street, a man, named John Daly, was knocked off the front platform of a car, by his

feet striking a pile of bricks on the street, and the wheel passed over his body, from the effects of which injury he died August 31, 1865.

Names and Residence of Officers.

Directors.	Post office address.
Coffin Colket.....	Philadelphia.
John K. M'Dwain.....	do.
Amos Ellis.....	do.
William M'Cleary.....	do.
J. D. Brown.....	do.
George Williams.....	President.
William Bonsall.....	Treasurer.
William Bonsall.....	Secretary.

CITIZENS' (PITTSBURG.)

STATE OF PENNSYLVANIA, }
Allegheny County, }

Personally appeared before me, a justice of the peace in the Fourth ward, Pittsburg, 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, to the best of his knowledge and belief.

(Signed)

JAMES VERNER, *President.*

Sworn and subscribed before me, this 13th day of November, 1865.

J. DONALDSON, *Alderman and 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.....	100,000 00
Total amount now paid in of capital stock.....	100,000 00
Funded debt, as per last report.....	57,900 00
Total amount now of funded debt.....	56,300 00
Floating debt, as by last report.....	19,956 71
The amount now of floating debt.....	10,318 15
Total amount now of floating and funded debt.....	66,618 15
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: (up to and including November 30—stock dividend).....	10 per cent.
Number of shares of stock.....	2,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	\$100,000 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$110,950 59	\$112,123 59
Equipment.....	74,962 71	75,900 65
Total cost.....	<u>185,913 30</u>	<u>188,024 24</u>

Characteristics of Road.

Length of road laid.....	5 miles and 2,929 ft.
Length of double track, including sidings—about.....	3½ miles.
Gauge of road.....	5 ft. 2¼ in.
Weight of rail per yard on main track.....	43 lbs.
Number of car houses, shops and stables.. ..	2 car houses and 3 stables.
Number of depots.....	2
Number of first class passenger cars, (two horses).....	21
Average value of each.. ..	\$870 00
Number of second class passenger cars, (one horse).....	3
Average value of each.....	650 00
Number of passengers that may be seated in each car—average, about.....	24
Number of other cars	1 truck and 1 salt car.
Number of horses owned by the company—122 horses and 14 mules.....	136
Average value of each, including harness.....	\$119 00
Value of real estate held, exclusive of roadway.....	\$34,095 56
Weight in lbs. of passenger cars, exclusive of passengers and baggage—about	4,000
How is track laid and on what foundation? 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, Pittsburg; 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 ——— street in Sharpsburg.	

Doings of the year in Transportation of Passengers.

Number of passengers carried, (5 and 6 cents)—estimate....	1,994,641
Rate of speed, including stops, (miles per hour).....	5
Number of trips each day: 140 on main line, and 24 on Sharpsburg line.	

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

Repairs of road bed and railway and streets.....	\$2,572 27
Repairs of buildings.....	307 86
Taxes on real estate.....	684 92
	<u>3,565 05</u>

RAILROAD REPORT.

353

Expenses of Operating the Road.

On account of horses.....	\$1,632 30
Harness and repairs	645 83
Repairs to cars	4,155 97
Horse shoeing.....	8,545 97
Hay and feed.....	27,318 81
Salaries.....	2,925 00
Insurance.....	959 50
Watchmen, switchmen, hostlers, pay-roll.....	11,564 96
Conductors and drivers.....	20,665 80
Fluid, fuel, oil and gas.....	730 89
Damages for injuries of persons.....	2,134 60
Total.....	<u>76,279 63</u>

Receipts on Construction and Equipment Account.

None.

Receipts.

From passengers	\$112,521 30
rent.....	352 75
manure.....	320 00
other sources.....	1,527 71
Total.....	<u>114,721 76</u>

Summary of Payments.

For maintaining and operating the road.....	\$79,784 68
interest.....	2,599 71
dividends.....	10,000 00
new passenger cars and horses	6,248 00
payments for taxes on personal property.....	420 00
payments to loan account.....	12,000 00
miscellaneous.....	2,450 00
State tax on capital stock and income.....	488 05
United States tax.....	2,878 50
Total	<u>116,868 94</u>

Total amount of surplus fund..... None.

Accidents.

INJURED—passengers..... 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 :

James Cinnamond, about the month of February, 1865, was intoxicated, and on forward end of the car; jumped off to help push the car, and fell under the front wheels; had both legs broken. He has partially recovered.

Hugh Carr, in the month of February, 1865, attempted to cross in front of horses at canal bridge, Penn street, Pittsburg. He was knocked down and bruised. Recovered.

Names and Residence of Officers.

Directors.	Post office address.
James Verner.....	Pittsburg.
Nathaniel Holmes.....	do.
Alexander Speer.....	do.
Richard Hays.....	do.
J. Harvey Jones.....	do.
James Verner.....	President.
Nathaniel Holmes.....	Treasurer.
D. Porter Corwin.....	Secretary.

PHILADELPHIA AND DARBY.

[FOR THE YEAR ENDING DECEMBER 31, 1865.]

STATE OF PENNSYLVANIA, }
Philadelphia City and 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, to the best of their knowledge and belief.

(Signed)

THOS. S. ELLIS, *President.*THOS. SPARKS, *Treasurer.*

Sworn and subscribed before me, this 16th day of January, 1866.

JOHN WHITE, *Alderman.**Stock and Debt.*

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed.....	100,000 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	17,000 00
Total amount now of funded debt.....	17,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	17,000 00
Average rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Jan. 23, 1865, at 50 cts. per share, from earnings of 1864.	
Number of shares of stock.....	5,000 00
Par value of each share.....	\$20 00
Amount paid in on each share.....	20 00
Amount of capital on which the respective dividends were declared.....	\$100,000 00

PHILADELPHIA AND DARBY

Cost of Road and Equipmen'.

	By last report.	By present report.
Railroad.....	\$48,082 28	\$48,082 28
Real estate, cash paid on lots of ground, &c.,	4,647 00	4,647 00
Buildings and fixtures.....	17,597 76	17,597 76
Cars.....	8,436 00	8,436 00
Horses.....	6,620 00	6,620 00
Harness, furniture and tools.....	1,000 00	1,000 00
Total cost.....	86,383 04	86,383 04

Characteristics of Road.

Total length of road laid.....	5 miles, 255 ft.
Length of sidings.....	3,281 ft.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	42 pounds.
Number of car houses and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars, (two horses).....	10
Average value of each.....	\$500 00
Number of second class passenger cars, (one horse)....	3
Average value of each.....	\$300 00
Number of passengers that may be seated in each car, (respectively).....	18 and 12
Number of other cars, (construction and repair car).....	1
Number of horses owned by the company.....	64
Average value of each, including harness.....	\$75 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$22,500 00
How is track laid, and on what foundation? Wooden cross-ties, oak, chestnut and yellow pine stringers.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On the Philadelphia and Darby post-road, from Philadelphia to Darby, connecting at Market street, West Philadelphia, with the West Philadelphia Passenger railway company.

Doings of the Year in Transportation of Passengers.

Number of passengers carried in 1865.....	333,809
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	6
Number of trips each day, (of 10 miles each).....	27

RAILROAD REPORT.

367

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs of road bed and railway	\$8,766 31
Repairs of buildings.....	169 56
Taxes on real estate.....	<u>213 41</u>

Expenses of Operating the Road.

On account of horses.....	\$2,375 00
Harness and repairs, repairs to cars and horse shoeing.....	2,844 99
Hay and feed.....	11,175 01
Office expenses, stationery.....	150 94
Salaries: superintendent, no other salaries.....	600 00
Insurance and other incidentals.....	162 95
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers.....	8,257 97
Fluid, fuel, oil and gas, and other supplies.....	544 16
Interest on temporary loans.....	<u>27 16</u>
Receipts on construction and equipment account.....	None.

Receipts in 1865.

From passengers in 1865	\$35,279 55
rent.....	171 00
manure, materials, &c.....	545 72
other sources: mails, interest, &c.....	785 19
Total.....	<u>36,781 46</u>

Summary of Payments for 1856.

For maintaining and operating the road	\$30,287 46
Interest on bonds.....	1,190 00
Dividends, (none from earnings of 1865.)	
Payments made to surplus, renewal and repair funds for 1865,	3,882 00
State tax on capital stock and income, United States tax and excise on passenger receipts and tax on personal property,	1,422 00
Total.....	<u>36,781 46</u>
Total amount of surplus fund, including renewal and repair funds.....	<u>\$5,798 20</u>

PHILADELPHIA AND DARBY

Names and Residence of Officers.

Directors.	Post office address.
Andrew M. Eastwick.....	Philadelphia.
Pearson Serrill.....	West Philadelphia.
Joseph B. Conover.....	Philadelphia or Darby.
D. Henry Flickwir.....	West Philadelphia.
Robert Buist.....	Kingsessing, 24th ward, Philadelphia.
Thomas Sparks.....	No. 121 Walnut street, do.
Thomas S. Ellis, President.....	Philadelphia.
Thomas Sparks, Treasurer.....	do.
D. Henry Flickwir, Secretary.	

BARCLAY COAL COMPANY.

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

Personally appeared George R. Oat, president, and Harvey Shaw, treasurer, of the Barclay coal 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)

GEORGE R. OAT, *President.*

HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this 25th day of January, 1866.

JOHN WHITE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	984,800 00
Amount paid in, as by last report.....	984,800 00
Total amount now paid in of capital stock.....	984,800 00
Funded debt, as per last report.....	135,000 00
Total amount now of funded debt.. ..	135,000 00
Floating debt, as by last report.....	26,123 08
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Number of shares of stock.....	20,000
Par value of each share.....	\$50 00
No dividend declared.	

Characteristics of Road.

Length of main line of road, from Towanda to Barclay	16 miles.
Length of road laid.....	16 "
Length of double track of road.....	None.
Length of sidings.....	3 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track	50 pounds.
Branch roads owned by the company.....	None.
Roads worked or 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.....	None

BARCLAW COAL COMPANY

Number of baggage, mail and express cars, rated as eight wheel cars, (cost \$1,500).....	1
Number of freight cars, (average cost of each \$200)	11
Number of coal cars, (average cost of each \$230).	150
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet 909)	8
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	None.
Number of wood and water stations on main road.....	3
Number of tunnels.	None.
How is track laid, and on what foundation? Natural bed, as found.	

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

Number of miles run by coal trains.....	13, 188
Number of through passengers for the year on main road...	6, 764
Number of passengers (all classes) carried in cars.....	8, 703
Number of tons of 2,000 pounds of through freight for the year on main road.....	73, 850
Gross amount of tonnage for the year.....	75, 402
Average rate of speed adopted by freight trains, including stops.	12 miles.
Weight of freight engines.....	25 tons.

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	None.
Bituminous coal.....	73, 475
Other iron or castings.....	187
Merchandise	110
Manufactures.....	285
Lumber..t.....	1, 552

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

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

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight.....	6 cents.
through coal, average about.. ..	3 "
local freight.....	8 "

RAILROAD REPORT.

361

EXPENSES.

	AMOUNT.	Allotted to freight trans.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.		
Repairs or maintenance of way, including buildings.....	\$14,008 62	\$14,008 62
Taxes on real estate	71 64	71 64
Total	14,078 26	14,078 26
REPAIRS OF MACHINERY.		
Repairs of engines and tenders.	\$7,882 28	\$7,882 28
Repairs of freight cars.....	126 00	126 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	216 00	216 00
Total	8,174 28	8,174 28
OPERATING THE ROAD.		
Office expenses, stationery, &c.....	\$445 18	\$445 18
Agents and clerks.....	8,065 88	8,065 88
Conductors, baggage masters and brakemen.....	2,728 56	2,728 56
Engineers and firemen.....	8,895 00	8,895 00
Fuel, and cost of preparing for use	1,482 00	1,482 00
Oil and waste for engines and tenders, passenger, baggage and freight cars	856 00	856 00
General superintendence.....	2,400 00	2,400 00
Total	18,847 12	18,847 12

Receipts.

From passengers.....	\$3,005 55
freight, (amount received \$20,878 45 ; balance Co.'s Co.).....	56,878 45

Summary of Payments.

For maintaining and operating the road.....	\$36,096 66
State tax on tonnage.....	1,544 16
United States tax.....	3,398 07

Accidents.

A brakeman, named Mears Walls, had his leg broken, October 9, by missing his footing jumping upon the train, the cars passing over his leg, below the knee.

BARCLAY COAL COMPANY

Names and Residence of Officers.

Directors.	Post office address.
James Mott.....	Philadelphia.
C. S. Grove.....	do.
Henry Jones.....	do.
S. W. Cannell.....	do.
J. V. Williamson.....	do.
B. S. Russell.....	Towanda, Pa.
George B. Oat.....	President.
Harvey Shaw.....	Secretary and Treasurer.
James M. Ward.....	Superintendent.

WICONISCO.

STATE OF PENNSYLVANIA, }
 Philadelphia City and County, } 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, to the best of their knowledge and belief.

(Signed)

EDW. GRATZ, *President.*

ISAAC PRINCE, *Treasurer.*

Sworn and subscribed before me, this 12th day of January, 1866.

WILLIAMS OGLE, *Alderman.*

Stock and Debt.

Capital stock as authorized by law.....	\$60,000 00
Amount of stock subscribed.....	59,680 00
Total amount paid in of capital stock.....	58,925 00
Total amount of funded debt.....	15,000 00
The amount of floating debt, (as registered now).....	None.
Total amount now of floating and funded debt.....	15,000 00
Average rate per cent. per annum of interest on funded debt..	6 per cent.
Date and rate per cent. per annum of dividend or dividends :	
6 per cent., no dividend since 1863.	
Number of shares of stock.....	3,000
Par value of each share.....	\$20 00
Amount of capital on which the respective dividends were declared.....	\$58,925 00

Cost of Canal and Fixtures.

The actual cost of this canal, by last report of 1863, was about \$450,000. The flood of last spring, from its ravages, caused an increase to the cost of upwards \$15,000. The State expended about \$390,000 on it, and left it in an unfinished state, and would make no further appropriation for its completion. The Legislature in 1844 incorporated that 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.....	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	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 slack-water.....	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 15th April to 10th December.	
Feet of lockage on main line of canal.....	24 feet.
Value of real estate held by company, exclusive of canal.....	\$300 00
Are the locks of wood, cut-stone or composite? Cut-stone and composites, plank lining.	
Give the number of each kind: 3 cut-stone; 4 composite, with plank lining.	

The amount of Freight.

Lumber, (feet).....	28,000
Timber, (cubic feet).....	9,303
Anthracite coal, (tons).....	85,391
Bituminous coal, (bushels).....	20,54
Limestone, (pounds).....	8,095,000
Lime, (bushels).....	4,800
Plaster, (tons).....	50
Wood, (cords).....	82½

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.....	1½ cents.
Anthracite coal per ton, through, (4th class).....	From 6 to 12 "
Bituminous coal per ton, (5th class,) same as above.	

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

The ordinary and extraordinary expenses amount to \$24,869. The ordinary annual expenses are about \$6,000. The flood of last spring damaged the canal to an extent that upwards of \$15,000 were expended in its restoration, which took till about the 1st July to repair.

Operating the Canal.

Owing to the spring flood and derangement arising from it, it is impossible to furnish an accurate detail of the several items of inquiry in this part of our report.

Receipts.

From tolls on coal, lumber, miscellaneous freight, &c.....	<u>\$9,237 60</u>
--	-------------------

Summary of Expenses.

For interest.....	None to date.
For surplus funds.....	None.
Tax on capital stock and tonnage : Tonnage tax paid by Lykens Valley railroad and coal company.	
United States tax.....	<u>\$213 25</u>
Total.....	<u><u>218 25</u></u>

Names and Residence of Officers.

Directors.	Post office address.
Edward Grats.....	Philadelphia.
S. E. Bancroft	do.
Isaac Hazelhurst.....	do.
Benjamin Etting.....	do.
Charles E. Lex.....	do.
S. F. Fisher.....	do.
Edward Grats, President.....	Philadelphia.
Isaac Prince, Treasurer and Secretary.....	do.
Francis Weorick, Superintendent.....	Willsboro, Dauphin co.

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, to the best of their knowledge and belief.

(Signed)

JOHN A. GAMBLE, *President.*

F. T. CARPENTER, *Treasurer.*

Sworn and subscribed before me, this 3d day of January, 1866.

J. P. MARTIN, J. P.

Stock and Debt.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	1,100,000 00
Total amount paid in of capital stock.....	1,100,000 00
Total amount of funded debt.....	450,000 00
The amount of floating debt, (repair debt).....	300,000 00
Total amount now of floating and funded debt.....	750,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends :	
first Tuesday in January, 5 per cent.	
Number of shares of stock.....	2,200
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$1,000,000 00

Cost of Canal and Fixtures.

The West Branch division cost the State.....	\$1,833,183 28
The Susquehanna division cost the State.....	897,160 52
The cost of both divisions to this company was.....	500,000 00

Characteristics of Canal.

Length of main line of canal, from Ferrandsville to Junction,	117 miles.
Number of branch canals, with the length of each, viz : Bald Eagle cross-cut and feeder.....	3 "

CANAL REPORT.

Canals leased by the company.....	None.
Width of canal at top water line.....	40 feet.
Width of canal on bottom.....	28 "
Depth of water: West Branch division, 4 feet; Susquehanna division, 4½ feet.	
Length and breadth of locks.....	17 by 85 ft.
Number of basins-belonging to canal, 17; private basins, 18.	
Number of houses.....	32
Number of locks.....	35
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	186
Number of dams.....	8
Number of aqueducts.....	21
Number of miles of slack-water.....	10
Number of boats owned by the company: one steam boat, one steam dredge and nine flats.	
Number of boats owned and run by private parties.....	Cannot say.
Average tonnage of boats: 65,000 feet of lumber, and 95 tons of coal.	
Length of boating season.....	about 8 months.
Value of real estate held by the company, exclusive of canal,	175 feet.
Are the locks of wood, cut-stone or composite? W. Branch division, composite; Susquehanna division, stone.	
Give the number of each kind: 23 composite and 12 stone.	

Doings of the Year in Transportation.

Gross amount of tonnage for the year, including branches and leased canals..... 379,558 tons.

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

Lumber.....	45,953
Shingles.....	220
Anthracite coal.....	326,019
Bituminous coal.....	None.
Pig iron, railroad iron, other iron or castings.....	3,692
Iron and other ores.....	665
Agricultural products.....	1,600
Other articles.....	1,409
Total tons.....	<u>379,558</u>

WEST BRANCH AND SUSQUEHANNA

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

- Lumber per 1,000 feet board measure, (hemlock,) 20 per cent. less than pine.
- Do.....do..... do.....do.....do..... (pine and other lumber,) from points on West Branch to Junction, 68 cents.
- Shingles per 1,000 : short 3 mills ; long, 4 mills.
- Anthracite coal per ton, average rate for the season, from Northumberland to Junction, 28 cents per ton.
- Bituminous coal per ton, from Farrandsville or Lock Haven to Junction, 55 cents per ton.

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.....	\$13,285 00
Boats and flats.....	380 00
Taxes and real estate.....	9,906 64
Superintendence.....	8,345 68

Operating the Canal.

Lock-keepers.....	2,270 00
Collectors, clerks and weigh-master.....	2,560 00
Stationery, printing and office expenses.....	921 90
Rents and furniture.....	200 00
Total.....	<u>37,869 22</u>

Receipts.

From tolls on coal.....	\$91,515 62
lumber.....	23,425 00
miscellaneous freight.....	1,089 84
lockages and boat toll.....	7,909 92
other sources, rents, &c.....	479 50
Total.....	<u>123,819 88</u>

Summary of Expenses.

Maintaining and operating the canal.....	\$27,962 58
For dividends.....	46,735 00
For interest.....	36,000 00
For surplus funds.....	None.

CANAL REPORT.

369

Tax on capital stock and tonnage.....	7,260 44
United States tax.....	2,631 57
For other payments.....	16,874 83
Extraordinary expenses arising from injury to the canals by the flood of March last.....	294,972 70
Total.....	<u>434,437 12</u>

In consequence of the injury to the canals by the flood of March last, the Susquehanna division was not opened for navigation until the first of August, and the West Branch division until October 20 ; hence the large items for extraordinary expenses.

Names and Residence of Officers.

Directors.	Post office address.
Oliver Watson.....	Williamsport, Lycoming co.
A. C. Noyes.....	Westport, Clinton co.
James Duffy.....	Marietta, Lancaster co.
James Gamble.....	Jersey Shore, Lycoming co.
L. A. Mackey.....	Lock Haven, Clinton co.
John A. Gamble, President.....	Jersey Shore, Lycoming co.
F. T. Carpenter, Treasurer and Secretary....	do. do.
Robert H. Lawahe, Superintendent.....	do. do.

WYOMING VALLEY.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared Robert F. Taylor, president, and Samuel H. Lynch, treasurer, of the Wyoming Valley 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)

ROBERT F. TAYLOR, *President.*

SAMUEL H. LYNCH, *Treasurer.*

Sworn and subscribed before me, this 15th day of November, 1865.

S. D. LEWIS, *Justice of the Peace.*

Stock and Debt.

Capital stock as authorized by law.....	\$850,000 00
Amount of stock subscribed.....	750,000 00
Total amount paid in of capital stock.....	750,000 00
Total amount of funded debt.....	600,000 00
The amount of floating debt.....	27,000 00
Total amount now of floating and funded debt.....	627,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Declared December, 1864, 4 per cent.; October, 1865, 4 per cent.	
Number of shares of stock : 14,000, December, 1864 ; 15,000, October, 1865.	
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared—\$700,000 and \$750,000;	

Cost of Canal and Fixtures.

Being constructed by the State, and enlarged, &c., estimated from the best data at .. \$2,000,000 00

Characteristics of Canal.

Length of main line of canal, from Wilkesbarre to Northumberland..... 64 miles.
 No branch or leased canals.

CANAL REPORT.

371

Width of canal at top water line.....	40 feet.
Width of canal on bottom.....	28 "
Depth of water.....	4½ "
Length and breadth of locks.....	90 by 17 "
Number of basins.....	17
Number of houses.....	13
Number of locks.....	11
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	96
Number of dams.....	1
Number of aqueducts.....	7
Number of miles of slack-water.....	4
Number of boats owned by the company : 7 gravel flats ; 2 ferry flats ; 1 dredge.	
Number of boats owned and run by private parties—about ...	1, 100
Average tonnage of boats, (tons of 2,000 lbs.).....	90 to 95
Length of boating season—about.....	7 months.
Feet of lockage on main line of canal.....	90 feet.
Value of real estate held by company, exclusive of canal : None but lock houses and lots.	
Are the locks of wood, cut-stone or composite? Stone faced with plank.	
Give the number of each kind : All alike.	

Doings of the year in Transportation.

Gross amount of tonnage for the year 340, 530

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

Lumber.....	1, 420
Shingles—in "other articles."	
Anthracite coal.....	316, 280
Bituminous coal.....	1, 040
Pig iron.....	4, 815
Railroad iron and nails.....	1, 055
Other iron or castings, iron and other ores.....	6, 560
Lime and limestone.....	2, 260
Agricultural products.....	1, 880
Merchandise.....	1, 690
Other articles.....	3, 530
Total.....	<u><u>340, 530</u></u>

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

- For lumber per 1,000 pounds, (hemlock,) 5 mills, or pro rated with other canals.
- For lumber per 1,000 pounds, (pine and other lumber,) 5 mills, or pro rated with other canals.
- Shingles, per 1,000, 2 to 3 mills, according to length.
- Anthracite coal, per ton of 2,000, 6 mills.
- Bituminous coal, per ton of 2,000, 6 mills.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Maintenance account.....	\$17,911 92
Repairs.—Bridges.....	2,915 85
Locks.....	13 85
Aqueducts.....	1,947 00
Dams.....	451 10
Slope and vertical wall.....	1,121 90
Boats and flats.....	700 03
Rents and furniture, stationery, printing and office expenses..	8,000 00
Superintendence.....	1,985 55
Incidentals, repairs of damages by flood of March, 1865.....	49,702 62
Total.....	<u>84,749 82</u>

Operating the Canal.

Lock-keepers.....	\$2,785 18
Weigh-masters.....	870 00
Collectors.....	1,900 00
Superintendence.....	1,985 55
Incidentals, ferrymen.....	633 58
Total.....	<u>8,174 31</u>

Receipts.

Not kept in separate accounts—total.....	<u>\$137,906 49</u>
--	---------------------

Summary of Expenses.

Maintaining and operating the canal.....	\$42,058 78
For dividends.....	28,622 00
For interest.....	38,009 20

CANAL REPORT.

373

For surplus funds.....	None.
Tax on capital stock and tonnage	•\$16,907 97
United States tax.....	2,364 32
For other payments.....	63,822 03
Total.....	<u>191,784 30</u>

Names and Residence of Officers.

Directors.	Post office address.
E. F. Darling	Wilkesbarre.
W. G. Moprehead	Philadelphia.
Benj. Orne	do.
John H. Brown	do.
Joseph H. Dulles	do.
Robert F. Taylor	do.
Francis A. Godwin	do.
John Eisenbrey, Jr.	do.
Andrew Mahaffey	do.
Robert F. Taylor, President	Philadelphia.
Samuel H. Lynch, Treasurer	Wilkesbarre, Pa.
Andrew C. Dulles, Secretary	Philadelphia.
Charles Parrish, Superintendent	Wilkesbarre, Pa.

UNION.

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

Personally appeared Isaac J. Wistar, president, and Oscar Thompson, treasurer, of the Union 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)

I. J. WISTAR, *President.*

OSCAR THOMPSON, *Treasurer.*

Sworn and subscribed before me, this 11th day of December, 1865.

C. B. POTTENGER,
Alderman, 214 Christian st.

Stock and Debt.

Capital stock as authorized by law.....	\$2, 787, 000 00
Amount of stock subscribed.....	2, 787, 000 00
Total amount paid in of capital stock.....	2, 787, 000 00
Total amount of funded debt.....	3, 000, 000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Dividends.....	None declared.
Number of shares of stock.....	55, 740
Par value of each share.....	\$50 00
Cost of canal and fixtures.....	\$5, 787 000 00

Characteristics of Canal.

Length of main line of canal, from Middletown to Reading,	77 ⁵⁴ / ₁₀₀
Number of branch canals, with the length of each, viz: 1 from water works to Pine Grove.....	22 miles.
Width of canal at top water line.....	43 feet.
Width of canal on bottom.....	28 "
Depth of water.....	4 ft. 6 in.
Length and breadth of locks: 17 by 90 in chamber; whole length.....	132 feet.
Number of basins.....	8
Number of houses.....	92
Number of locks.....	101 lift and 3 guard locks.

CANAL REPORT.

375

Number of weigh-locks.....	2
Number of tunnels.....	1
Number of bridges.....	155
Number of dams.....	16
Number of aqueducts.....	17
Number of miles of slack-water.....	5 on branch canal.
Number of boats owned by the company.....	None.
Average tonnage of boats.....	80 to 100 tons.
Length of boating season.....	260 days.
Feet of lockage on main line of canal.....	500 feet, on branch 97.
Are the locks of wood, cut-stone or composite?	Stone.

Doings of the year in Transportation.

Number of tons of 2,000 lbs. of through freight for the year on main canal.....	76,061
--	--------

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

Lumber.....	11,996
Shingles.....	202
Anthracite coal.....	11,586
Bituminous coal.....	4,470
Pig iron, railroad iron and other iron or castings.....	3,171
Iron and other ores.....	18,328
Lime and limestone.....	13,857
Agricultural products.....	4,226
Merchandise.....	496
Other articles.....	7,729
Total.....	76,061

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools.....	\$65 47
Materials.....	4,616 51
Repairs.— Houses.....	595 62
Bridges.....	8,616 95
Locks.....	2,724 21
Aqueducts.....	2,287 19
Dams.....	627 34

Repairs.— Culverts.....	\$61 01
Waste-wiers and sluices.....	162 74
Canal bed and banks.....	6,926 23
Boats and flats.....	106 76
Rents and furniture.....	12 00
Stationery, printing and office expenses.....	293 96
Superintendence.....	2,200 00
Total.....	<u>27,295 39</u>

Operating the Canal.

Lock-keepers.....	\$7,633 00
Weigh-masters.....	500 00
Collectors.....	2,160 00
Stationery, printing and office expenses and rent and furniture.....	4,418 84
Superintendence.....	3,800 00
Incidentals.....	1,418 63
Total.....	<u>19,930 47</u>

Receipts.

From tolls on coal, lumber, miscellaneous freight, lockages, and boat toll.....	\$33,321 84
From tolls on other sources, rents, &c.....	19,172 72
Total.....	<u>48,504 56</u>

Summary of Expenses.

Maintaining and operating the canal.....	\$47,225 86
Tax on capital stock and tonnage.....	693 66
Total.....	<u>47,919 52</u>
Total amount of surplus fund.....	<u>\$585 04</u>

CANAL REPORT.

Names and Residence of Officers.

Directors.	Post office address.
Wm. R. White.....	Philadelphia.
D. Haddock, Jr.....	do.
C. P. Bayard.....	do.
J. B. M'Farland.....	do.
J. Spering.....	do.
S. J. Reeves.....	do.
Thos. Williamson.....	do.
T. Kimbar, Jr.....	do.
H. Budd.....	do.
Jas. Young.....	Middletown.
Isaac J. Wistar, President.....	Philadelphia.
Oscar Thompson, Treasurer and Secretary.....	do.
L. R. Hynick, Superintendent.....	Lebanon.

SCHUYLKILL NAVIGATION.

[FOR THE YEAR ENDING DECEMBER 23, 1865.]

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, to the best of their knowledge and belief.

(Signed)

F. FRALEY, *President.*CHAS. W BACON, *Treasurer.*

Sworn and subscribed before me, this 30th day of December, 1865.

J. P. DELANEY, *Alderman and J. P.**Stock and Debt.*

Capital stock as authorized by law.....	Not limited.
Amount of stock subscribed, (preferred stock \$2,888,977 75.) common stock.....	\$1,908,207 00
Total amount paid in of capital stock.....	4,797,184 75
Total amount of funded debt.....	7,346,890 21
The amount of floating debt.....	272,760 14
Total amount now of floating and funded debt.....	7,619,650 35
Date and rate per cent. per annum of dividend or dividends :	
Dividend declared December 27, 1865, of.....	6 per cent.
Number of shares of stock, nearly.....	95,944
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	\$4,797,184 75

Cost of Canal and Fixtures.

Total cost.....	\$10,538,462 72
Cost of boats, cars, etc., owned by the company.....	<u>1,724,320 10</u>

Characteristics of Canal.

Length of main line of canal, from Mill Creek to Philadelphia.....	108 $\frac{31}{100}$ miles.
Number of branch canals, (one mile long).	1

CANAL REPORT.

379

Canals leased by the company.....	None.
Width of canal at top water line: Varies from 60 to 300 ft.	
Width of canal on bottom: Variable; minimum on 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.....	19
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.	
Number of weigh-locks.....	None.
Number of tunnels.....	None.
Number of bridges, (1 railroad, 47 road, 36 farm, 3 foot, 6 towing-path across river, 13 over locks, 5 over basins, and 2 over docks).....	112
Number of dams.....	31
Number of aqueducts.....	12
Number of miles of slack-water.....	50 $\frac{1}{2}$
Number of boats owned by the company, about.....	700
Number of boats owned and run by private parties, about,	300
Average tonnage of boats, about.....	170
Length of boating season, about, (days).....	250
Feet of lockage on main line, (to mid-tide at Philadelphia,).....	618, $\frac{6}{8}$
Value of real estate held by company, exclusive of canal... ..	\$200,748 $\frac{86}{100}$
Are the locks of wood, 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, 1,344,730 00

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

Lumber.....	17,550
Shingles.....	78
Anthracite coal.....	1,145,674
Bituminous coal.....	2,560
Pig iron.....	18,414
Railroad iron.....	Not classified.
Other iron or castings.....	11,832
Iron and other ores.....	17,922
Lime and limestone.....	63,304

Agricultural products.....	16,366
Merchandize	2,567
Groceries and provisions.....	1,624
Manufactures.....	9,380
Live stock.....	None.
Other articles.....	37,450
Total.....	<u>1,344,730</u>

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

All articles, except anthracite coal, ten miles and under, 25 cents per ton of 2,240 pounds; additional beyond ten miles, until the highest rate is reached, one cent per ton per mile.

Maximums—1st class, (per ton of 2,240 pounds).....	35 cents.
2d class.....do..... do.....	50 "
3d class.....do..... do.....	85 "

Anthracite coal, per ton of 2,240 pounds, from 40 cents to \$1 90, according to the distance carried and the season of the year when transported.

Bituminous coal, per ton of 2,240 pounds, (maximum)..... 85 cents.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools.....	\$1,922 01
Materials.....	19,232 33
Repairs. — Towing-paths and channels in pools.....	21,504 57
Bridges.....	4,167 93
Locks, (including lock houses and sheds).....	25,708 18
Aqueducts.....	1,322 06
Dams.....	6,831 34
Culverts.....	1,312 53
Waste-wiers and sluices.....	2,600 48
Slope and vertical wall, included in canal bed and banks.	
Canal bed and banks.....	21,926 95
Watchmen.....	946 67
Boats and flats.....	1,979 68
Taxes and real estate, included in general charges.	
Superintendence, engineering, &c.....	13,830 99
Incidentals.....	<u>8,746 21</u>

CANAL REPORT.

361

Operating the Canal.

Lock-keepers.....	\$36,367 58
Incidentals.....	<u>2,898 16</u>

Receipts.

From tolls on coal.....	\$1,532,653 79
lumber, miscellaneous freight, lockages and boat-toll.....	84,685 52
other sources, rents, &c.....	<u>33,543 10</u>

Summary of Expenses.

Maintaining and operating the canal, and all other charges connected therewith.....	\$308,643 16
For car and landing expenses.....	129,514 79
drawbacks.....	64,745 14
towing.....	26,814 47
tonnage tax to State of Pennsylvania	4,130 42
Union canal company	7,931 93
interest on loans, sinking fund and United States and State taxes on interest.....	437,652 99
dividends and taxes on dividends.....	287,931 00
Philadelphia and Reading railroad, balance due them on expenses of lateral railroads and coal trade account.....	<u>234,067 40</u>

Payments on account of Construction.

None charged.

Names and Residence of Officers.

Directors.	Post office address.
Eli K. Price.....	Philadelphia.
Thomas Williamson.....	do.
Joseph B. Townsend.....	do.
Samuel V. Merrick.....	do.
Samuel Blapham.....	do.
John C. Cresson.....	do.
Joshua W. Ash.....	do.
George Cromelin.....	do.
John N. Hutchinson.....	do.
A. Bates Grubb.....	do.
Charles P. Bayard.....	do.
George Brooke.....	do.
Frederick Fraley, President.....	Philadelphia.
Charles W. Bacon, Treasurer.....	do.
William M. Tlghman, Secretary.....	do.
James F. Smith, Chief Engineer.....	Reading.

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.*

Affirmed and subscribed before me, this 23d day of November, 1865.

WM. P. I. PAINTER, *J. P.*

Stock and Debt.

Amount of stock subscribed	\$2, 675 00
Total amount paid in of capital stock.....	2, 625 00
The amount of floating debt (as reported).....	402 29
Average rate per cent. per annum of interest on funded debt,	6 per cent.
No dividend.	
Number of shares of stock....	105
Par value of each share.....	\$25 00

Characteristics of Canal.

Length of main line of canal, from Muncy borough to West	
Branch canal	$\frac{3}{4}$ of a mile.
Width of canal at top water line, (average).....	35 feet
Width of canal on bottom.....	16 "
Depth of water.....	3 $\frac{1}{2}$ "
Number of basins	1
Number of bridges, one over West Branch canal.	
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties.....	Uncertain.
Average tonnage of boats, (supposed)	65 tons.
Length of boating season, this year.....	about 6 weeks.

CANAL REPORT.

389

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

Lumber.....	1, 134
Anthracite coal.....	1, 106
Bituminous coal.....	60
Merchandize.....	87
Total.....	<u>2, 387</u>

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.....	5 cents.
For lumber per 1,000 feet board measure, (pine or other lumber,) or for 2d class.....	5 "
Anthracite coal per ton, 4th class.....	3 "
Bituminous coal per ton, 5th class.....	3 "
Merchandize, 6th class.....	6 "

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Bridge	\$194 89
Canal bed and banks.....	402 29
Taxes and real estate.....	3 75
Total.....	<u>600 93</u>

Operating the Canal.

Collector.....	<u>\$11 55</u>
----------------	-----------------------

Receipts.

From tolls on coal.....	\$34 98
lumber.....	44 10
miscellaneous freight.....	5 22
boat toll.....	12 00
Total.....	<u>96 30</u>

Summary of Expenses.

Maintaining and operating the canal.....	<u>\$612 48</u>
--	------------------------

MUNOY

Names and Residence of Officers.

Directors.	Post office address.
Jacob Cooke.....	Muncy.
Joshua Bowman.....	do.
Isaac Bruner.....	do.
William A. Petriken.....	do.
Benjamin Pott.....	do.
James Rankin.....	do.
James Rankin, President.....	Muncy.
Jacob Cooke, Treasurer.....	do.
William A. Petriken, Secretary.....	do.
Jacob Cooke, Superintendent.....	do.

ERIE.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared Wm. W. Reed, superintendent, 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, to the best of their knowledge and belief.

(Signed)

WM. W. REED, *Superintendent.*

DAVID M'ALLASTER, *Treasurer.*

Sworn and subscribed before me, this 11th day of December, 1865.

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

Stock and Debt.

Capital stock as authorized by law.....	\$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 now of floating and funded debt.....	1,300,984 94
Dividends.....	None ever paid.

Cost of Canal and Fixtures.

Stock.....	\$64,000 00
Bonds.....	743,654 83
Bonds for interest.....	161,960 38
	\$969,615 21
Amount of bonds cancelled..	69,856 33
Balance.....	899,758 88
Back interest unpaid.....	465,226 06
Total debt and stock.....	1,364,984 94

Characteristics of Canal.

Length of main line of canal, from Erie to Rochester.....	136 miles;
Number of branch canals, with the length of each, viz:	
French Creek feeder.....	25 "

Width of canal at top water line.....	54 feet.
Width of canal on bottom.....	30 "
Depth of water.....	4 "
Length and breadth of locks : 80 by 15 for chambers and 11 feet recesses.	
Number of basins.....	30
Number of houses : 31 lock-houses and 1 weigh lock-house.	
Number of locks.....	134
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	221
Number of dams.....	13
Number of aqueducts.....	9
Number of miles of slack-water.....	32
Number of boats owned by the company : 8 flats, 2 dump scows and 2 dredges.	
Number of boats owned and run by private parties.....	280
Average tonnage of boats.....	65 tons.
Length of boating season : 7½ months on northern end, and 8½ on southern.	
Feet of lockage on main line of canal—about.....	977 feet.
Value of real estate held by company, exclusive of canal...	\$50 00
Are the locks of wood, cut-stone or composite ? Cut-stone, wood and composite.	
Give the number of each kind : 1 wood ; 56 cut-stone ; 77 composite.	

Doings of the year in Transportation.

Number of tons of 2,000 lbs. of through freight for the year on main canal.....	307,356.75
--	------------

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

Class No. 1, (pig iron, goods, &c.).....	47,198.81
Do....2, (staves, wood, &c.).....	27,283.88
Do....3, (coal, iron ore, &c.).....	242,918.11

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools.....	\$1,047.46
Materials.....	12,890.27

CANAL REPORT.

387

Repairs.— Houses	\$230 42
Bridges.....	1, 526 29
Locks.....	5, 585 88
Aqueducts.....	553 75
Dams.....	9, 625 57
Culverts.....	600 00
Waste-wiers and sluices.....	1, 651 97
Slope and vertical wall.....	449 00
Canal bed and banks.....	22, 186 42
Watchman.....	556 72
Boats and flats, and dredges.....	722 92
Rents and furniture.....	100 00
Stationery, printing and office expenses.....	589 15
Superintendence.....	3, 260 00
Incidentals.....	1, 416 05
Construction of a lock and pump to supply summit with water in dry weather.....	48, 241 51
Total.....	<u>111, 232 88</u>

Operating the Canal.

Lock-keepers	\$7, 254 00
Weigh-masters and collectors.....	4, 958 00
Superintendence.....	7, 620 00
Incidentals.....	1, 500 00
Total.....	<u>21, 332 00</u>

Receipts.

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll and other sources, rents, &c.....	<u>\$134, 965 94</u>
---	----------------------

Summary of Expenses.

Maintaining and operating the canal.....	\$84, 323 37
For interest, (5 per cent. retained and paid Government)...	50, 249 44
Tax on capital stock and tonnage.....	4, 646 60
For other payments, for pumping works at summit.....	48, 241 51
Total.....	<u>187, 460 92</u>
Balance paid from surplus funds	<u>\$52, 494 98</u>

Names and Residence of Officers.

Directors.	Post office address.
Chas. M. Reed.....	Erie, Pa.
James O. Marshall.....	do.
D. M'Allaster.....	do.
P. Metcalf.....	do.
Henry Rawle.....	do.
A. Scott.....	do.
John Hearn.....	do.
Chas. M. Reed.....	President.
D. M'Allaster.....	Treasurer.
A. H. Caughey.....	Secretary.
Wm. W. Reed.....	Superintendent.

LEHIGH COAL AND NAVIGATION.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared James S. Cox, president, and Solomon Shepherd, treasurer, of the Lehigh coal and navigation 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 S. COX, *President.*

SOLOMON SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this 11th day of January, 1866.

W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Capital stock as authorized by law—not to exceed cost of works and improvements.

Amount of stock subscribed.....	\$5,104,050 00
Total amount paid in of capital stock.....	5,104,050 00
Total amount of funded debt.....	3,097,555 74
The amount of floating debt, January 1, 1865	1,200,321 30
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
November 22, 1864, 5 per cent. ; May 23, 1865, 5 per cent.	
Number of shares of stock.....	102,081
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared—November, 1864, and May, 1865.....	\$4,282,950 00

Cost of Canal and Fixtures.

Standing on the books at.....	4,455,000 00
-------------------------------	--------------

Characteristics of Canal.

Length of main line of canal, from the Delaware river at Raston to head of navigation on the Lehigh, two miles above Mauch Chunk.....	48 miles.
Number of branch canals.....	None.
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—102 ft. long and 22 ft. wide.	
Number of basins.....	5
Number of houses.....	46
Number of locks.....	53
Number of weigh-locks.....	1
Number of tunnels.....	None.
Number of bridges.....	14
Number of dams.....	9
Number of aqueducts.....	3
Number of miles of slack-water—about 12 miles of pools and 36 miles of canal and locks.	
Number of boats owned by the company.....	354
Number of boats owned and run by other parties.....	1,036
Average tonnage of boats—for Delaware Division canal, 91 tons; for Morris canal of New Jersey, 65 tons.	
Length of boating season—about.....	8 months.
Feet of lockage on main line of canal.....	375
Value of real estate held by company, exclusive of canal...	\$2,000,000 00
Are the locks of wood, cut-stone or composite? Mostly of rubble masonry, lined with wood.	

Doings of the year in Transportation.

Number of tons of 2,000 lbs. of through freight for the year on main canal.....	903,385.3
Gross amount of tonnage for the year.....	<u>1,173,355.12</u>

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

Lumber and shingles.....	6,081.18
Anthracite coal.....	997,113.12
Pig iron, railroad iron, other iron or castings.....	20,788.18
Iron and other ores.....	107,049.10
Lime and limestone.....	24,010.09
Agricultural products.....	2,079.02
Merchandise.....	1,094.16
Manufactures.....	4,164.02
Other articles.....	10,973.05
Total.....	<u>1,173,355.12</u>

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

For lumber per 1,000 feet board measure, (hemlock).....	1 cent.
Do.....do.....do.....do.....(pine and other lumber,) shingles, per 1,000.....	1½ cent.
Anthracite coal, per ton—4 months at 1½ cents nearly, and 5 months at 1¼ cents.	

Expenses.

Maintaining the canal or real estate of the corporation.....	\$70,813 00
--	-------------

Operating the Canal.

Lock-keepers.....	4,865 00
Weigh-masters and collectors—about.....	5,300 00
Stationery, printing and office expenses, rents and furniture, superintendence, incidentals—about.....	4,000 00

Receipts.

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll.....	654,924 85
--	------------

Summary of Expenses.

Maintaining and operating the canal.....	84,978 00
For dividends.....	428,295 00
For interest on funded debt.....	178,430 13
Tax on capital stock and tonnage.....	41,878 75
United States tax on dividends and interest.....	31,213 35

Names and Residence of Officers.

Directors.	Post office address.
John Farnum.....	Philadelphia.
Jacob P. Jones.....	do.
Samuel E. Stokes.....	do.
Fred. Graff.....	do.
Richard Richardson.....	do.
F. C. Yarnall.....	do.
Francis R. Cope.....	do.
Charles L. Borie.....	do.
Andrew Manderson.....	Burlington, N. J.
Fisher Hasard.....	Mauch Chunk, Pa.
James S. Cox, President.....	Philadelphia.
W. F. Biddle, Vice President.....	do.
Solomon Shepherd, Treasurer.....	Burlington.
Francis Mitchell, Secretary.....	Philadelphia.
John Leisenring, Superintendent.....	Mauch Chunk.

DELAWARE DIVISION.

[FROM NOVEMBER 1, 1864, TO OCTOBER 31, 1865.]

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

Personally appeared J. W. Woolston, president, and Charles C. Longstreth, treasurer, of the Delaware Division canal company of Pennsylvania, and in due form of law made affirmation, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

J. W. WOOLSTON, *President.*CHAS. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, this 13th day of December, 1865.

W. W. DOUGHERTY, *Alderman.**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.....	None.
Total amount now of floating and funded debt.....	800,000 00
Average rate per cent. per annum of interest on funded debt,	6 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Jan. 7, 1865, 3 per cent. ; Aug. 15, 1865, 3 per cent. ;	
total.....	6 per cent.
Number of shares of stock.....	32,667
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were	
declared.....	\$1,633,350 00
Cost of canal and fixtures.....	2,433,950 00

Characteristics of Canal.

Length of main line of canal, from Easton to Bristol.....	60 miles.
Number of branch canals.....	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	44 feet.
Width of canal on bottom.....	26 "
Depth of water.....	6 "

CANAL REPORT.

393

Length and breadth of locks: 90 feet long, 11 wide; and some 90 feet long, 22 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 slack-water.....	None.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties, (estimated).....	1,000
Average tonnage of boats, (capacity of canal over 100 tons,) about	95 tons.
Length of boating season, about.....	9 months.
Length of lockage on main line of canal.....	165 ⁵⁵ / ₁₀₀ feet.
Value of real estate held by company, exclusive of canal...	\$5,000 00
Are the locks of wood, cut-stone, or composite.....	Some of each.

Doings of the Year in Transportation.

	Tons.	Pounds.
No. of tons of 2,000 lbs. of through freight for the year on main canal, including that leaving the canal at New Hope,	619, 298	1, 544
Gross amount of tonnage for the year.....	703, 635	1, 955

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

	Tons.	Pounds.
Class, No. 1. Stone, (unwrought,) slate, sills, cross-ties, &c.,	29, 538	820
Do.... 2. Ore, clay, gravel, gypsum, lime, cement, &c.,	26, 263	1, 374
Do.... 3. Salt meat, bran and shipstuff, grain, hay, straw, railroad iron, &c.....	5, 362	96
Do.... 4. Hardware, castings, nails, paints, queensware, stone, (wrought,) coffee, &c.....	2, 290	754
Do.... 5. Agricultural implements, groceries, (except coffee,) leather, steel, sugar, &c.....	361	1, 606
Do.... 6. Books, dry goods, furniture, drugs, foreign liquors, &c.....	496	1, 133
Do.... 7. Coal, iron, lumber, wood, &c.....	639, 323	182
	<u>703, 635</u>	<u>1, 955</u>

DELAWARE DIVISION

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

	Mile.
For 1st class, per 1,000 pounds.....	1
2d....do.....do.....	2
3d....do.....do.....	3
4th....do.....do.....	4
5th....do.....do.....	5
6th....do.....do.....	6
7TH CLASS—Coal, iron, lumber, wood, &c. :	
Coal, anthracite and bituminous, per 1,000 lbs.,	3
Iron, scrap, pig and broken castings.....do....	3
Bark, unground, per cord.....	8
Boards and plank, per 1,000 feet.....	8
Do....if conveyed in rafts, per 1,000 feet.....	12
Do....one-half inch in thickness, per 1,000 feet,	6
Posts and rails for fencing, per 100.....	2
Do.....if conveyed in rafts, per 100....	6
Timber, round or square, in boats or scows, per 100 cubic feet.....	3
Timber, round or square, if conveyed in rafts, per 100 cubic feet.....	6
Wood, for fuel, in boats or scows, per cord....	3
Do.....if conveyed in rafts....do.....	12
Posts and rails, carried in boats or scows, per 100.....	2
Shingles, short, per 1,000.....	2
Do.....long.....do..	3
Window blinds, sawed for, not exceeding one- fourth inch in thickness, per 1,000 pounds....	3
Hemlock lumber, per 1,000 feet.....	5
Unenumerated articles will be cleared at the rates charged on analogous or like articles.	
On each boat designed exclusively for carrying passengers, per mile.....	30
On each freight and packet boat, per mile.....	25
On each boat carrying freight only....do.....	20
On each Union canal boat engaged in the coal trade, per mile.....	10
On each person, over twelve years of age, transported in any boat designed exclusively for passengers, per mile...	3
On each person, over twelve years of age, transported in any boat carrying freight and passengers, per mile.....	2

CANAL REPORT.

395

Each boat entered as a freight boat, and afterwards carrying passengers, shall be charged as a freight and packet boat.

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Total	<u>\$75,576 82</u>
-------------	--------------------

Operating the Canal.

Total	<u>\$14,712 63</u>
-------------	--------------------

Receipts.

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, fines, &c.....	\$245,151 22
other sources, rents, &c.....	1,907 13
Last year's account shows an excess of receipts for the year of.....	79,575 89
Total.....	<u>326,634 24</u>

Summary of Expenses.

Maintaining and operating the canal..	\$90,289 45
For dividends.....	98,001 00
interest, (including Government and State taxes).....	48,000 00
Tax on capital stock and tonnage, (including extraordinary payment of \$10,847 68 for back tax on dividends, with interest thereon; judgment of Commonwealth).....	18,749 98
United States tax.....	5,226 69
For other payments.....	8,149 85
Total.....	<u>268,416 97</u>

All the above figures are approximate, owing to the impossibility of analyzing the continuous accounts.

Names and Residences of Officers.

Directors.	Post office address.
J. B. Moorhead.....	Philadelphia.
J. V. Williamson.....	do.
E. Roberts.....	do.
J. Gillingham Fell.....	do.
E. W. Clark.....	do.
A. E. Borie.....	do.
William H. Talcott.....	Jersey City, N. J.
Joshua W. Woolston, President.....	Philadelphia.
Charles C. Longstreth, Treasurer and Secretary.....	do.
John C. Pennington, Superintendent.....	New Hope, Pa.

DELAWARE AND HUDSON.

STATE OF NEW YORK, }
 New York County, } ss:

Personally appeared Robert Soutter, vice 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, to the best of their knowledge and belief.

(Signed) ROBERT SOUTTER, *Vice President.*
 I. N. SEYMOUR, *Treasurer.*

Sworn and subscribed before me, this 28th day of December, 1865.

A. L. SMITH, *Notary Public, New York city.*

Stock and Debt.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$10,000,000 00
Total amount paid in of capital stock.....	10,000,000 00
Total amount of funded debt.....	600,000 00
The amount of floating debt.....	None.
Total amount now of floating and funded debt	600,000 00
Average rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: February and August, 10 per cent.	
Number of shares of stock.....	100,000
Par value of each share.....	\$100 00
Amount of capital on which the respective dividends were declared: \$8,750,000 in February, and \$10,000,000 in August.	
Cost of canal and fixtures.....	\$6,311,966 91

Characteristics of Canal.

Length of main line of canal, from Honesdale, Pa., to Ed- dyville, N. Y.....	108 miles.
Number of branch canals.....	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	48 feet.

CANAL REPORT.

397

Width of canal on bottom.....	30 feet.
Depth of water.....	6 "
Length and breadth of locks, (100 feet between gates, 15 feet wide,) 6 ascending, 15½ feet.	
Number of basins.....	about ½ of canal.
Number of houses.....	123
Number of locks.....	106 lift and 3 guard.
Number of weigh-locks.....	2
Number of tunnels.....	None.
Number of bridges: 144 road and farm, and 15 crossings at locks.	
Number of dams, (17 reservoir and 13 feeder dams).....	30
Number of aqueducts, (4 wire suspension and 16 wooden trunk).....	20
Number of miles of slack-water—about.....	3
Number of boats owned by the company—say.....	672
Number of boats owned and run by private parties—about,	208
Average tonnage of boats, (tons of 2,240 lbs. each).....	125
Length of boating season—about.....	200 days.
Feet of lockage on main line of canal: 1,028 feet, including 58 feet ascending to summit.	
Are the locks of wood, cut-stone or composite? Give the number of each kind. 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 and way freight for the year on main canal.....	<u>963,347</u>
---	----------------

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

Lumber, (feet, board measure).....	12,561,946
Shingles.....	138,500
Timber, (cubic feet).....	98,018
Cords of wood.....	13,552
Anthracite coal, (includes tonnage of coal carried by Pennsylvania coal company).....	876,401
Bituminous coal.....	1,098
Iron and other ores.....	1,071
Lime and limestone, cement, &c.....	60,268

Merchandize.....	16,849
Manufactures.....	9,388
Other articles.....	8,327
Total.....	963,347

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

	Per mile.	60 miles.	108 miles.
For lumber per 1,000 feet board measure, (hemlock).....	1 1/4 cents.	60 cents.	\$1 20
For lumber per 1,000 feet board measure, (pine and other lumber,) rate.....			1 25
Shingles, per 1,000.....	1/2 "	35 "	40
Anthracite coal, per ton.....			\$2 33 to 3 12
Bituminous coal, per ton.....	1 "	50 "	60

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Total.....	\$357,842 40
------------	--------------

Operating the Canal.

Total.....	<u>103,224 96</u>
------------	-------------------

Receipts.

From tolls on coal.....	\$130,717 32
lumber, miscellaneous freight, lockages, boat toll, other sources, rents, &c.....	66,549 66
Total.....	<u>197,266 98</u>

Summary of Expenses.

Maintaining and operating the canal.....	\$460,567 36
For dividends.....	2,000,000 00
For interest.....	42,000 00
Tax on capital stock and tonnage.....	41,426 50
United States tax.....	168,931 24

Names and Residence of Officers.

Directors	Post office address.
Wm. T. Herriman.....	New York city.
Edward J. Woolsey.....	do.
Robert Ray.....	do.
Abiel A. Low.....	do.
James M. Halsted.....	do.
John L. Aspinwall.....	do.
Charles N. Talbot.....	do.
Geo. Talbot Olyphant.....	do.
Samuel B. Schieffelin.....	do.
Robert L. Kennedy.....	do.
LeGrand B. Cannon.....	do.
John J. Crane.....	do.
James M. Taylor.....	do.
Geo. Talbot Olyphant, president.....	New York city.
Isaac N. Seymour, Treasurer.....	do.
James C. Hartt, Secretary.....	do.
Thomas Dickson, Superintendent.....	Scranton, Pa.

LEHIGH VALLEY.

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

Personally appeared Robert H. Sayre, superintendent, and L. Chamberlain, treasurer, of the Lehigh Valley railroad company, and in due form of law made oath and affirmation, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

ROBT. H. SAYRE, *Superintendent.*

L. CHAMBERLAIN, *Treasurer.*

Sworn, affirmed and subscribed before me, this 20th day of January, 1866.

J. P. DELANEY, *J. P.*

Stock and Debt.

Amount paid in as by last report.....	\$6,627,050 00
Total amount now paid in of capital stock.....	6,632,250 00
Funded debt, as per last report.....	1,477,000 00
Total amount now of funded debt.....	1,477,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends :	
January, 2½ per cent. ; April, 2½ per cent. ; July 2½ per cent. ; Oct. 2½ per cent.	
Number of shares of stock.....	132,645
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared : January, \$6,631,250 ; April, \$6,631,450 ; July, \$6,632,150 ; October, \$6,632,250.	

Cost of Road and Equipment.

	By last report	By present report.
Construction.....	\$7,433,706 68	\$7,804,067 82
Equipment.....	1,739,409 79	2,037,526 14
Total cost.....	<u>9,173,116 47</u>	<u>9,841,593 96</u>

Characteristics of Road.

Length of main line of road, from Easton to White Haven,	70 miles.
Length of double track of road.....	64 "

RAILROAD REPORT.

401

Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	57 pounds.
Branch roads owned by the company and their length, viz: Penn Haven to Audenried.....	17½ miles.
Number of engine houses and shops: 12 engine houses, 5 shops.	
Number of engines.....	62
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,330).....	10
Number of second class passenger cars, rated as eight wheel cars, (average cost of each \$1,600).....	2
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 \$600).....	250
Number of coal cars, rated as eight wheel cars, (average cost of each \$520).....	2, 619
Number of iron bridges, (total length in feet 1,525).....	15
Number of wooden bridges, (total length in feet 3,218).....	49
Number of stone bridges, (total length in feet 192).....	17
Number of railroads crossed.....	2
Number of stations on main road . . .	28
Number of wood and water stations on main road: 8 coal and wood, 21 water.	
How is track laid, and on what foundation? Oak and chestnut cross-ties, stone and gravel ballast.	

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

Number of miles run by passenger trains.....	161, 180
Number of miles run by freight and coal trains.....	485, 900
Number of through passengers for the year on main road...	12, 732
Number of passengers (all classes) carried in cars.....	499, 302
Number of tons of 2,000 pounds of through freight for the year on main road.....	966, 129
Gross amount of tonnage for the year.....	2, 360, 422
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

LEHIGH VALLEY

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

Anthracite coal.....	1,813,194
Bituminous coal.....	6,859
Petroleum.....	10,240
Pig iron.....	132,045
Railroad iron.....	21,387
Iron and other ores.....	171,245
Lime and limestone.....	110,327
Agricultural products, merchandize and manufactures: 2,901,218 tons, 1 mile, or 40,872 tons, 71 miles.	
Live stock, from East Pennsylvania junction to Easton....	31,033
Lumber.....	53,714
Other articles.....	23,200
Total.....	<u>2,360,422</u>

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

For first class through passengers.....	3 ⁷ / ₈
First class way passengers.....	3 ⁵ / ₁₀₀

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

For through freight, lumber, &c.....	2.65 cents.
Do.....do..... do.....from Manch Chunk to Easton,	3.25 "
For through coal.....	3 "
For local freight, heavy.....	4 "
For local coal.....	3.07 "

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Repairs or maintenance of way, including buildings.....	\$299,721 30
Taxes on real estate.....	7,907 70

Repairs of Machinery.

Repairs of engines and tenders.....	131,968 73
Repairs of passenger and baggage cars.....	11,410 93
Repairs of freight and coal cars.....	217,083 41

Operating the Road.

Office expenses, stationery, &c.....	8,446 96
Agents and clerks.....	58,766 46

RAILROAD REPORT.

403

Porters, watchmen and switch tenders.....	\$36, 181 64
Conductors, baggage masters and brakemen.....	87, 591 41
Engineers and firemen	80, 903 34
Fuel and cost of preparing for use.....	181, 056 07
Oil and waste for engines and tenders, passenger, baggage and freight cars.	45, 703 57
Loss and damage of goods and baggage.....	3, 135 03
Use of freight cars	11, 969 43
General superintendence.....	16, 384 26
Total.....	<u>1, 198, 230 29</u>

Receipts.

From passengers.....	\$287, 034 27
freight.....	404, 181 19
mail transportation.	7, 008 33
use of freight cars.....	1, 089 75
coal	2, 350, 546 26
Total..	<u>3, 049, 859 80</u>

Summary of Payments.

For construction and equipment.....	\$668, 477 49
maintaining and operating the road.....	1, 198, 230 29
dividends	663, 177 50
interest	95, 172 00
miscellaneous.....	15, 237 20
State tax on capital stock and tonnage.....	53, 727 69
United States tax.....	<u>120, 033 40</u>

Accidents.

KILLED —employees	11
others	8
Total	<u>19</u>
INJURED —passengers	2
employees	9
others	10
Total	<u>21</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:

1864.

- Nov. 10. — Wilson, walking between tracks near Hokendauqua, struck by engine and severely injured.
- Nov. 14. Pat. Hardy, employee, severely hurt about the head by crank of hand car, at Catasaqua.
- Nov. 25. Henry Kline, employee, while drilling at Mauch Chunk, fell under cars, and was fatally injured.
- Nov. 29. Woman, name of Gift, run over and killed, while picking coal on track, at Catasaqua.
- Dec. 2. Woman, name of Wilson, leg crushed, while taking coal from a passing train, at Catasaqua.
- Dec. 7. John Wilson, feet mashed, while standing on track, at Glendon.
- Dec. 12. Jacob Miller, employee, two ribs broken, by freight train running into rear of gravel train.
- Dec. 16. Charles Daugherty, employee, run over by drilling engine, at Mauch Chunk, and killed.
- Dec. 29. Mrs. Hagenbuck injured by passenger train, at Parryville; leg amputated.

1865.

- Jan. 7. David C. Schaaf, in trying to get on passenger train, while in motion, at Lehighton, lost an arm.
- Feb. 1. Henry Brangleman was run over and killed, while picking coal on track, at Catasaqua.
- Feb. 22. Isaac Pixler, employee, injured, drilling cars, at Bethlehem.
- Mar. 3. John Bredbenner, employee, severely injured about head and legs; freight train run into a rock at Oxbow, and broke a car loaded with lumber, which was thrown on engine, and caught him between the car and engine.
- Mar. 3. William Martz, employee, run over by engine; foot amputated.
- Mar. 6. Woman, name of Casey, while taking coal from passing train, at Catasaqua, run over and killed.
- Mar. 6. Andrew Dirbert, employee, fell under train, while drilling, at Packerton, and was killed.
- Mar. 13. Lawyer Haikes, slightly injured by jumping from engine.
- Apr. 4. Michael Free, employee, fell under cars, and was killed, at Mauch Chunk.
- Apr. 7. John Mullen, laborer, found dead on track; supposed to have been intoxicated when struck by a train.

- Apr. 9. Thos. Coury, employee, at Hetcheltooth, seriously injured about head, by passenger train, while asleep on track.
- Apr. 15. Samuel Snyder, in attempting to cross track, ahead of passenger train, at Catasaqua, was fatally injured.
- Apr. 29. John Galbraith, employee, fatally injured by jumping from engine, while in motion.
- June 10. John Ruddle, walking on track, at Mauch Chunk, was fatally injured.
- June 28. Pat. Carriyan, employee, fell under a car, at Easton, at which he was pulling, and was killed.
- July 3. Peter Funk, employee, fatally injured, at Easton, by derrick falling on him.
- July 10. John Meixell, employee, falling under the cars, was run over and killed.
- July 17. Patrick Marion, boy, killed, by falling under the cars, at Penn Haven.
- July 22. Ferdinand Eichhoff, employee, run over and killed, at Mauch Chunk.
- July 22. Ignatius Iggs, a soldier, intoxicated, leaning his arm out of the car window, was struck by a coal car, and badly broken.
- July 31. Michael Newhart, run over by passenger train, at Laury's, and fatally injured.
- Aug. 5. Mrs Puley, walking on track, at Turnhole, struck by engine, and arm broken.
- Aug. 9. Thomas Dolton, run over; found on down track, dead, with head partly cut off.
- Aug. 15. John Griffiths, employee, was run over and killed, at Easton.
- Sept. 5. Charles Menninger, employee, was severely squeezed between cars, at Bethlehem.
- Sept. 9. Franklin Knaus, in trying to get on a coal train, in motion, at Catasaqua, fell under, and was killed.
- Sept. 27. Joseph Drake, boy, attempting to get on a moving coal train, near Mauch Chunk, fell under, and leg cut off.
- Sept. 29. Wm. Hauck, employee, was killed, near Lehighton, by passenger train running over him.
- Oct. 4. Oliver Wallace, boy, in attempting to jump on a coal train, in motion, fell under the cars, at Turnhole, and had foot cut off.
- Oct. 6. Mrs. Bidy Boyle, seventy years old, driving cow off track, was hit by engine, at Liveston, and fatally injured.
- Oct. 14. George Wallace, employee, was run over, and leg cut off, some distance above Laury's.

LEHIGH VALLEY

Names and Residence of Officers.

Directors.	Post office address.
Asa Packer.....	Mauch Chunk.
Robert F. Stockton.....	Philadelphia.
John Taylor Johnston.....	New York.
William H. Gatzmer.....	Philadelphia.
J. Gillingham Fell.....	do.
Elisha A. Packer.....	New York.
Ashbel Welch.....	Lambertville, N. J.
John N. Hutchinson.....	Easton.
Edward H. Trotter.....	Philadelphia.
David Thomas.....	Catasauqua.
Josiah O. Stearns.....	Elizabeth, N. J.
Joseph H. Dulles.....	Philadelphia.
Wm. W. Longstreth, President.....	Philadelphia.
L. Chamberlain, Secretary and Treasurer.....	do.
Robert H. Sayre, Superintendent.....	Bethlehem.

NORTH BRANCH.

OFFICE NORTH BRANCH CANAL COMPANY,
Athens, Pa., December 25, 1865.

HON. ISAAC SLENKER,
Auditor General:

DEAR SIR:—Your favor of 22d instant, is at hand. As to a report of our canal, I do not know how to make it. By the flood of March 16, 17 and 18, 1865, our canal was almost entirely swept away. We had no use of the whole line until about October 20. We have spent over \$150,000 to repair so far, and not yet done. Our receipts are not one-fourth of our flood damages.

The road you inquire about will be made by the canal company, under the law of March 20, 1865, authorizing the canal company to change their name to the "Pennsylvania and New York canal and railroad company," and increase their capital to such amount as they need, but we have not yet re-organized, though we have located our line from Towanda up, and shall re-organize under the new law in a few days, and shall commence the construction of the road on the 2d of January, 1866. The officers will be elected at the re-organization. As soon as this is done and details are arranged, I will report them to you. If you deem it best for us to make a canal report for 1865, which I hope you will not ask us to do, we will try to get one out for you. In constructing the railroad along the line of our canal, we do not impair the value or use of our canal, and intend to work the two from Towanda up.

Yours truly,

G. F. WELLES, JR., *President.*

PENNSYLVANIA RAILROAD COMPANY.

CANAL DEPARTMENT.

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

Personally appeared Herman J. Lombaert, vice president, and Thomas T. Firth, treasurer, of the Pennsylvania railroad company, owners Pennsylvania canal, 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) HERMAN J. LOMBAERT, *Vice President.*
 THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this 5th day of February, 1866.
 W. W. DOUGHERTY, *Alderman.*

Characteristics of Canal.

Length of main line of canal, from Columbia to Hefliday- berg.....	773 miles.
Length of feeders: Swatara feeder, 2 miles; Raystown feeder, 1 mile.....	3 "
Number of branch canals.....	None.
Canals leased by the company.....	None.
(The Western divisions of the canal, 103 miles in length, have been abandoned, and are no longer kept up for the purpose of navigation.)	
Width of canal at top water line: Eastern division, 45 to 50 feet average; Juniata division, 40 to 45 feet average.	
Width of canal on bottom: Eastern division, 30 to 32 feet; Juniata division, 24 to 30 feet.	
Depth of water: Eastern division, 5 feet; Juniata division, 4 feet.	
Length and breadth of locks; 9 locks, 17 by 180 feet; 33 locks, 17 by 90 feet; 66 locks, 15 by 90 feet.	
Number of houses, offices, shops and other buildings.....	118
Number of locks.....	108
Number of weigh-locks.....	3
Number of tunnels.....	None.
Number of bridges.....	252

CANAL REPORT.

409

Number of dams.....	21
Number of aqueducts.....	37
Number of boats owned by the company : 3 steamboats, 1 barge, 23 flats.	
Number of boats owned and run by private parties.....	1,115
Average tonnage of boats.....	95 tons.
Length of boating season.....	200 days.
Feet of lockage on main line of canal.....	603 feet.
Value of real estate held by company, exclusive of canal...	\$3,500 00
Are the locks of wood, cut-stone, or composite? Cut-stone, composite and wood.	
Give the number of each kind : 25 locks out-stone ; 75 locks composite ; 8 locks wood.	

Doings of the year in Transportation.

Gross amount of tonnage for the year..... 564,826 ⁷¹⁰/₂₈₈₀

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

Lumber and shingles	62,809 ⁵⁵⁰ / ₂₀₀₀
Anthracite coal	408,118 ⁷⁰⁰ / ₂₀₀₀
Bituminous coal.....	14,687 ⁴⁰⁰ / ₂₀₀₀
Classes 1 to 6.....	79,211 ⁸⁰⁰ / ₂₀₀₀
Total.....	<u>564,826 ⁷¹⁰/₂₈₈₀</u>

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

ARTICLES PER TON OF 2,000 POUNDS.	DISTANCES IN MILES.																
	5 or less.	5 to 10	10 to 15	15 to 20	20 to 25	25 to 30	30 to 35	35 to 40	40 to 45	45 to 50	50 to 55	55 to 60	60 to 65	65 to 70	70 to 75	75 to 80	80 to 85
<i>1st Class.</i> —Clay, earth, stones unwrought, and wood for fuel.....	Cts. 4	Cts. 8	Cts. 10	Cts. 12	Cts. 14	Cts. 16	Cts. 18	Cts. 20	Cts. 22	Cts. 24	Cts. 26	Cts. 28	Cts. 30	Cts. 32	Cts. 34	Cts. 36	Cts. 38
<i>2d Class.</i> —Bricks, gypsum, iron ore, lime and cement, lath, posts and rails, split; tar, staves and hoop poles, slate for roofing, sand, forge cinders, and railroad ties	6	12	14	16	18	20	22	24	27	30	32	34	36	38	41	44	47
<i>3d Class.</i> —Bones and horns, charcoal, corn, rye, oats and mill feed, hay and straw, marble in blocks, salt, soapstone, railroad, pig and scrap iron, bark unground.....	8	16	19	22	24	26	29	32	35	38	42	46	51	56	60	64	68
<i>4th Class.</i> —Cider, flour, fish, hardware, iron, (all kinds except that in third class,) wheat and seeds, potatoes and other vegetables, fruit of all kinds, crude chemicals, and bark ground.....	10	18	21	24	28	32	36	40	44	48	54	60	65	70	75	80	85
<i>5th Class.</i> —Agricultural implements, machinery and castings, nails, groceries, leather, marble manufactured, oils, ropes and cordage..	12	20	27	33	39	45	53	60	65	70	75	80	85	90	95	100	105
<i>6th Class.</i> —Drugs and medicines, dry goods, furniture, liquors, paper, and all unenumerated articles.....	14	24	32	40	53	65	75	85	95	100	105	110	115	120	125	130	135
Mineral coal.....	5	19	14	18	20	22	24	26	28	30	31	32	34	36	38	40	42
Powder.....	20	30	40	50	63	75	88	100	113	125	138	150	163	175	188	200	213
SAWED LUMBER, PER TON OF 2,000 POUNDS.																	
White pine, and all other soft woods, including shingles.....	10	18	24	30	35	40	45	50	55	60	65	70	75	80	85	90	95
Hemlock.....	6	14	20	26	30	33	36	42	45	52	56	60	65	70	75	80	85
Oak, and all other hard woods.....	8	16	22	28	32	35	40	45	50	55	60	65	70	75	80	85	90
TIMBER.																	
Round or hewed, in rafts, per 100 cubic feet.....	20	30	40	50	55	60	65	70	75	80	85	90	95	100	100	100	100

RATE OF TOLL—Continued.

ARTICLES PER TON OF 2,000 POUNDS.	DISTANCES IN MILES.																
	85 to 90	90 to 95	95 to 100	100 to 105	105 to 110	110 to 115	115 to 120	120 to 125	125 to 130	130 to 135	135 to 140	140 to 145	145 to 150	150 to 155	155 to 160	160 to 165	165 to 170
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
1st Class.—Clay, earth, stones unwrought, and wood for fuel.....	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
2d Class.—Bricks, gypsum, iron ore, lime and cement, lath, posts and rails, split; tar, staves and hoop poles, slate for roofing, sand, forge cinders, and railroad ties.....	50	58	55	57	60	68	65	68	70	78	75	77	80	88	85	89	92
3d Class.—Bones and horns, charcoal, corn, rye, oats and mill feed, hay and straw, marble in blocks, salt, soapstone, railroad, pig and scrap iron, bark unground.....	72	76	80	84	88	92	96	100	104	108	112	116	120	124	128	133	138
4th Class.—Cider, flour, fish, hardware, iron, (all kinds except that in third class,) wheat and seeds, potatoes and other vegetables, fruit of all kinds, crude chemicals, and bark ground.....	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	175
5th Class.—Agricultural implements, machinery and castings, nails, groceries, leather, marble manufactured, oils, ropes and cordage..	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180	188	195
6th Class.—Drugs and medicines, dry goods, furniture, liquors, paper, and all unenumerated articles.....	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	218	215
Mineral coal..	45	46	47	50	52	58	64	59	68	64	65	68	70	75	80	81	82
Powder.....	225	238	250	263	275	288	300	313	325	338	350	363	375	388	400	413	425
SAWED LUMBER, PER TON OF 2,000 POUNDS.																	
White pine, and all other soft woods, including shingles.....	100	104	108	112	116	120	124	127	130	133	135	138	140	143	145	147	148
Hemlock.....	90	95	100	104	108	112	114	116	118	120	124	126	128	130	132	134	136
Oak, and all other hard woods.....	95	100	104	108	112	116	118	120	123	125	128	130	133	135	137	140	142
TIMBER.																	
Bound or hewed, in rafts, per 100 cubic feet.....	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

EXPENSES.

Maintaining the Canal or Real Estate of the Corporation.

Tools.....	\$5,823 55	
Materials.....	3,799 67	
Repairs—houses.....	9,614 42	
bridges.....	17,413 66	
locks.....	37,409 09	
aqueducts.....	14,470 35	
dams.....	15,302 81	
culverts.....	2,142 46	
waste-wiers and sluices.....	4,683 68	
slope and vertical wall.....	16,116 93	
canal bed and banks.....	87,924 86	
Watchmen.....	699 96	
Boats and flats.....	4,594 20	
Rents and furniture.....	717 86	
Stationery, printing and office expenses.....	2,205 52	
Taxes and real estate.....	1,086 20	
Superintendence.....	7,362 27	
Incidentals.....	20,270 67	
	<hr/>	\$251,638 16

Operating the Canal.

Lock-keepers.....	\$8,707 92	
Weigh-masters.....	411 96	
Collectors.....	4,373 07	
Stationery, printing and office expenses.....	1,875 07	
Rents and furniture.....	294 75	
Superintendence.....	2,334 84	
Incidentals, including State tonnage and U. S. taxes.....	8,858 34	
Labor.....	1,319 40	
Watchmen.....	16 00	
Drawbacks and overcharges.....	14 00	
	<hr/>	28,205 35
Total.....		<hr/> <hr/> 279,843 51

CANAL REPORT.

Receipts.

From tolls on coal.....	\$97,717 53	
lumber.....	19,843 85	
miscellaneous tolls.....	18,983 02	
O. L. lockages.	9,604 07	
boat toll.....	17,055 33	
other sources, rents, &c.	17,811 58	
		<u>\$181,015 38</u>

Summary of Expenses.

Maintaining and operating the canal.....	\$274,257 43	
Tax on tonnage.....	1,505 98	
United States tax.....	4,080 10	
		<u>\$279,843 51</u>

Names and Residence of Officers.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	do.
John Hulme.....	do.
G. D. Rosengarten.....	do.
Wistar Morris.....	do.
Washington Butcher.....	do.
Samuel T. Bodine.....	do.
Joseph B. Myers.....	do.
Edward C. Knight.....	do.
Lewis Elkin.....	do.
John Rice.....	do.
J. M. Kennedy.....	do.
Alexander Nimick.....	Pittsburg.
Thomas A. Scott.....	Philadelphia.
Herman J. Lombaert.....	do.
J. Edgar Thomson.....	President.
Thomas T. Firth.....	Treasurer.
Edmund Smith.....	Secretary.
Enoch Lewis.....	Superintendent.

OAKLAND.

PITTSBURG OAKLAND PASSENGER R. R. Co., }
Pittsburg, January 29, 1866. }

Hon. ISAAC SLENKER :

SIR :—Your favor of December 29th was handed to me a few days ago by Joseph A. Hill, and found out that it was forgotten to make out the year's statement and send it you. I have done every thing in my power to have said statement ready, but being not well for some time, I must ask you as a particular favor, to give me a few weeks time for filling out all the questions in the blank.

A. HOEVELER, *President.*

Per C. HOEVELER, *Manager.*

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia City, } ss:

Personally appeared Herman J. Lombaert, vice president, and Thos. 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, to the best of their knowledge and belief.

(Signed) HERMAN J. LOMBAERT, *Vice President.*
 THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this 5th day of February, 1866.
 W. W. DOUGHERTY, *Alderman.*

Stock and Debt.

Amount paid in, as by last report.....	\$18,029,260 00
Total amount now paid in of capital stock.....	20,000,000 00
Funded debt, as per last report	9,884,840 00
Total amount now of funded debt.....	9,884,840 00
Floating debt, as by last report.....	771,028 91
The amount now of floating debt.....	983,880 08
Total amount now of floating and funded debt	10,868,720 08
Debt due the State.....	6,700,000 00
Rate per cent. per annum of interest on funded debt.....	5 $\frac{1}{8}$ per cent.
Date and rate per cent. per annum of dividend or dividends: May 1, 1865, Nov. 1, 1865, each 5 per cent.	
Number of shares of stock.....	400,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared: May, \$19,957,500; November, \$19,987,800.	

Cost of Road and Equipment.

	By last report.	By present report.
Construction.....	\$18,175,618 32	\$17,514,586 55
Equipment.....	4,637,992 40	3,375,023 85
Total cost.....	<u>22,813,610 72</u>	<u>20,889,610 40</u>

Characteristics of Road.

Length of main line of road, from Philadelphia to Pittsburg, including Harrisburg and Lancaster railroad, via Mount Joy	354 ⁹ / ₁₆
Via Columbia.....	358 ⁹ / ₁₆
Length of road laid, all the above.	
Length of double track of road.....	343 ¹ / ₁₆
Length of sidings.....	107 ³ / ₁₆
Gauge of road.....	4 ft. 8 ¹ / ₂ in.
Weight of rail per yard on main track.....	64 and 67 lbs.
Branch roads owned by the company and their length, viz:	
Hollidaysburg branch, 7 ⁹ / ₁₆ miles; Indiana branch, 19 miles; Point Breeze branch and Delaware extension, 2 ⁵ / ₁₆ miles.	
Roads worked or leased by the company, viz: East Brandywine and Waynesburg, Harrisburg and Lancaster, Mifflin and Centre County, Tyrone and Clearfield, Bald Eagle Valley, Ebensburg and Cresson, Western Pennsylvania and Philadelphia and Erie.	
Number of engine houses and shops	8
Number of engines.....	368
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,500).....	150
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,000).....	80
Number of freight cars, rated as eight wheel cars, (average cost of each \$750).....	4, 842
Number of coal cars, rated as eight wheel cars, (average cost of each \$600).....	750
Number of iron bridges, (total length in feet 11,216)....	136
Number of wooden bridges, (total length in feet (9,383)...	60
Number of stone bridges, of 24 feet span and upwards...	17
Number of railroads crossed at grade.....	3
Number of stations on main road: 78 passenger and 52 freight.	
Number of wood and water stations on main road: 39 wood and 63 water.	
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, resting on broken stone ballast.	

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

Number of miles run by passenger trains.....	1,622,748
Number of miles run by freight trains	4,715,284
Number of miles run by maintenance of way trains.....	266,268
Number of through passengers for the year on main road,	83,953
Number of passengers (all classes) carried in cars.....	2,861,836
Number of tons of 2,000 pounds of through freight for the the year on main road.....	463,741
Gross amount of tonnage for the year.....	2,798,810
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	20
Average rate of speed adopted by express trains, includ- ing stops.....	24
Average rate of speed adopted by freight trains, including stops.....	11
Weight of first class passenger engines.	63,000
Weight of freight engines.	70,000

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	151,048
Bituminous coal.....	923,708
Petroleum.....	110,745
Pig iron.....	110,168
Railroad iron.....	45,456
Other iron or castings	51,378
Iron or other ores.....	49,646
Lime and limestone.....	18,623
Agricultural products	344,827
Merchandise.....	195,682
Manufactures.....	118,576
Live stock.....	206,055
Lumber.....	201,160
Other articles.....	28,633
Total.....	<u>2,555,705</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 "
For second class through passengers	1½ "

The rate per Ton (of 2,000 pounds) per mile charged for Freight.

Average charge.....	<u>2.46</u> cents.
---------------------	--------------------

EXPENSES.

	AMOUNT.	ALLOTTED TO.	
		Pass. Trans.	Freight Trans.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$8,221,426 29	\$975,298 70	\$2,246,127 59
Taxes on real estate	45,859 84	18,888 92	81,970 42
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	1,051,785 66	202,151 81	849,584 85
Repairs of passenger and baggage cars	329,991 98	329,991 98	.....
Repairs of freight cars	878,321 93	.....	878,321 93
Repairs of tools and machinery in shops.....	117,279 71	85,188 95	82,095 76
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	309,786 74	92,988 03	216,850 71
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	188,047 26	38,485 81	94,561 45
Agents and clerks.....	225,588 80	54,146 58	171,441 72
Labor—loading and unloading freight.....	187,303 80	.....	187,303 80
Porters, watchmen and switch tenders.....	77,811 72	86,598 24	41,218 48
Wood and water station attendance	26,848 56	7,754 57	18,098 99
Conductors, baggage masters and brakemen.....	672,218 49	189,195 01	538,023 48
Engineers and firemen	405,669 07	87,180 88	818,538 19
Fuel and cost of preparing for use	787,457 94	126,504 42	610,958 52
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	481,055 01	74,548 49	856,511 52
Loss and damage of goods and baggage.....	221,595 21	69,884 14	151,711 07
Use of freight cars	80,194 81	6,098 50	24,095 81
Shoveling snow.....	28,484 54	8,545 86	19,989 18
General superintendence.....	67,694 95	20,814 99	47,879 95
Contingencies, including United States tax and tonnage tax.....	1,788,559 28	574,018 17	1,159,546 06
Total expenses for maintaining road for 1865.....	10,881,980 04	2,892,666 05	7,989,263 99
Extraordinary expenses, rated 80 and 70 per cent	2,888,128 50	794,527 70	1,598,600 80
	18,270,068 54	8,687,198 75	9,582,864 79

Receipts on Construction and Equipment Account.

From stockholders.....	\$20,000,000 00
sale of bonds.....	9,884,840 00
other sources.....	None.
Total.....	<u>29,884,840 00</u>

Receipts.

From passengers.....	\$5,453,037 47
freight.....	11,193,565 37
mail transportation.....	80,130 55
interest.....	134,844 36
miscellaneous... ..	732,436 10
Total.....	<u>17,594,013 85</u>

Summary of Payments.

For construction and equipment.....	\$20,889,610 40
maintaining and operating the road.....	12,791,604 36
dividends.....	1,935,037 50
interest.....	686,686 68
miscellaneous—paid State on account main line and interest.....	460,000 00
State tax on capital stock and tonnage—	
Tonnage tax.....	\$53,433 21
State tax.....	320,437 27
	<u>373,870 48</u>
United States tax.....	425,020 97
United States tax on dividends.....	194,995 74
Total.....	<u>37,756,776 11</u>

Cost of Transportation.

Cost per passenger per mile, proximate average.....	1.41 cents.
Cost per ton freight per mile, proximate average.....	1.84 "

Accidents.

PASSENGERS—Class A—killed, 16; injured, 98. EMPLOYEES—Class B—killed, 31; injured, 148. OTHERS—Class C—killed, 48; injured, 58. TOTAL, killed, 95; injured, 304.

RECAPITULATION.

1865.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.
January.....			22		4	3	26	3
February.....	35	2	16	1	5	2	56	5
March.....			10	3	3	6	13	9
April.....	1		11	2	5	4	17	6
May.....	3	1	10	3	4	4	17	8
June.....	41	1	6	2	4	3	51	6
July.....	2		8	1	6	6	16	7
August.....	5	3	9	8	12	7	26	18
September.....	1		16	2	4	2	21	4
October.....	5	9	8	2	7	3	20	14
November.....	3		16	5	1	5	20	10
December.....	2		16	2	3	3	21	5
Total.....	98	16	148	31	58	48	304	95

NOTE.—All accidents reported, however slight.

Names and Residence of Officers.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	do.
John Hulme.....	do.
G. D. Rosengarten.....	do.
Wistar Morris.....	do.
Washington Butcher.....	do.
Samuel T. Bodine.....	do.
Joseph B. Myers.....	do.
Edward O. Knight.....	do.
Lewis Elkin.....	do.
John Rice.....	do.
John M. Kennedy.....	do.
Thomas A. Scott.....	do.
Herman J. Lombaert.....	do.
Alexander Nimick.....	Pittsburg.
J. Edgar Thomson, President.....	Philadelphia.
Edmund Smith, Secretary.....	do.
Thomas T. Firth, Treasurer.....	do.
Enoch Lewis, Superintendent.....	Altoona.

UNION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Wm. V. M'Grath, president, and Wm. H. Kemble, treasurer, of the Union Passenger railway 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)

WM. V. M'GRATH, *President.*

WM. H. KEMBLE, *Treasurer.*

Sworn and subscribed before me, this 5th day of February, 1866.

J. R. MASSEY,

Alderman and ex-officio 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 now paid in of capital stock	291,475 00
Total amount now of funded debt, (also \$35,000 in ground rents).....	80,000 00
The amount now of floating debt.....	263,128 11
Total amount now of floating and funded debt.....	378,128 11
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Dividends.....	None.
Number of shares of stock.....	20,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	15 00

Cost of Road and Equipment.

	By present report.
Construction.....	\$372,755 56
Real estate.....	148,218 49
Equipment.....	154,429 62
Total cost.....	<u>675,403 67</u>

Characteristics of Road.

Length of road laid and length of double track, including sidings.....	23 ⁵ / ₈ miles.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables, of each.....	2
Number of depots....	2
Number of first class passenger cars, (two horses).....	70
Average value of each	\$1,000 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, (salt cars).....	2
Number of horses owned by the company.....	412
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$148,218 49
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,000

How is track laid, and on what foundation? White pine stringers and cross-ties.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: One line runs from Fairmount to Navy Yard, via. Brown, Twenty-third, Wallace, Franklin, Seventh and Federal; returns via. Wharton, Ninth, Spring Garden, Twenty-third and Brown. The other line runs from Norris and Thompson to Baltimore depot, via. Thompson, Franklin, Seventh, Ellsworth and Broad; returns via. Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Susquehanna avenue, York and Thompson.

Doings of the year in Transportation of Passengers.

Number of passengers (all classes) carried in cars.....	3,128,615
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	6
Number of trips each day, by each car.....	7

EXPENSES.

Maintaining the Road or Real Estate of the Corporation.

Included in running expenses.

RAILROAD REPORT.

423

Expenses of Operating the Road.

All expenses not specially enumerated below.....	\$44,780 19
Repairs to cars.....	1,689 26
Horse shoeing.....	4,200 27
Hay and feed.....	56,111 76
Watchmen, switchmen, hostlers, pay-roll, and general ex- penses of stable.....	34,474 71
Conductors and drivers.....	57,519 10
Fluid, fuel, oil and gas.....	<u>2,017 71</u>

Receipts.

From passengers.....	\$203,610 75
manure.....	2,768 05
other sources.....	214 26
 Total.....	 <u>206,593 06</u>

Summary of Payments.

Total running expenses, including interest, ground rents, taxes, and every species of outlay, except construction, equipment and real estate	<u>\$200,793 00</u>
 Total amount of surplus fund to the credit of running account.....	 <u>\$5,800 06</u>

Accidents.

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

- June 13. — — jumped from the car and broke her leg, while the car was in motion crossing Ninth and Wallace, at which time the conductor, as is usual, was walking in front of the car, to see that everything was clear.
- July 3. — —, a small child, ran out against the car, and fell between the front and hind wheel, and died that night.
- July 22. Adolphus Smith, a small boy, ran from the pavement to the car, and placed his hands against the side, fell, and had his hands hurt.

UNION

Patrick O'Bryan, a small boy ; don't know when or how he was hurt ; only know from his father's statement, that he was hurt by one of our cars, and died from the effects.

Names and Residence of Officers.

Directors.	Post office address.
J. E. Ridgway.....	
E. P. King.....	
Charles Welch.....	
E. W. Gibbs.....	
J. M. Riley.....	
Wm. V. M'Grath, President.....	Philadelphia.
J. E. Ridgway, Vice President.....	do.
W. H. Kemble, Treasurer and Secretary.....	do.

PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Edward F. Gay, 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, to the best of their knowledge and belief.

(Signed)

EDWARD F. GAY, *President.*
GEO. P. LITTLE, *Treasurer.*

Sworn and subscribed before me, this third day of February, 1866.

W. W. DOUGHERTY, *Alderman.*

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.....	5,051,350 00
Total amount now paid in of capital stock.....	5,069,450 00
Funded debt, as per last report.....	10,000,000 00
Total amount now of funded debt.....	13,000,000 00
Floating debt, as by last report.....	11,470 00
The amount now of floating debt.....	2,000 00
Total amount now of floating and funded debt.....	13,002,000 00
Rate per cent per annum of interest on funded debt.....	6½ per cent.
Dividends.....	None.
Number of shares of stock.....	101,389
Par value of each share.....	\$50 00

Cost of Road and Equipment.

	By last report.	By present report.
Construction	\$15,722,766 58	\$17,682,766 48

Equipment belongs to the Pennsylvania railroad company, lessee.

Characteristics of Road.

Length of main line of road, from Erie to Sunbury.....	227 $\frac{51}{100}$ miles.
Length of road laid.....	287 $\frac{51}{100}$ "

Length of double track of road, (none so considered.)	
Length of sidings.....	54.85 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	10
Number of engines.....	89
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$5,000)	38
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,000).....	14
Number of freight cars, rated as eight wheel cars, (average value of each \$925).....	1,052
Number of coal cars, rated as eight wheel cars, (average cost of each \$600).....	50
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet 18,224.45).....	165
Number of stone bridges.....	None.
Number of railroads crossed	2
Number of stations on main road.....	68
Number of wood and water stations on main road.....	43
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties, partly ballasted with broken stone and gravel.	

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

Number of miles run by passenger trains.....	395, 189
Number of miles run by freight trains.	504, 370
Number of through passengers for the year on main road...	1,409
Number of passengers (all classes) carried in cars.....	769, 250
Number of tons of 2,000 pounds of through freight for the year on main road.....	6, 319
Gross amount of tonnage for the year.....	534, 975
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.....	22
Average rate of speed adopted by freight trains, including stops.....	19
Weight of first class passenger engines.....	29 tons.
Weight of freight engines.....	32 "

RAILROAD REPORT.

427

The amount of Freight, specifying the quantity in Tons.

Anthracite coal.....	120, 803
Bituminous coal.....	26, 042
Petroleum.....	56, 734
Pig iron.....	13, 538
Railroad iron.....	21, 201
Other iron or castings.....	9, 581
Iron and other ores.....	7, 005
Lime and limestone.....	3, 026
Agricultural products.....	46, 156
Merchandize.....	7, 426
Manufactures.....	59, 636
Live stock.....	5, 332
Lumber.....	145, 228
Other articles.....	13, 267
Total.....	<u>534, 975</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 "

The rate per Ton of (2,000 pounds) per mile charged for Freight.

Average rate charged.....	3 ¹⁷ / ₁₀₀ cents
---------------------------	--

EXPENSES.

	AMOUNT.	ALLOTTED TO	
		Pass. trans.	Freight trans.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.			
Repairs or maintenance of way, including buildings.....	\$634,865 14	\$257,987 88	\$376,877 26
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$168,287 46	\$44,886 58	\$128,950 88
Repairs of passenger and baggage cars.....	12,061 68	12,061 68	.....
Repairs of freight cars.....	19,115 85	.....	19,115 85
Repairs of tools and machinery in shops.....	88,079 97	18,231 99	19,847 98
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	85,784 87	84,818 75	51,470 62
Total.....	818,829 83	108,944 00	214,885 88
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$47,179 98	\$20,758 78	\$26,421 25
Agents and clerks.....	50,268 46	16,851 60	38,411 86
Labor, (loading and unloading freight,).....	16,004 68	.....	16,004 68
Porters, watchmen and switch tenders.....	8,228 81	8,228 81	.....
Wood and water station attendance.....	8,621 27	8,448 51	5,172 76
Conductors, baggage masters and brakemen.....	109,588 16	86,718 82	72,864 84
Engineers and firemen.....	65,069 80	23,098 92	41,975 88
Fuel and cost of preparing for use.....	156,984 57	58,942 62	98,041 95
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	89,488 89	18,827 88	26,111 56
Loss and damage of baggage and injuries to individuals.....	18,117 45	18,117 45	.....
Shoveling snow.....	89,804 44	15,721 78	28,582 66
Damages to property and goods, including damage by fire and cattle killed on road..	12,912 74	.....	12,912 74
General superintendence.....	14,017 59	5,607 08	8,410 56
Contingencies, including United States tax and tonnage tax.....	828,994 89	865,987 89	458,007 00
Total.....	1,404,720 68	581,808 49	822,917 19

Receipts on Construction and Equipment Account.

From stockholders.....	\$18,100 00
sale of bonds.....	2,250,000 00
other sources, ..	None.
Total.....	<u>2,268,100 00</u>

Receipts.

From passengers.....	\$923,041 67
freight.....	1,083,925 31
mail transportation	19,085 61
miscellaneous.....	48,088 20
Total.....	<u>2,074,140 79</u>

Summary of Payments.

For construction and equipment.....	\$1,960,000 00
maintaining and operating the road.....	2,275,339 26
interest.....	416,620 00
miscellaneous.....	10,500 00
State tax on capital stock and tonnage	9,702 58
United States tax	72,373 31
Total.....	<u>4,744,535 15</u>

Total amount of surplus fund..... None.

Cost of Transportation.

Cost per passenger per mile, proximate average.....	2 ³³ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average.....	3 ³² / ₁₀₀ "

Accidents.

KILLED —passengers.....	5
employees.....	19
others.....	5
Total.....	<u>29</u>
INJURED —passengers.....	9
employees.....	20
others.....	3
Total.....	<u>32</u>

All accidents reported, however slight.

Names and Residence of Officers.

Directors.	Post office address.
Edward F. Gay.....	Philadelphia.
Henry Duhring.....	do.
William G. Moorhead.....	do.
Charles B. Wright.....	do.
John C. Bullitt.....	do.
Henry D. Moore.....	do.
J. A. Simpson.....	do.
E. C. Markley.....	do.
S. G. Thompson.....	do.
W. A. Galbraith.....	Erie.
Prescott Metcalf.....	do.
Edward F. Gay, President.....	Philadelphia.
George P. Little, Secretary and Treasurer.....	do.
Alfred S. Tyler, Superintendent.....	Williamsport.

TABULAR STATEMENTS.

STOCK AND DEBT.

NAME OF COMPANY.	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.....	\$3,000,000 00	\$5,973,650 00	\$5,970,557 00	\$5,971,901 00	\$3,935,900 00
Beliefonte and Snow Shoe.....	1,000,000 00	600,000 00	600,000 00	600,000 00	94,000 00
Bald Eagle Valley.....	1,000,000 00	550,000 00	550,000 00	550,000 00	500,000 00
Buffalo, Bradford and Pittsburg.....	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00
Barclay coal company.....	1,000,000 00	984,800 00	984,800 00	984,000 00	135,000 00
Cleveland, Painesville and Ashtabula.....	5,000,000 00	5,000,000 00	4,000,000 00	5,000,000 00	1,501,000 00
Cumberland Valley.....	2,110,000 00	1,640,000 00	956,900 00	1,318,900 00	378,600 00
Catawissa.....	3,350,000 00	3,500,000 00	3,500,000 00	3,500,000 00	284,000 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	.....
Chester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	500,000 00
Catasaugua and Fogelsville.....	332,275 00	332,275 00	332,275 00	332,275 00	.....
Connecting.....	100,000 00	.....	.....	.....	.....
Delaware, Lackawanna and Western.....	unlimited.	.....	6,832,950 00	10,247,050 00	3,491,500 00
Delaware and Hudson canal and railroad.....	unlimited.	10,000,000 00	8,750,000 00	10,000,000 00	none.
East Pennsylvania.....	700,000 00	604,400 00	604,190 00	604,400 00	598,400 00
Erie and North-East.....	600,000 00	600,000 00	600,000 00	600,000 00	400,000 00
Elmira and Williamsport.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,570,000 00
Erie and Pittsburg.....	1,500,000 00	1,000,000 00	256,500 00	664,300 00	900,000 00
East Mahanoy.....	500,000 00	392,550 00	380,550 00	392,550 00	none.
East Brandywine and Waynesburg.....	285,000 00	91,150 00	88,600 00	89,300 00	168,000 00
Fayette County.....	1,500,000 00	100,000 00	90,000 00	.....	none.
Gettysburg.....	300,000 00	132,000 00	117,200 00	117,400 00	80,000 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	2,500,000 00	1,182,550 00	1,182,550 00	1,182,550 00	700,000 00
Huntingdon and Broad Top Mountain.....	1,350,000 00	808,350 00	685,332 03	685,130 03	1,383,427 50
Hanover Branch.....	500,000 00	121,000 00	116,850 00	116,850 00	none.
Hempfield.....	unlimited.	1,880,365 00	1,809,565 13	1,809,565 13	500,000 00
Hazleton.....	2,000,000 00	1,615,000 00	1,615,000 00	1,615,000 00	160,000 00
Ironton.....	500,000 00	400,000 00	400,000 00	400,000 00	none.
Jamestown and Franklin.....	500,000 00	496,400 00	350,000 00	402,900 00	70,000 00
Junction.....	250,000 00	26,250 00	26,250 00	26,250 00	450,000 00
Lorbery Creek.....	.....	52,050 00	52,050 00	52,050 00	30,000 00
Lehigh and Lackawanna.....	1,000,000 00	89,000 00	.....	.....	.....
Lehigh Luzerne.....	500,000 00	312,350 00	312,350 00	312,350 00	none.
Lehigh and Mahanoy.....	2,500,000 00	2,275,000 00	1,849,625 00	2,158,565 00	none.
Little Schuylkill navigation, railroad and coal company.....	unlimited.	2,646,100 00	2,646,100 00	2,646,100 00	960,000 00
Little Saw Mill Run.....	250,000 00	83,562 00	83,562 00	83,562 00	78,166 67
Lehigh Valley.....	.....	.....	6,627,050 00	6,632,250 00	1,477,800 00
Lykens Valley and coal company.....	800,000 00	600,000 00	600,000 00	600,000 00	none.
Lackawanna and Bloomsburg.....	1,900,000 00	1,335,000 00	1,335,000 00	1,335,000 00	2,024,573 00

28 RAILROAD REP.

Lehigh and Susquehanna.....					
Mill Creek and Mine Hill navigation and....	323,375 00	323,375 00	323,375 00	323,375 00	none.
Mine Hill and Schuylkill Haven.....	3,708,200 00	3,708,200 00	3,700,000 00	3,708,200 00	none.
Mount Carbon.....	200,000 00	200,000 00	200,000 00	200,000 00	none.
Mount Carbon and Port Carbon.....	282,350 00	282,350 00	282,350 00	282,350 00	none.
Mahanoy and Broad Mountain.....	unlimited.	924,650 00	704,915 00	921,615 00	250,000 00
M'Cauley Mountain and Black Creek.....		75,000 00	75,000 00	75,000 00	75,000 00
Mifflin and Centre County.....	100,000 00	28,300 00		24,209 27	
Northern Central.....	8,000,000 00	4,518,900 00	3,844,860 00	4,295,630 00	4,850,000 00
North Pennsylvania.....	1,500,000 00	3,150,150 00	3,150,150 00	3,150,150 00	3,105,705 00
North Lebanon.....	150,000 00	150,000 00	300,000 00	300,000 00	100,250 00
Nanticoke.....	400,000 00	400,000 00	40,050 02	204,210 00	47,000 00
Nesquehoning Valley.....	500,000 00	305,000 00	43,890 00	63,890 00	none.
New Castle and Beaver Valley.....	400,000 00	200,000 00	90,000 00	170,850 00	240,000 00
Oil Creek.....	100,000 00		627,650 00	753,100 00	540,000 00
Pittsburg, Fort Wayne and Chicago.....	unlimited.	9,307,300 00	8,108,600 00	9,207,000 00	12,657,000 00
Pittsburg and Connellsville.....	5,000,000 00	2,150,050 00	1,770,413 93	1,774,623 43	1,500,000 00
Philadelphia and Reading.....	unlimited.		20,072,323 47	20,240,673 47	7,271,879 33
Philadelphia and Erie.....	10,000,000 00	5,084,385 00	5,051,350 00	5,069,450 00	10,000,000 00
Philadelphia and Baltimore Central.....	2,000,000 00	225,000 00	218,100 00	218,100 00	800,000 00
Philadelphia, Wilmington and Baltimore.....	unlimited.		8,657,300 00	8,973,300 00	692,000 00
Philadelphia and Trenton.....	1,000,000 00	999,200 00	999,200 00	999,200 00	200,000 00
Perkiomen.....	50,000 00	40 00			
Philadelphia, Germantown and Norristown.....	400,000 00	1,476,300 00	1,358,100 00	1,476,300 00	315,000 00
Pennsylvania.....			18,029,260 00	20,000,000 00	9,884,840 00
Pennsylvania coal company.....	3,350,329 00	3,200,000 00	3,200,000 00	3,200,000 00	597,500 00
Reading and Columbia.....	600,000 00	550,000 00	266,112 93	504,019 09	605,500 00
Schuylkill and Susquehanna.....	1,600,000 00	1,269,150 00	1,269,150 00	1,269,150 00	97,000 00
Schuylkill Valley navigation and railroad.....	578,050 00	578,050 00	576,050 00	576,050 00	none.
Shamokin Valley and Pottsville.....	1,500,000 00	869,450 00	869,450 00	869,450 00	700,000 00
Southwark.....	200,000 00	200,000 00	58,388 00	58,348 00	
Tioga.....	1,000,000 00	124,950 00	391,800 00	437,800 00	372,000 00
Tyrone and Clearfield.....	1,500,000 00	132,750 00	111,900 00	112,250 00	310,000 00
Wrightsville, York and Gettysburg.....	1,500,000 00	317,050 00	317,050 00	317,050 00	52,000 00
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	
West Chester and Philadelphia.....	1,600,000 00	685,500 00	684,035 83	684,035 83	1,009,095 12
Western Pennsylvania.....	3,000,000 00	822,450 00	822,450 00	822,450 00	800,000 00
	95,635,129 00	91,137,902 00	142,776,660 34	155,386,547 25	80,537,641 62

RAILROAD REPORTS.

STOCK AND DEBT- CONTINUED.

NAME OF COMPANY.	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 funded and floating debt.	Rate per ct. per an. of interest, &c.
Atlantic and Great Western.....	\$3,936,400 00	\$49,879 51	\$596,753 50	\$4,533,153 50	7
Bellefonte and Snow Shoes.....	99,000 00	none.	8,089 85	107,089 85	6
Bald Eagle Valley.....	500,000 00	none.	none.	500,000 00	61-5
Buffalo, Bradford and Pittsburg.....	1,540,000 00	none.	none.	1,540,000 00	7
Barelay coal company.....	135,000 00	26,123 08	none.	135,000 00	7
Cleveland, Painesville and Ashtabula.....	1,500,000 00	none.	none.	1,500,000 00	7
Cumberland Valley.....	470,500 00	none.	none.	470,500 00	7
Catawissa.....	279,000 00	none.	none.	279,000 00	6.77
Chestnut Hill.....	none.	none.	none.	none.	.....
Chester Valley.....	850,000 00	600 00	600 00	850,600 00	7
Catasauqua and Fogelsville.....	none.	none.	none.	none.	.....
Connecting.....	600,000 00	none.	none.	600,000 00	.....
Delaware, Lackawanna and Western.....	3,491,500 00	606,321 07	742,585 48	4,234,085 48	7
Delaware and Hudson canal and railroad.....	none.	none.	none.	none.	.....
East Pennsylvania.....	593,400 00	8,299 19	44,838 30	643,238 30	7
Erie and North-East.....	400,000 00	none.	none.	400,000 00	7
Elmira and Williamsport.....	1,620,000 00	none.	none.	1,620,000 00	6.27
Erie and Pittsburg.....	1,250,000 00	637,886 58	300,000 00	1,550,000 00	7
East Mahanoy.....	none.	13,000 00	none.	none.	.....
East Brandywine and Waynesburg.....	168,000 00	5,000 00	2,000 00	170,000 00	7
Fayette County.....	none.	none.	none.	none.	.....
Gettysburg.....	86,000 00	94,500 00	95,000 00	181,000 00	6
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	700,000 00	none.	none.	700,000 00	6
Huntingdon and Broad Top Mountain.....	1,436,082 50	268,230 72	389,318 46	1,825,400 96	7
Hanover Branch.....	none.	2,000 00	5,800 00	5,800 00	.....
Hempfield.....	500,000 00	100,000 00	100,000 00	600,000 00	6
Hazleton.....	150,000 00	none.	none.	150,000 00	6
Ironton.....	200,000 00	9,200 00	none.	200,000 00	7
Jamestown and Franklin.....	104,000 00	none.	none.	104,000 00	7
Junction.....	535,000 00	none.	144,904 09	679,904 09	6
Lorberry Creek.....	39,000 00	none.	none.	30,000 00	6
Lehigh and Lackawanna.....	none.	none.	90,000 00	90,000 00	.....
Lehigh Luzerne.....	none.	none.	none.	none.	.....
Lehigh and Mahanoy.....	none.	none.	none.	none.	.....
Little Schuylkill navigation, railroad and coal company.....	905,000 00	61,152 33	73,554 81	978,554 81	7
Little Saw Mill Run.....	72,166 67	420 36	1,186 38	73,333 05	7
Lehigh Valley.....	1,477,000 00	none.	none.	1,477,000 00	6
Lykens Valley and coal company.....	none.	none.	none.	none.	.....
Lackawanna and Bloomsburg.....	2,376,725 00	149,014 14	121,406 73	2,398,138 73	7

Lehigh and Susquehanna.....	none.	none.	none.	none.	.....
Mill Creek and Mine Hill navigation and.....	none.	none.	none.	none.	.....
Mine Hill and Schuylkill Haven.....	none.	none.	none.	none.	.....
Mount Carbon.....	none.	none.	none.	none.	.....
Mount Carbon and Port Carbon.....	none.	none.	none.	none.	.....
Mahanoy and Broad Mountain.....	250,000 00	none.	none.	250,000 00	6
M'Canley Mountain and Black Creek.....	75,000 00	10,500 00	10,500 00	85,500 00	7
Mifflin and Centre County.....	100,000 00	.....	38,132 61	138,132 61	6
Northern Central.....	4,850,000 00	.....	.....	4,850,000 00	6
North Pennsylvania.....	3,106,705 00	none.	none.	3,106,705 00	6.40
North Lebanon.....	20,750 00	none.	none.	20,750 00	7
Nanticoke.....	47,000 00	none.	none.	47,000 00	6
Nesquehoning Valley.....	none.	none.	none.	none.	.....
New Castle and Beaver Valley.....	201,500 00	5,000 00	5,000 00	206,500 00	7
Oil Creek.....	556,000 00	.....	353,469 38	909,469 38	7
Pittsburg, Fort Wayne and Chicago.....	12,576,500 00	none.	none.	12,576,500 00	7
Pittsburg and Connellsville.....	1,500,000 00	69,233 58	64,207 43	1,564,207 43	6
Philadelphia and Reading.....	6,900,662 67	none.	none.	6,900,662 67	6
Philadelphia and Erie.....	13,000,000 00	11,470 00	2,000 00	13,002,000 00	6½
Philadelphia and Baltimore Central.....	800,000 00	none.	none.	800,000 00	7
Philadelphia, Wilmington and Baltimore.....	496,000 00	none.	180,000 00	676,000 00	6
Philadelphia and Trenton.....	200,000 00	none.	none.	200,000 00	6
Philadelphia, Germantown and Norristown.....	183,000 00	none.	none.	183,000 00	6
Pennsylvania.....	9,884,840 00	771,028 91	983,880 08	*10,868,720 08	56-10
Pennsylvania coal company.....	597,500 00	875,000 00	400,000 00	997,500 00	7
Reading and Columbia.....	1,000,000 00	5,375 00	99,296 00	1,099,296 00	7
Schuylkill and Susquehanna.....	97,000 00	79,804 70	133,566 19	230,566 19	6
Schuylkill Valley navigation and railroad.....	none.	none.	none.	none.	.....
Shamokin Valley and Pottsville.....	700,000 00	.....	.....	700,000 00	7
Southwark.....	.....	.....	.....	.....	.....
Tioga.....	326,000 00	1,342 12	26,292 12	352,292 12	7
Tyrone and Clearfield.....	310,000 00	67,406 82	89,095 41	399,095 41	6
Wrightsville, York and Gettysburg.....	52,000 00	24,180 43	24,180 43	76,180 43	6
West Chester.....	.....	.....	.....	.....	.....
West Chester and Philadelphia.....	962,300 00	162,311 33	180,840 00	1,093,140 00	7½
Western Pennsylvania.....	1,041,670 13	.....	.....	1,041,670 13	6
	85,743,201 97	3,605,529 92	5,256,529 25	90,999,731 22	.....

* And \$6,700,000 debt due the State.

CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Cost of road and equipment.....	Length of main line, in miles, in the State, as near as can be ascertained.....	Gauge of road.....	Weight of rail per yard on main track.....	No. of branch roads..	No. of engine houses and shops.....	No. of engines.....	No. of first class passenger cars.....	No. of baggage, mail and express cars.....
Atlantic and Great Western.....		98	6	58	1	6	24	4	2
Allegheny Valley.....		180							
Barclay coal company.....		16	4 8 $\frac{1}{2}$	60		2	8		1
Bellefonte and Snow Shoe.....	\$428,518 66	21	4 8 $\frac{1}{2}$	45	1	8	4	2	
Bald Eagle Valley.....	1,050,000 00	51	4 8 $\frac{1}{2}$	45	1				
Buffalo, Bradford and Pittsburg.....		14 $\frac{1}{2}$	6	45 & 69					
Cleveland, Painesville and Ashtabula.....	4,789,121 12	25 $\frac{1}{2}$	4 10	57		4	86	26	12
Cleveland and Pittsburg.....		15							
Cumberland Valley.....	1,181,087 05	72	4 8 $\frac{1}{2}$	50		5	14	12	5
Catawissa.....	8,684,000 00	65	4 8 $\frac{1}{2}$	58	1	6	21	9	4
Chestnut Hill.....	120,650 00	4 $\frac{1}{2}$	4 8 $\frac{1}{2}$	50					
Chester Valley.....		21 $\frac{1}{2}$	4 8 $\frac{1}{2}$	45 to 50		1			
Catasauqua and Fogelsville.....	570,215 60	20	4 8 $\frac{1}{2}$	50 & 57		2	4	1	1
Connecting.....		7							
Delaware, Lackawanna and Western.....	10,251,819 55	118	6	65 & 75	2	8	85	17	5
Delaware and Hudson canal and railroad.....	1,996,042 67	32	4 8	40		4	4	8	3
East Pennsylvania.....	1,485,358 96	36	4 8 $\frac{1}{2}$	52 & 57		3	9	6	4
Erie and North-East.....	700,000 00	18 $\frac{1}{2}$	4 10	58 & 60		1			
Elmira and Williamsport.....	2,620,000 00	69	4 8 $\frac{1}{2}$	56		2	18		1
Erie and Pittsburg.....	2,178,986 97	81	4 10	50 & 58	1	6	18	11	2
East Mahanoy.....	891,608 98	8	4 8 $\frac{1}{2}$	60					
Erie, (N. Y.).....		42 $\frac{1}{2}$							
East Brandywine and Waynesburg.....	259,000 00	17 $\frac{1}{2}$	4 8 $\frac{1}{2}$	45		1			
Ebensburg and Cresson.....		11							
Fayette County.....	180,000 00	12 $\frac{1}{2}$	4 8 $\frac{1}{2}$	48		2			
Gettysburg.....	262,000 00	17	4 8 $\frac{1}{2}$	50,56,58		1	2	1	1
Harrisburg, Portsmouth, Mount Joy and Lancaster.....		18*	4 8 $\frac{1}{2}$	60					

RAILROAD REPORTS.

Huntingdon and Broad Top Mountain.....	2,089,827 76	44	4 8½	45,54,60	8	7	16	2	4
Hanover Branch.....	224,078 57	12.5	4 8½	50	8	4	8	1	
Hempfield.....	1,657,799 84	17	4 8½	60	2	4	2	1	
Hazleton.....		14	4 8½	50 & 57	1				
Ironton.....	275,046 01	10	4 8½	50 & 57	1	2			
Jamestown and Franklin.....	917,829 65	40	4 10	60	1	4	2		
Junction.....	715,781 81	4.62	4 8½	67					
Lorberry Creek.....	82,050 00	5½	4 8½	60	1				
Lehigh and Lackawanna.....		86	4 8½						
Lehigh Luzerne.....	887,799 64	9½	4 8½	56	1				
Lehigh and Mahanoy.....		40	4 8½	57	8	8	12	2	2
Little Schuylkill navigation, railroad and coal company..	1,466,282 14	28½	4 8½	60	2	8			
Little Saw Mill Run.....	91,011 44	8	4 8	50		8	3		
Lehigh Valley.....	9,941,698 96	70	4 8½	57	1	17	62	10	4
Lykens Valley and coal company.....	600,000 00	21	4 8½	50 & 56		2	8	2	1
Lackawanna and Bloomsburg.....	8,776,827 18	80	6 & 4 8½	56 to 70	1	9	20	6	8
Littlestown.....		7½							
Lehigh and Susquehanna.....	2,828,911 00	91	4 8½	46 to 58	1	8	11		
Mill Creek and Mine Hill navigation and.....		4							
Mine Hill and Schuylkill Haven.....	8,708,200 00	181	4 8½	60 to 62		9	81		
Mount Carbon.....	204,269 58	7	4 8½	50					
Mount Carbon and Port Carbon.....		2½							
Mahanoy and Broad Mountain.....	1,166,698 66	12½	4 8½	62, 64, 68	1	7			
M'Cauley Mountain and Black Creek.....	160,600 00	5½	4 8½						
Mifflin and Centre County.....	167,284 69	12½	4 8½	45		1			
Northern Central.....	10,171,515 84	108	4 8½	64		4	61	48	27
North Pennsylvania.....	6,886,168 81	55	4 8½	56 to 64	2	7	28	22	18
North Lebanon.....	817,715 46	8	4 8½	50	3	1	2		
Nanticoke.....	251,000 00	80	4 8½	58					
Nesquehoning Valley.....	86,117 17	13	4 8½						
New Castle and Beaver Valley.....	875,868 28	15	4 10	56		1	1		
Oil Creek.....	1,241,762 97	84	6	56		4	8	6	6
Pittsburg, Fort Wayne and Chicago.....	22,727,998 96	49	4 10	56 & 58		19	186	98	44
Pittsburg and Connellsville.....	2,828,489 87	140	4 8½	50, 56, 60		8	18	11	8
Pittsburg and Steubenville.....		85							
Philadelphia and Reading.....	25,811,984 81	147	4 8½	64 & 68		21	254	56	24
Philadelphia and Erie.....	17,682,766 48	287	4 8½	56		10	89	88	14
Philadelphia and Baltimore Central.....	1,058,840 50	81	4 8½	50 & 57		2	4	8	2
Philadelphia, Wilmington and Baltimore.....		17½	4 8½	50 to 60		10	52	85	26
Philadelphia and Trenton.....	1,336,886 56	26½	4 10	41 to 60		2			

CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	Cost of road and equipment.....	Length of main line, in miles, in the State, as near as can be ascertained.....	Gauge of road.....	Weight of rail per yard on main track.....	No. of branch roads..	No. of engine houses and shops.....	No. of engines.....	No. of first class passenger cars.....	No. of baggage, mail and express cars....
Philadelphia, Germantown and Norristown.....	\$1,407,567 96	17	4 8½	50 & 57	1	4	18	42	7
Pennsylvania.....	20,889,610 40	854	4 8½	64 & 67	8	8	868	160	80
Pennsylvania coal company	2,000,000 00	47	4 8½	15 & 36	1	27†	.....	2	.....
Reading and Columbia.....	1,548,277 82	40	4 8½	54	1	1	5	8	1
Schuylkill and Susquehanna.....	1,808,686 15	54	4 8½	45, 60, 64	.....	4	7	.....	8
Schuylkill Valley navigation and railroad.....	.....	9	.....	.....	.....	.....	.....	.....	.....
Shamokin Valley and Pottsville.....	.....	28	4 8½	60	.....	1	7	.....	1
Southwark.....	.....	2	4 8½	52 to 56	.....	.....	.....	.....	.....
Tioga.....	1,088,988 29	20	6	57 & 45	.....	5	7	8	1
Trevorton railroad and coal company.....	.....	15	.....	.....	.....	.....	.....	.....	.....
Tyrone and Clearfield.....	498,147 66	23½	4 8½	45 & 64	1	2	.....	.....	.....
Wrightsville, York and Gettysburg.....	898,280 48	18	4 8½	56	.....	.....	.....	.....	.....
West Chester.....	.....	9	4 8½	50	.....	2	.....	1	1
West Chester and Philadelphia.....	1,475,197 49	26	4 8½	50 to 64	.....	2	8	18	8
Western Pennsylvania.....	1,748,981 90	85	4.71	56	.....	.....	.....	.....	.....
	188,782,259 16	3,488 †	.....	.....	85	276	1,619	700	818

* Columbia branch.

† Gravity road worked by twenty-three stationary engines.

‡ This includes main line only, double or single track—about 885 miles unfinished. There is probably at this time, including branch roads, about 3,388 miles of finished railroads in the State, of which about 846 miles is double track.

CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	Number of freight cars or trucks.....	No. of coal cars.....	No. of iron bridges.....	No. of wooden bridges,	No. of stone bridges..	No. of depots or stations.....	Number of wood and water stations.....	Value of real estate held by the company.....
Atlantic and Great Western.....	406					19	22	\$8,748 98
Barley coal company.....	11	150		8			3	
Bellefonte and Snow Shoe.....	8	40		11		9	3	
Bald Eagle Valley.....						20	5	10,000 00
Buffalo, Bradford and Pittsburg.....				10				
Cleveland, Painesville and Ashtabula.....	871	110	1	4	1	17	12	none.
Cumberland Valley.....	101		2	2	2		6	
Catawissa.....	842	67		11		8	11	
Chestnut Hill.....				8	1	8		
Chester Valley.....				8			16	
Catasauqua and Fogelsville.....	16	150	4	1	2	10	5	20,000 00
Delaware, Lackawanna and Western.....	572	4,788		18	4	20	28	cannot say.
Delaware and Hudson canal and railroad.....	97	2,050		12		6	2	
East Pennsylvania.....	84		1	2	10	18	5	
Erie and North-East.....				4	4	3	3	30,000 00
Elmira and Williamsport.....	98	521		49		6	8	
Erie and Pittsburg.....	81	816		10		12	6	100,000 00
East Mahanoy.....						1	1	600 00
East Brandywine and Waynesburg.....				6		8	2	1,000 00
Fayette County.....				22		3	1	1,000 00
Gettysburg.....				5		6	2	5,000 00
Huntingdon and Broad Top Mountain.....	8	126		42		18	8	
Hanover Branch.....	10			11		5	2	4,600 00
Hempfield.....	18			7	1	18	4	104,899 96
Ironton.....				5				859,180 47

CHARACTERISTICS OF ROAD—CONTINUED.

NAME OF COMPANY.	Number of freight cars of trucks.....	No. of coal cars.....	No. of iron bridges...	No. of wooden bridges,	No. of stone bridges..	No. of depots or sta- tions.....	Number of wood and water stations.....	Value of real estate held by the company.....
Jamestown and Franklin.....				5		9	8	\$85,000 00
Junction.....			6					
Lehigh Luzerne.....						1	2	
Lehigh and Mahanoy.....		260		4		3	6	
Little Schuylkill navigation, railroad and coal company.....			1	22		2	7	1,188,442 68
Little Saw Mill Run.....		45		2				88,625 00
Lehigh Valley.....	250	2,619	15	49	17	28	29	
Lykens Valley and coal company.....	1		1	8		1	8	10,000 00
Lackawanna and Bloomsburg.....	75	1,200		8	8	28	9	
Lehigh and Susquehanna.....	44	819		1		5	4	
Mine Hill and Schuylkill Haven.....		51	1	65	7		15	
Mahanoy and Broad Mountain.....			11	18	7	4	5	58,787 00
Mifflin and Centre County.....				6		5	1	1,500 00
Northern Central.....	1,068	1,446	25	129	19	12	17	
North Pennsylvania.....	244	429	8	8	2	31	12	461,802 69
North Lebanon.....	60			13		1	2	500 00
Nanticoke.....				4			1	
New Castle and Beaver Valley.....		4		6		7	2	
Oil Creek.....	126					10	5	
Pittsburg, Fort Wayne and Chicago.....	2,192	90	5	99	27	96	46	
Pittsburg and Connellsville.....	70		1	8		83	8	215,007 51
Philadelphia and Reading.....	1,888	5,778	21	16	54	52	26	
Philadelphia and Erie.....	1,052	50		165		68	48	
Philadelphia and Baltimore Central.....	89			18		18	8	
Philadelphia, Wilmington and Baltimore.....	962		1	26	12	28	11	

Philadelphia and Trenton.....				6		15	7	258,141 82
Philadelphia, Germantown and Norristown.....	112		1	16	9	15	4	409,986 16
Pennsylvania.....	4,842	750	186	60	17	180	102	
Pennsylvania coal company.....	84	2,000		28			5	
Reading and Columbia.....	17	9		6	22	19	8	82,808 50
Schuylkill and Susquehanna.....	40	11	2	6	2	3	10	
Shamokin Valley and Pottsville.....	19	488		88		6	8	
Tioga.....	27	200		14		12	5	21,751 39
Tyrone and Clearfield.....				14		2	5	
Wrightsville, York and Gettysburg.....				24		2	1	
West Chester.....							2	
West Chester and Philadelphia.....	28		1	16		22	8	
Western Pennsylvania.....				9		5	6	20,200 00
	15,288	24,512	289	1,148	228	887	564	8,236,526 61

DOINGS OF THE YEAR

NAME OF COMPANY.	DOINGS OF THE YEAR IN TRANSPORTATION.			
	Number of through passengers for the year on main road.	Number of passengers (all classes) carried in cars...	Number of tons of 2,000 lbs. of through freight for the year on main road.....	Gross amount of tonnage for the year..
Atlantic and Great Western.....		824,242		265,886
Barclay coal company.....	6,764	8,708	73,850	75,402
Bellefonte and Snow Shoe.....	7,780	16,579		57,834
Cleveland, Painesville and Ashtabula.....	299,360	501,092	482,723	597,806
Cumberland Valley.....		336,914		123,781
Catawissa.....				128,856
Catasauqua and Fogelsville.....				112,125
Delaware, Lackawanna and Western.....	6,092	199,755	9,422	1,200,097
Delaware and Hudson canal and railroad.....	20,017	73,850	808,572	819,510
East Pennsylvania.....	82,297	208,162	50,754	242,790
Erie and North-East.....				596,198
Elmira and Williamsport.....	14,956	116,508	115,487	146,658
Erie and Pittsburgh.....				120,000
Huntingdon and Broad Top Mountain.....		49,069	3,863	336,955
Hanover Branch.....	31,001	37,247	33,142	38,259
Hempfield.....		27,445		12,215
Hazleton.....				852,659
Ironton.....			56,170	96,479
Jamestown and Franklin.....				9,920
Lehigh Luzerne.....				478,330
Little Saw Mill Run.....				131,126
Lehigh Valley.....	12,782	499,302	966,129	2,360,422
Lykens Valley and coal company.....		5,930	166,179	156,179

Lackawanna and Bloomsburg.....	6,761	256,656	4,887	498,728
Lehigh and Susquehanna.....	23,658	25,716	389,206	472,708
Mount Carbon.....				141,884
Northern Central.....	2,816	712,707	115,041	758,076
North Pennsylvania.....	79,392	637,781	205,596	807,761
North Lebanon.....			108,057	181,658
New Castle and Beaver Valley.....		75,576	6,321	6,321
Oil Creek.....		352,074		224,849
Pittsburg, Fort Wayne and Chicago.....	406,836	1,462,701	469,607	891,198
Pittsburg and Connellsville.....	78,921	866,888	17,000	220,214
Philadelphia and Reading.....	398,359	1,481,632		4,807,816
Philadelphia and Erie.....	1,409	769,250	6,819	584,975
Philadelphia and Baltimore Central.....	15,820	101,148		89,154
Philadelphia, Wilmington and Baltimore.....	401,848	1,885,921	114,549	285,929
Philadelphia and Trenton.....	859,745	1,146,581		28,796
Philadelphia, Germantown and Norristown.....	867,815	2,589,684	24,479	251,880
Pennsylvania.....	83,958	2,861,886	463,741	2,798,810
Pennsylvania coal company.....			503,886	507,425
Reading and Columbia.....	3,068	71,891		100,421
Schuylkill and Susquehanna.....	258	74,974		247,805
Shamokin Valley and Pottsville.....	2,204	42,208	647	514,602
Tioga.....	5,118	82,007	381,014	401,975
West Chester and Philadelphia.....	79,984	506,578	11,055	79,850
	8,282,499	17,407,900	5,527,146	22,710,252

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

NAME OF COMPANY.	Anthracite coal.....	Bituminous coal.....	Petroleum.....	Pig iron.....	Railroad iron.....	Other iron or castings..	Iron and other ores....	Lime and limestone....
Atlantic and Great Western		60,654	96,825				50	
Barclay coal company.....		78,475				187		
Bellefonte and Snow Shoe.....		51,881						
Cleveland, Painesville and Ashtabula.....		47,169	6,970		4,827		19,184	
Cumberland Valley.....		24,160		2,495		4,981	22,264	1,222
Catawissa.....	23,121	4,256	10,241	10,488	2,492			2,228
Catasauqua and Fogelsville.....	7,286	2,085		145		145	79,251	20,894
Delaware, Lackawanna and Western.....	998,174	2,006		5,699	14,458	1,982	27,884	84,848
Delaware and Hudson canal and railroad.....	808,572							
East Pennsylvania.....	19,982	6,992				25,488	118,448	
Erie and North-East.....								
Elmira and Williamsport.....		75,087		6,282	8,568	1,989	1,281	2,227
Erie and Pittsburg.....								
Huntingdon and Broad Top Mountain.....		818,787	107	2,281	429	214	6,481	788
Hanover Branch.....								
Hempfield.....								
Hazleton.....	852,659							
Ironton.....	4,196						84,576	16,865
Jamestown and Franklin.....		9,920						
Lehigh Luzerne.....	478,880							
Little Saw Mill Run.....		181,128						
Lehigh Valley.....	1,818,194	6,859	10,240	182,045	21,887		171,245	110,827
Lykens Valley and coal company.....		154,865						
Lackawanna and Bloomsburg.....		860,807				40,788		58,090
Lehigh and Susquehanna.....	452,398					168		100

Mount Carbon.....	141,384							
Northern Central.....	215,388			25,191	9,829	14,699	29,728	84,298
North Pennsylvania.....	146,149	376		22,147	807	4,841	21,057	7,232
North Lebanon.....	38,290			24,910		1,090	108,888	8,979
New Castle and Beaver Valley.....								
Oil Creek.....		20,572	111,318			7,568		911
Pittsburg, Fort Wayne and Chicago.....		186,781			12,266			19,479
Pittsburg and Connellsville.....		159,520		5,929		6,282		1,989
Philadelphia and Reading.....	3,154,821	306,489	5,876	101,009	51,248	61,871	147,234	74,029
Philadelphia and Erie.....	120,803	26,042	56,784	18,538	21,201	9,581	7,065	8,026
Philadelphia and Baltimore Central.....								
Philadelphia, Wilmington and Baltimore.....	21,606			2,789		4,084		7,898
Philadelphia and Trenton.....								
Philadelphia, Germantown and Norristown.....	167,808	17,460		28,108			8,871	20,659
Pennsylvania.....	151,048	923,708	110,745	110,168	45,456	51,378	49,646	18,628
Pennsylvania coal company.....	502,921	74				21		
Reading and Columbia.....	88,446					6,089	84,216	
Schuylkill and Susquehanna.....	196,623							
Shamokin Valley and Pottsville.....	500,068			1,121	404	488	1,282	2,844
Tioga.....	187	379,479		288	80	54	2	297
West Chester and Philadelphia.....	27,726							
	11,891,197	2,834,858	409,066	494,468	187,887	243,781	876,981	441,823

AMOUNT OF FREIGHT, &c.—CONTINUED.

NAME OF COMPANY.	Agricultural products	Merchandise	Manufactures	Live stock	Lumber	Other articles	Total
Atlantic and Great Western	19,605	17,592	28,942	9,028	18,005	15,190	265,886
Barclay coal company		110	265		1,552		75,402
Bellefonte and Snow Shoe	784	790			3,245	1,184	57,884
Cleveland, Painesville and Ashtabula	119,506	121,154	57,411	107,525	17,658	96,407	597,306
Cumberland Valley	21,681	12,378	18,642	2,195	8,470	5,888	128,781
Catawissa	4,291	4,867	8,250	467	58,271	4,489	128,856
Catasauqua and Fogelsville	2,006	48	22	58	136	108	112,125
Delaware, Lackawanna and Western	29,470	21,559	9,099	4,528	61,827	4,178	1,200,097
Delaware and Hudson canal and railroad						10,988	819,510
East Pennsylvania	11,980	25,276		81,551	8,188		242,790
Erie and North-East	140,550	101,667	51,190	218,687	83,824	50,280	596,198
Elmira and Williamsport	24,308	4,845	8,814	8,085	16,138	5,184	146,658
Erie and Pittsburg							120,000
Huntingdon and Broad Top Mountain	198	1,981	2,274	171	2,474	880	836,955
Hanover Branch							88,259
Hempfield							12,215
Hazleton							852,659
Ironton						41,842	96,479
Jamestown and Franklin							9,920
Lehigh Luzerne							478,880
Little Saw Mill Run							181,126
Lehigh Valley				81,058	58,714	28,200	2,860,422
Lykens Valley and coal company						1,344	156,179
Lackawanna and Bloomsburg						44,040	498,723
Lehigh and Susquehanna		125			19,575	847	472,708
Mount Carbon							141,834
Northern Central	128,819	46,998	19,980	81,150	94,178	59,320	768,076
North Pennsylvania	18,074	44,104	11,014	1,074	21,842	9,080	807,751

North Lebanon.....								181,658
New Castle and Beaver Valley.....								6,821
Oil Creek.....	13,499	11,864			19,456	39,181		224,849
Pittsburg, Fort Wayne and Chicago.....	134,314	71,948	149,864	185,957	44,132	86,972		891,198
Pittsburg and Connellsville.....	5,289	1,896	2,446	2,711	5,256	29,578		220,214
Philadelphia and Reading.....	99,144	68,610	80,118	48,268	115,592	48,507		4,807,816
Philadelphia and Erie.....	46,156	7,428	59,638	5,832	145,228	18,267		584,975
Philadelphia and Baltimore Central.....								89,154
Philadelphia, Wilmington and Baltimore.....	25,218			9,164	3,140	160,421		235,929
Philadelphia and Trenton.....								28,796
Philadelphia, Germantown and Norristown.....		9,760		150	765	4,302		251,880
Pennsylvania.....	844,827	195,682	118,576	206,055	201,160	28,638		2,555,705
Pennsylvania coal company.....	585	1,527			2,347			507,425
Reading and Columbia.....		16,870					5,800	100,421
Schuylkill and Susquehanna.....					18,444	87,738		247,805
Shamokin Valley and Pottsville.....	2,634	347	877	8	8,805	779		514,602
Tioga.....	2,155	4,595	276	4	14,718			401,975
West Chester and Philadelphia.....						52,128		79,850
	1,194,988	791,554	571,646	948,151	978,075	879,440		22,467,147

EXPENSES AND RECEIPTS.

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.....	\$255,600 16	\$155,425 78	\$470,953 61	\$881,879 58	*\$1,461,278 09
Bellefonte and Snow Shoe.....	17,172 81	7,820 87	22,856 07	47,849 25	115,414 11
Barclay coal company.....	14,075 26	8,174 28	13,847 12	36,096 66	59,884 00
Cleveland, Painesville and Ashtabula.....	524,201 33	141,578 88	544,881 64	1,210,661 80	2,369,222 86
Cumberland Valley.....	.....	.....	.....	820,981 17	460,840 78
Catawissa.....	31,774 81	70,907 08	117,954 75	220,636 12	870,228 88
Chestnut Hill.....	194 58	.....	.....	.....	22,272 75
Catasauqua and Fogelsville	12,461 29	11,252 68	21,468 66	45,182 58	55,321 97
Delaware, Lackawanna and Western.....	498,898 78	577,077 09	628,672 80	1,694,648 62	1,783,819 98
Delaware and Hudson canal and railroad.....	114,182 86	251,424 01	165,065 74	580,672 61	85,868 50
East Pennsylvania.	52,855 77	24,764 26	102,550 92	179,670 95	380,742 98
Erie and North-East .....	.....	.....	.....	815,796 87	454,479 96
Elmira and Williamsport.....	265,532 58	111,420 79	347,823 84	724,778 71	620,819 00
Erie and Pittsburg.....	.....	.....	.....	290,548 78	490,220 50
Gettysburg.....	.....	.....	.....	28,968 80	84,210 12
Huntingdon and Broad Top Mountain.....	98,598 84	68,449 66	111,467 78	278,511 28	852,218 15
Hanover Branch.....	17,228 60	9,488 85	11,570 20	38,237 65	48,686 05
Hempfield.....	18,062 80	18,811 49	20,760 01	52,634 80	58,829 49
Hazleton.....	62,000 00	.....	.....	62,000 00	.....
Ironton.....	5,997 69	.....	15,228 91	21,221 60	124,147 10
Junction.....	.....	.....	.....	14,403 62	49,166 91
Lehigh Luzerne	10,000 00	.....	.....	10,000 00	50,742 74
Little Saw Mill Run.....	16,026 84	10,048 01	12,626 26	38,700 61	62,003 10
Lehigh Valley.....	807,629 00	860,463 12	530,188 17	1,198,280 29	3,049,859 80
Lykens Valley and coal company.....	8,166 75	7,047 21	19,919 68	35,132 64	74,385 21
Lackawanna and Bloomsburg.....	200,717 44	164,997 88	207,099 78	572,814 60	683,015 84
Lehigh and Susquehanna .....	.....	21,000 00	309,787 00	330,787 00	338,031 59
Mine Hill and Schuylkill Haven.....	.....	.....	.....	.....	296,000 00
Mount Carbon.....	.....	.....	.....	.....	14,000 00

Northern Central	486,114 54,	548,018 48	1,071,698 08	2,055,826 10	8,477,640 98
North Pennsylvania.....	118,512 48	50,002 16	294,196 45	462,711 04	875,951 05
North Lebanon.....		16,661 59	9,844 84	26,006 48	38,107 95
New Castle and Beaver Valley.....				27,485 68	†78,987 87
Oil Creek	100,228 89	144,652 11	387,260 88	582,185 88	1,004,904 76
Pittsburg, Fort Wayne and Chicago.....	1,400,949 87	1,058,911 48	2,396,641 72	4,856,602 57	8,582,300 79
Pittsburg and Connellsville.....	99,898 19	60,688 05	92,145 18	252,226 87	410,728 85
Philadelphia and Reading.....	997,948 40	1,514,817 97	2,025,117 28	4,637,888 65	11,142,518 70
Philadelphia and Erie.....	634,365 14	818,329 33	1,404,720 68	2,857,415 15	2,074,140 79
Philadelphia and Baltimore Central				116,190 51	138,434 98
Philadelphia, Wilmington and Baltimore.....	688,032 00	884,763 29	1,267,079 09	2,789,874 88	8,828,464 06
Philadelphia and Trenton.....				684,547 57	1,030,488 76
Philadelphia, Germantown and Norristown.....	71,684 72	62,760 70	185,918 24	320,368 66	656,739 51
Pennsylvania.....	8,267,285 63	2,687,116 02	4,927,528 89	†18,270,058 54	17,594,018 85
Reading and Columbia				138,521 15	149,980 96
Schuylkill and Susquehanna.....	90,125 06	28,018 47	45,760 08	158,908 61	121,570 64
Shamokin Valley and Pottsville.....	80,117 41	42,251 71	102,028 66	174,397 78	808,223 13
Tioga	64,096 50	81,120,48	41,678 76	136,895 69	239,609 55
West Chester.....					25,872 49
West Chester and Philadelphia.....	62,481 52	24,269 76	59,891 81	146,642 59	347,240 95
	10,582,100 44	9,431,977 37	17,980,176 46	42,284,571 79	65,909,559 98

* For eleven months, to the 1st of October, 1865.

† For eight months, to the 1st of July, 1865.

‡ Including extraordinary.

29 RAILROAD REP.

ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed....	Injured ..	Killed....	Injured ..	Killed....	Injured ..	Killed....	Injured ..
Atlantic and Great Western			6	2	5	1	11	8
Barclay coal company.....				1				1
Cleveland, Painesville and Ashtabula.....			2		6		8	
Catawissa.....			1		1		2	
Delaware, Lackawanna and Western.....	1		10	14	6	2	17	16
Delaware and Hudson canal and railroad.....			8	4	1		4	4
East Pennsylvania.....		2	8	8	2	2	5	7
Erie and North-East.....				1				1
Elmira and Williamsport		1	1	1			1	2
Erie and Pittsburg.....			2	8			2	8
Jamestown and Franklin			1				1	
Lehigh and Mahanoy.....					1		1	
Lehigh Valley.....		2	11	9	8	10	19	21
Lackawanna and Bloomsburg.....	1	8	1				2	8
Lehigh and Susquehanna.....		1	1	1	8	1	4	8
Northern Central.....	1	1	11	10	14	9	26	20
North Pennsylvania.....			8	1	6	2	9	8
Oil Creek.....	7	8			2		9	8
Pittsburg, Fort Wayne and Chicago.....		4	22	40	29	14	51	58
Pittsburg and Conuellsville.....		2	2	1			3	8
Philadelphia and Reading.....			8	7	24	15	27	22
Philadelphia and Erie.....	5	9	19	20	5	8	29	82
Philadelphia, Wilmington and Baltimore.....	9	8	6	6	14	2	29	15
Philadelphia and Trenton.....	8	89	1		9	5	18	44
Philadelphia, Germantown and Norristown.....	1	1		1	4	1	5	8
Pennsylvania.....	16	98	81	148	48	58	95	804
Reading and Columbia.....			1				1	8
Schuylkill and Susquehanna.....				1				1

Shamokin Valley and Pottsville.....	.....	.....	1	.....	1	.....	2	.....
Tioga.....	.....	.....	1	.....	2	.....	4	.....
West Chester and Philadelphia	1	.....	1	.....	2	.....	4	.....
	50	179	148	276	192	127	885	582

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1861.	1862.	1863.	1864.	1865.
Atlantic and Great Western.....			80,728	298,201	*824,242
Allegheny Valley.....			188,762	186,585	
Bellefonte and Snow Shoe.....		2,770	5,247	16,772	16,579
Beaver Meadow.....	18,048	16,040	21,501		
Barclay coal company.....					8,708
Cleveland, Painesville and Ashtabula.....	270,607	287,278	258,479	394,670	501,092
Cumberland Valley.....			256,926	809,951	886,914
Catawissa.....	48,086	45,858		91,074	
Chesnut Hill.....	176,288	177,583	285,000	384,000	
Delaware, Lackawanna and Western.....	76,457	69,970	97,741	158,756	199,755
Delaware and Hudson canal and railroad.....	18,793	17,052	17,409	80,802	73,860
East Pennsylvania.....		88,795	127,185	169,225	208,162
Erie and North-East.....	287,354				
Elmira and Williamsport.....	57,174	79,944		109,291	116,506
Erie and Pittsburg.....				57,675	
Huntingdon and Broad Top Mountain.....	21,992	22,271	25,586	47,761	49,069
Hanover Branch.....	9,301	16,515		46,067	37,247
Hempfield.....	9,816	11,444		19,170	27,445
Lehigh and Susquehanna.....				17,718	25,716
Lehigh Valley.....	181,808	181,470	262,459	427,888	499,302
Lykens Valley and coal company.....	1,800	2,000	3,200	6,200	5,930
Lackawanna and Bloomsburg.....	94,079	98,482	125,266	199,856	256,556
Mine Hill and Schuylkill Haven.....			10,685		
Northern Central.....			428,582	595,918	712,707
North Pennsylvania.....	311,591	294,915	419,108	659,010	687,781
New Castle and Beaver Valley.....				72,917	175,576
Oil Creek.....			47,061	148,417	852,074
Pittsburg, Fort Wayne and Chicago.....	524,863	626,892	688,601	1,202,005	1,462,701
Pittsburg and Connelleville.....	60,968	148,610	262,841	395,843	866,838
Philadelphia and Reading.....	845,585	416,857	576,881	1,048,621	1,481,632
Philadelphia and Erie.....	199,288	192,372	371,584		769,250
Philadelphia and Baltimore Central.....		47,858	80,745	98,859	101,148
Philadelphia, Wilmington and Baltimore.....		869,986	1,069,981	1,861,888	1,866,921

Philadelphia and Trenton.....	818,787	422,295	669,075	922,186	1,146,581
Philadelphia, Germantown and Norristown.....	1,668,599	1,626,801	1,961,974	2,898,495	2,589,684
Pennsylvania.....	1,017,891	1,089,659	1,501,780	2,268,929	2,861,886
Reading and Columbia				40,988	71,391
Schuylkill and Susquehanna.....		15,154	25,799	56,221	74,974
Shamokin Valley and Pottsville.....		4,794			42,208
Tioga.....	10,479	10,618	25,433	77,069	82,007
West Chester and Philadelphia.....	248,895	234,078	847,975		506,578
	5,922,494	7,057,805	10,188,889	14,252,218	17,407,900

* For eleven months, to the 1st of October, 1865.

† For eight months, to the 1st of July, 1865.

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1861.	1862.	1863.	1864.	1865.
Atlantic and Great Western.....			167,205	346,050	*265,886
Allegheny Valley.....			151,574	180,192	
Bellefonte and Snow Shoe.....		18,000	18,019	40,485	57,894
Beaver Meadow.....	995,751	1,086,805	1,610,751		
Barclay coal company.....					75,402
Cleveland, Painesville and Ashtabula.....	803,609	456,066	590,088	657,817	597,306
Cumberland Valley.....	104,456		106,721	144,889	128,781
Catawissa.....	106,645	242,152	255,792	184,968	128,356
Chestnut Hill.....	5,888	5,920			
Catasauqua and Fogelsville.....			102,551	127,175	112,125
Delaware, Lackawanna and Western.....	1,285,962	1,816,892	1,510,495	1,621,360	1,200,097
Delaware and Hudson canal and railroad.....	827,850	842,870	868,576	938,656	819,510
East Pennsylvania.....	108,518	172,709	225,889	266,781	242,790
Erie and North-East.....	220,725	444,078	688,668	669,965	596,198
Elmira and Williamsport.....	181,441	149,588		118,506	146,658
Erie and Pittsburg.....				61,887	120,000
Huntingdon and Broad Top Mountain.....	258,842	321,079	348,818	338,297	336,955
Hanover Branch.....	29,775	84,102	27,078	88,605	88,259
Hempfield.....	10,607	9,507		15,590	12,215
Hazleton.....		692,668	965,999	989,177	852,659
Ironton.....		68,515	96,445	112,812	96,479
Jamestown and Franklin.....					9,920
Lorberry Creek.....			188,468		
Lehigh and Susquehanna.....				145,818	472,708
Lehigh Luzerne.....		819,290	547,884	569,219	478,880
Little Schuylkill navigation, railroad and coal company.....		284,158			
Little Saw Mill Run.....		108,486	121,455	115,450	181,126
Lehigh Valley.....	1,176,745	1,178,466	1,685,483	2,887,108	2,860,422
Lykens Valley and coal company.....	190,498	185,784	159,914	189,710	156,179
Lackawanna and Bloomsburg.....	†691,538	380,415	559,727	694,555	498,723
Mine Hill and Schuylkill Haven.....	1,526,009	1,609,704	1,576,860		
Mount Carbon.....		141,601	190,478	168,019	141,884
Northern Central.....		589,295	1,028,148	507,264	758,076
North Pennsylvania.....	187,285	207,729	227,955	286,985	807,761

North Lebanon.....	156,987	177,698	281,708	305,502	181,653
New Castle and Beaver Valley.....				11,527	\$ 6,821
Oil Creek.....			128,888	146,424	224,849
Pittsburg, Fort Wayne and Chicago.....	515,061	592,770	801,528	859,330	891,198
Pittsburg and Connellsville.....	56,589	85,768	148,792	199,552	220,214
Philadelphia and Reading.....	2,115,151	8,046,112	4,090,978	4,258,427	4,307,816
Philadelphia and Erie.....	198,250	269,982	369,820	424,587	584,975
Philadelphia and Baltimore Central.....		40,847	45,058	41,898	89,154
Philadelphia, Wilmington and Baltimore.....		228,108	250,668	240,297	285,929
Philadelphia and Trenton.....	844	867	1,834	16,400	28,796
Philadelphia, Germantown and Norristown.....	89,410	127,881	184,298	206,810	251,880
Pennsylvania.....	1,547,781	1,989,126	2,256,347	2,559,884	2,798,810
Pennsylvania coal company.....	785,501	657,829	754,898	845,278	507,425
Reading and Columbia.....				87,431	100,421
Schuylkill and Susquehanna.....		281,889	810,767	889,900	247,805
Shamokin Valley and Pottsville.....	274,485	300,627		288,422	514,602
Tioga.....	124,338	186,649	246,859	377,687	401,975
Trevorton coal and railroad.....				60,892	
West Chester and Philadelphia.....	51,400	59,706	69,775		79,850
	14,021,881	18,786,118	28,832,569	28,018,988	22,710,252

* For eleven months, to the first of October, 1865.

† 416,910, trackage only.

‡ And 897,098 barrels petroleum.

§ For eight months, to the first of July, 1865.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1861.	1862.	1863.	1864.	1865.
Atlantic and Great Western.....			\$70,758 70	669,253 65	*\$881,879 53
Allegheny Valley.....			94,054 06	137,084 22	
Bellefonte and Snow Shoe.....		\$9,225 46	18,270 90	29,161 53	47,849 25
Barclay coal company.....					86,096 66
Bedford.....			1,172 21		
Beaver Meadow.....	\$150,915 78	154,547 86	240,558 15		
Cleveland, Painesville and Ashtabula.....	457,482 25	575,704 88	797,887 96	860,282 79	1,210,661 80
Cumberland Valley.....	90,247 05	120,189 44	168,044 88	201,051 70	820,981 17
Catawissa.....	199,448 58	287,099 82	238,685 47	281,476 21	220,686 12
Chestnut Hill.....	4,260 00	2,844 96			
Catasauqua and Fogelsville.....			81,998 16	38,426 42	45,182 58
Delaware, Lackawanna and Western.....	891,488 64	754,111 75	928,940 88	1,263,166 75	1,694,648 62
Delaware and Hudson canal and railroad.....	267,884 93	299,242 59	296,869 87	490,818 59	530,672 61
East Pennsylvania.....	66,515 68	74,739 10	88,080 27	181,551 85	179,670 95
Erie and North-East.....			264,090 14	297,781 25	815,796 87
Elmira and Williamsport.....	154,848 18	198,821 04	160,487 62	588,486 24	724,776 71
Erie and Pittsburg.....			27,886 79	108,044 49	290,548 78
Gettysburg.....					28,968 80
Huntingdon and Broad Top Mountain.....	57,146 41	72,954 79	158,058 95	191,807 99	278,511 28
Hanover Branch.....	20,718 08	21,212 22	26,297 17	84,057 41	88,287 65
Hempfield.....	25,897 95	26,702 93	82,884 88	42,186 10	52,634 80
Hazleton.....		16,017 60	49,800 00	56,000 00	62,000 00
Ironton.....		9,450 66	14,609 86	28,280 50	21,221 60
Junction.....				8,190 00	14,408 62
Lorberrry Creek.....		10,000 00	12,188 91		
Lehigh Luzerne.....		4,972 22	4,288 44	14,997 88	10,000 00
Lehigh and Mahanoy.....		6,871 42			
Little Schuylkill navigation, railroad and coal company.....		57,514 88			
Little Saw Mill Run.....		14,803 70	19,687 44	80,807 04	88,700 61
Lehigh Valley.....	288,552 51	292,846 19	545,983 66	728,108 86	1,198,280 29
Lykens Valley and coal company.....	24,096 27	28,045 82	21,896 53	40,729 66	85,182 64
Lackawanna and Bloomsbnrg.....	102,585 63	188,383 78	234,275 88	397,554 10	572,814 60
Lehigh and Susquehanna.....				64,760 00	880,787 00

Mine Hill and Schuylkill Haven.....	288,871 40	277,482 98	278,876 42	.....	.....
Mount Carbon.....	2,750 28	.....	.....	.....	.....
Northern Central.....	.....	882,168 49	1,884,841 21	1,953,044 69	2,055,826 10
North Pennsylvania.....	163,266 80	177,899 20	238,504 80	381,686 61	462,711 04
North Lebanon.....	16,625 59	10,440 57	26,981 85	38,778 05	26,006 48
New Castle and Beaver Valley.....	.....	.....	.....	.....	127,485 68
Oil Creek.....	.....	.....	107,197 08	228,158 49	582,135 88
Pittsburg, Fort Wayne and Chicago.....	1,774,060 09	1,806,818 56	2,897,854 40	3,654,486 85	4,856,502 57
Pittsburg and Connellsville.....	42,446 20	79,588 79	110,281 54	200,572 16	252,226 87
Philadelphia and Reading.....	905,716 98	1,051,449 84	1,962,368 31	3,887,518 35	4,587,888 65
Philadelphia and Erie.....	192,500 00	218,819 69	505,714 40	1,026,752 80	2,357,415 15
Philadelphia and Baltimore Central.....	.....	86,554 52	51,188 94	78,501 12	116,190 51
Philadelphia, Wilmington and Baltimore.....	.....	.....	988,129 19	1,840,860 39	2,789,874 88
Philadelphia and Trenton.....	198,699 12	258,524 48	680,238 39	502,997 12	684,547 57
Philadelphia, Germantown and Norristown.....	189,177 87	128,077 75	152,923 81	217,419 18	320,863 66
Pennsylvania.....	2,807,846 97	3,883,845 20	6,851,139 49	9,824,791 87	18,270,058 54
Reading and Columbia.....	.....	.....	.....	86,009 42	188,521 16
Schuylkill and Susquehanna.....	.....	74,778 78	124,668 92	163,105 26	158,908 61
Shawmut and Ridgway.....	.....	.....	.....	7,300 00	.....
Shamokin Valley and Pottsville.....	50,425 47	60,474 27	.....	106,644 72	174,897 78
Tioga.....	88,529 80	86,926 37	47,616 99	82,019 89	186,895 69
Trevorton coal and railroad.....	.....	.....	.....	44,373 58	.....
West Chester and Philadelphia.....	46,038 22	60,256 50	84,728 54	120,415 28	146,642 59
	8,962,886 16	12,106,750 80	20,602,804 56	30,547,337 96	42,264,571 79

* For eleven months, to the 1st of October, 1865.

† For eight months, to the 1st of July, 1865.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR SIX YEARS

NAME OF COMPANY.	1860.	1861.	1862.	1863.	1864.	1865.
Atlantic and Great Western.....				\$2,449 10	\$810,640 77	\$1,461,278 09*
Allegheny Valley.....	\$90,597 08			184,118 86	245,020 26	
Bellefonte and Snow Shoe.....			\$18,125 23	20,812 47	46,096 70	115,414 11
Barclay coal company.....						59,884 00
Beaver Meadow.....	869,521 02	\$345,505 00	865,865 00	588,218 98		
Bedford.....				8,095 80		
Cleveland, Painesville and Ashtabula.....	1,068,405 28	1,120,869 94	1,551,628 80	2,066,622 85	2,424,298 68	2,369,222 86
Cumberland Valley.....	184,282 00	249,778 49	255,560 03	276,287 80	846,551 55	460,340 78
Catawissa.....	852,178 78	276,984 79	275,880 81	808,667 75	880,488 84	870,228 88
Chestnut Hill.....	29,815 86	11,028 76	11,858 52	22,624 18	22,987 78	22,272 75
Cata-auqua and Fogelsville.....				88,881 57	45,012 91	55,321 97
Delaware, Lackawanna and Western.....	1,501,711 42	1,501,501 58	1,505,361 78	1,757,088 27	1,984,948 11	1,738,319 98
Delaware and Hudson canal and railroad.....	6,749 04	18,868 32	12,846 05	9,186 35	86,128 78	85,363 50
East Pennsylvania.....	95,511 77	181,581 98	178,393 14	288,248 00	338,560 08	880,742 98
Erie and North-East.....	214,000 00	185,684 86	823,530 28	423,358 07	486,788 12	454,479 96
Elmira and Williamsport.....	116,291 99	268,145 92	847,822 64	246,242 24	652,150 59	620,319 00
Erie and Pittsburg.....				41,680 61	163,501 61	490,220 50
Franklin.....				87,751 64	48,400 98	
Gettysburg.....						84,210 12
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	448,410 89					
Huntingdon and Broad Top Mountain.....	124,699 16	178,941 58	196,088 94	259,629 11	885,280 84	852,213 15
Hanover Branch.....	80,129 24	28,722 18	84,880 72	48,185 47	54,952 57	48,686 05
Hempfield.....	29,528 09	25,426 95	29,790 48	37,047 50	50,102 96	58,829 49
Ironton.....			51,754 21	72,087 19	88,169 44	124,147 10
Junction.....					28,811 19	49,166 91
Lorberry Creek.....			6,400 00	9,841 94		
Lehigh and Susquehanna.....					96,120 58	888,081 59
Lehigh Luzerne.....			26,426 04	47,241 11	51,875 59	50,742 74
Lehigh and Mahanoy.....	10,646 20		11,575 93	13,742 64		
Little Schuylkill navigation, railroad and coal company.....			126,815 86			
Little Saw Mill Run.....			27,064 81	87,929 76	44,825 51	62,003 10
Lehigh Valley.....	677,466 07	670,918 03	822,927 19	1,820,057 92	2,280,262 62	3,049,859 80
Lykens Valley and coal company.....	74,378 84	68,196 68	70,656 29	56,897 95	74,418 03	74,885 21
Lackawanna and Bloomsburg.....	190,201 77	217,309 92	307,889 47	478,112 90	698,595 60	683,015 84

Mine Hill and Schuylkill Haven.....	678,681 88	619,042 96	451,918 15	863,886 92	296,000 00	296,000 00
Mount Carbon.....		12,387 97	14,000 00	14,000 00	14,000 00	14,000 00
Northern Central.....	1,004,270 18		1,849,426 81	2,448,874 83	2,582,269 80	3,477,640 98
North Pennsylvania.....	387,179 71	440,597 08	888,056 16	511,895 87	741,977 89	875,951 05
North Lebanon.....	89,104 17	19,258 42	45,009 64	66,181 97	88,950 16	88,107 95
New Castle and Beaver Valley.....					50,719 18	778,987 87
Oil Creek.....				837,453 06	548,896 62	1,004,904 76
Pittsburg, Fort Wayne and Chicago.....	2,286,284 68	2,848,297 90	3,613,841 36	4,984,669 67	6,364,765 10	8,582,800 79
Pittsburg and Connellsville.....	82,728 78	70,105 75	129,917 84	220,473 60	327,581 10	410,723 85
Philadelphia and Reading.....	8,812,546 21	2,905,838 73	8,911,830 22	6,252,902 02	9,269,840 87	11,142,518 70
Philadelphia and Erie.....	120,421 00	841,582 00	413,472 24	699,299 70	1,081,509 29	2,074,140 79
Philadelphia and Baltimore Central.....	28,035 41	76,804 12	57,415 71	78,542 83	112,001 88	138,434 98
Philadelphia, Wilmington and Baltimore.....	1,210,499 29		2,201,855 28	2,540,248 32	3,206,559 60	8,828,464 06
Philadelphia and Trenton.....	323,668 88	285,264 05	432,351 42	644,049 84	824,006 40	1,030,488 76
Philadelphia, Germantown and Norristown.....	270,402 59	249,565 30	263,802 00	332,488 92	428,146 75	656,789 51
Pennsylvania.....	5,412,341 10	6,548,720 47	10,148,788 78	11,846,597 24	14,817,010 32	17,594,018 85
Pennsylvania coal company.....	5,700 00		7,267 52	9,062 41		
Reading and Columbia.....					42,501 19	149,980 96
Schuylkill and Susquehanna.....		70,883 02	79,618 42	95,999 85	129,502 84	121,570 64
Shamokin Valley and Pottsville.....	108,425 50	114,979 28	159,534 14		208,072 85	303,223 13
Tioga.....	104,762 00	101,499 43	134,788 19	126,692 80	293,338 71	239,609 55
Trevorton coal and railroad.....					1,002 44	
Wrightsville, York and Gettysburg.....	25,915 61		28,677 66			
West Chester.....			8,501 86	9,805 83	10,044 04	25,872 49
West Chester and Philadelphia.....	129,086 56	126,592 79	139,602 84	306,103 29	273,282 00	847,240 95
	21,128,876 80	20,108,674 15	31,021,713 86	40,523,571 45	52,933,867 47	65,909,559 98

* For eleven months, to the first of October, 1865.

† For eight months, to the first of July, 1865.

COMPARATIVE STATEMENT OF CASH OR STOCK DIVIDENDS DECLARED FOR SIX YEARS.

NAME OF COMPANY.	1860.	1861.	1862.	1863.	1864.	1865.
Beaver Meadow.....	20	10	8	22½	15	.....
Cleveland, Painesville and Ashtabula.....	15	15	33½	23	26	85
Cumberland Valley.....	7½	7½	8	8	8	8
Cleveland and Pittsburg.....	.....	.....	.....	4	8	.....
Chestnut Hill.....	5	8	4	6	14	11
Delaware, Lackawanna and Western.....	.....	.....	.....	24	5	15
Delaware and Hudson canal and railroad.....	7	6½	7	8½	36½	34
Erie and North-East.....	10	10	10	40	10	25
Elmira and Williamsport.....	.....	.....	.....	.....	*6 & 5	*7 & 5
East Mahanoy.....	.....	.....	.....	.....	.....	6
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	9	14½	7	7	7	7
Huntingdon and Broad Top Mountain.....	.....	.....	.....	.....	*8½	*8½
Hanover Branch.....	.....	.....	.....	.....	4	.....
Hazleton.....	6½	6½	5	8	12	10
Ironton.....	8	6	6	5	4	.....
Lehigh Luzerne.....	.....	2½	6	8	12	9½
Lehigh and Mahanoy.....	.....	.....	.....	.....	.....	6
Little Schuylkill navigation, railroad and coal company.....	.....	.....	.....	8½	6	8
Little Saw Mill Run.....	4	.....	.....	.....	.....	.....
Lehigh Valley.....	5	8	8	10	20	10
Lykens Valley and coal company.....	.....	6	12	8	6½	4½
Mill Creek and Mine Hill navigation and.....	11½	14	10	10	10	10
Mine Hill and Schuylkill Haven.....	12	11	8½	8	7 7.10	8
Mount Carbon.....	8	8	6	6	6	6
Mount Carbon and Port Carbon.....	11	11	12	12	12	12
Northern Central.....	.....	.....	.....	.....	7	8
North Lebanon.....	.....	.....	6	9	14	10
New Castle and Beaver Valley.....	.....	.....	.....	.....	12	7½
Oil Creek.....	.....	.....	.....	.....	25	20
Pittsburg, Fort Wayne and Chicago.....	.....	.....	.....	.....	7½	10
Philadelphia and Reading.....	*7	*7	*7	*10½ & 7	*8½ & 7	15
Philadelphia, Wilmington and Baltimore.....	6½	6½	9	10	10	10
Philadelphia and Trenton.....	8	8	8	10	10	10

Philadelphia, Germantown and Norristown.....	8	7	6	7½	8	8
Pennsylvania	6	6	8	9	40	10
Pennsylvania coal company.....	7	7	7	8½	30	32½
Schuylkill Valley navigation and railroad.....	8½	2½	5 7.10	5	5	5
Shamokin Valley and Pottsville.....	.....	.....	.....	1½	3	4
Southwark.....	6	6	6	6	6	6
Tioga.....	6	6	9	7	8	4
Wrightsville, York and Gettysburg.....	.....	.....	2	2	2	2
West Chester.....	4	4	4	4	.....	.....

* On preferred stock.

COST OF TRANSPORTATION.

The following railroads answered the questions as to the cost per passenger and per ton freight per mile:

Erie and Pittsburg,
North Pennsylvania,
North Lebanon,
Pennsylvania,

Pittsburg and Connellsville,
Philadelphia and Reading,
Philadelphia and Erie.

PASSENGER RAILWAYS—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law	Amount of stock subscribed	Total amount now paid in of capital stock	Total amount now of floating and funded debt.....	Rate per cent. on funded debt.....	*Rate per cent. of dividend
Citizens', Pittsburg	\$200,000 00	\$100,000 00	\$100,000 00	\$66,618 15	7	10
Citizens', Philadelphia.....	500,000 00	500,000 00	192,750 00	none.	.....	9½
Frankford and Southwark, Philadelphia.....	500,000 00	500,000 00	491,620 00	200,000 00	7	none.
Fairmount Park and Delaware River, Philadelphia.....	500,000 00	500,000 00	.....	.....	.....	.....
Green and Coates Street, Philadelphia.....	500,000 00	150,000 00	150,000 00	100,000 00	7	2
Germantown, Philadelphia.....	500,000 00	500,000 00	112,245 00	250,000 00	7	none.
Girard College, Philadelphia.....	500,000 00	500,000 00	160,000 00	.....	.....	4
Harrisburg City.....	75,000 00	41,975 00	80,118 75	9,000 00	.....	.....
Hestonville, Mantua and Fairmount, Philadelphia.....	2,050,000 00	.....	uncertain.	258,781 88	7	none.
Lombard and South Street, Philadelphia.....	250,000 00	250,000 00	90,000 00	66,200 00	7	.....
Pittsburg, Allegheny and Manchester.....	75,000 00	75,000 00	75,000 00	85,150 00	7	10
Pittsburg and Birmingham, Pittsburg.....	100,000 00	100,000 00	54,000 00	22,600 00	7	4
Philadelphia City.....	500,000 00	500,000 00	100,000 00	185,000 00	6	7½
Philadelphia and Darby.....	200,000 00	100,000 00	100,000 00	17,000 00	7	5
Philadelphia and Gray's Ferry.....	500,000 00	.....	217,697 00	25,000 00	7	4½
Ridge Avenue and Manayunk, Philadelphia.....	250,000 00	241,000 00	120,000 00	.....	.....	none.
Second and Third Street, Philadelphia.....	577,500 00	577,500 00	203,757 25	187,800 00	7	10
Seventeenth and Nineteenth Street, Philadelphia.....	500,000 00	500,000 00	120,000 00	none.	.....	none.
Thirteenth and Fifteenth Street, Philadelphia.....	500,000 00	500,000 00	uncertain.	none.	.....	5
Union, Philadelphia.....	1,000,000 00	1,000,000 00	291,475 00	378,128 11	6	none.
West Philadelphia.....	500,000 00	249,100 00	249,100 00	110,000 00	7	10
Williamsport.....	50,000 00	16,600 00	15,160 00	522 98	.....	.....
	10,827,500 00	6,901,175 00	2,872,918 00	1,811,251 02	.....	.....

* For basis of dividend, see respective reports.

PASSENGER RAILWAY TABLE.

NAME OF COMPANY.	COST OF ROAD AND EQUIPMENT.	CHARACTERISTICS OF ROAD.									
	Total cost of road and equipment..	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 horses).....	No. of second class passenger cars, (one horse).....	No. of other cars,	No. horses owned by the company,	Value of real estate held, exclusive of road way.....
Citizens', Pittsburg	\$188,024 24	5 1/4	5 2 1/4	48	5	2	21	3	2	122	\$34,095 56
Citizens', Philadelphia.....	178,048 70	7	5 2	45	2	1	35	2	none.	210	45,502 18
Frankford and Southwark, Philadelphia.....	765,569 50	12 1/2	5 2	45 & 50	2	8	40	none.	none.	262	28,350 00
Fairmount Park and Delaware River, Phil'a,	uncertain.	6	5 2	42	1	1	15	2	.....	88	7,000 00
Green and Coates Street, Philadelphia.....	232,953 82	4 1/2	5 2	45	5	2	33	8	.....	195	70,279 52
Germantown, Philadelphia.....	385,169 34	19	.....	45	8	2	44	none.	none.	250	68,500 00
Girard College, Philadelphia.....	114,611 72	5.4	5 2	45	2	1	25	.....	.....	120	9,000 00
Harrisburg City	49,504 92	2	5 2 1/2	48	1	1	4	1	none.	25	3,000 00
Hestonville, Mantua and Fairmount, Philadel'a,	not ascertained.	19	5 2	45	7	.....	58	none.	.....	328	25,000 00
Lombard and South Street, Philadelphia.....	156,000 00	4 1/2	5 2	45	2	1	18	2	1	105	20,000 00
Pittsburg, Allegheny and Manchester	98,385 86	8 1/2	5 2 1/2	45	2	1	18	6	1	124	18,000 00
Pittsburg and Birmingham, Pittsburg	68,440 64	2 6.10	5 2	45	2	2	12	none.	2	67	10,654 22
Philadelphia City.....	240,264 02	8 807.880	5 2	56	2	1	27	none.	1	165	20,000 00
Philadelphia and Darby	86,388 04	6	5 2	42	2	1	10	3	1	64	22,500 00
Philadelphia and Gray's Ferry.....	249,411 82	7	5 2	45	3	1	16	8	9	118	40,000 00
Ridge Avenue and Manayunk, Philadelphia..	179,635 59	4 1/2	5 2	40	2	2	10	.....	.....	51	.....
Second and Third Street, Philadelphia.....	472,031 64	18 9.10	5 2	45	2	2	67	5	2	431	117,000 00
Seventeenth and Nineteenth Street, Philadel'a,	114,388 06	5 62.100	5 2 1/2	55	.....	.....	9	7	5	87	none.
Thirteenth and Fifteenth Street, Philadelphia..	not ascertained.	6 1/2	5 2	45	2	1	23	none.	8	143	none.
Union, Philadelphia.....	527,185 18	23 5.10	5 2	43	4	2	70	none.	2	412	148,218 49
West Philadelphia.....	855,105 86	6	5 2 1/2	44	9	2	52	5	4	327	26,800 00
Williamsport.....	.....	1	4 8 1/2	16	.....	.....	4	none.	.....	9	none.
	4,455,093 25	170	.....	.....	65	29	607	47	88	3,701	708,399 97

ASSENGER RAILWAY TABLE—CONTINUED.

NAME OF COMPANY.	TRANSPORTA'N OF PASSENGERS.	EXPENSES.			RECEIPTS.
	No. passengers (all classes) car- ried in cars.	Of maintaining the road or real- estate of corpor- ation.	Of operating the road.	Total.	From all sources.
Citizens', Pittsburg.....	1,991,641	\$3,565 05	\$76,279 68	\$79,844 68	\$114,721 76
Citizens', Philadelphia.....	8,600,000	8,428 24	118,904 91	122,833 15	210,143 26
Frankford and Southwark, Philadelphia.....	4,600,000	8,628 15	186,688 56	195,816 71	286,861 58
Fairmount Park and Delaware River, Philadelphia.....		4,735 81	49,770 01	54,505 82	62,732 19
Green and Coates Street, Philadelphia.....	1,021,426	5,073 80	114,009 08	119,082 88	158,808 50
Germantown, Philadelphia.....			147,684 43	147,634 48	197,195 29
Girard College, Philadelphia.....		3,268 22	82,770 81	86,084 03	122,866 73
Harrisburg City.....	184,537		3,164 75	3,164 75	6,726 85
Hestonville, Mantua and Fairmount, Philadelphia.....			114,634 04	114,634 04	158,818 86
Lombard and South Street, Philadelphia.....	1,200,000		58,453 98	58,453 98	72,460 68
Pittsburg, Allegheny and Manchester.....	1,600,000	6,182 72	62,419 85	68,552 57	88,795 17
Pittsburg and Birmingham, Pittsburg.....	1,174,615	5,535 55	47,226 76	52,762 31	67,040 37
Philadelphia City.....	2,566,904	1,203 41	89,058 07	90,256 48	149,978 54
Philadelphia and Darby.....	333,809	4,149 28	26,138 18	30,287 46	36,781 46
Philadelphia and Gray's Ferry.....	1,792,644	2,338 06	62,017 93	64,356 99	84,900 80
Ridge Avenue and Manayunk, Philadelphia.....		1,896 84	32,987 57	34,884 41	41,737 58
Second and Third Street, Philadelphia.....	7,000,000	12,598 46	266,134 04	278,732 50	487,562 65
Seventeenth and Nineteenth Street, Philadelphia.....		537 79	41,958 78	42,496 57	51,638 67
Thirteenth and Fifteenth Street, Philadelphia.....		2,452 86	102,151 01	104,603 87	143,038 19
Union, Philadelphia.....	8,128,615		200,793 00	200,793 00	206,593 06
West Philadelphia.....		21,734 20	206,192 55	227,926 75	309,261 56
Williamsport.....				1,786 52	3,637 94
	29,947,191	87,273 44	2,089,332 94	2,178,392 90	3,007,386 59

ACCIDENTS.

30 RAILROAD REP.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed . . .	Injured . .	Killed . . .	Injured . .	Killed . . .	Injured . .	Killed . . .	Injured . .
Citizens', Pittsburg.....		2						2
Citizens', Philadelphia.....		2						2
Frankford and Southwark, Philadelphia.....					2	2	2	
Fairmount Park and Delaware River, Philadelphia.....		1						1
Green and Coates Street, Philadelphia.....	1	2		2			1	4
Germantown, Philadelphia.....		2						2
Girard College, Philadelphia.....	1	1					1	2
Harrisburg City.....						1		1
Hestonville, Mantua and Fairmount, Philadelphia.....					1	2	1	2
Lombard and South Street, Philadelphia.....					2		2	
Pittsburg, Allegheny and Manchester.....		1			1		1	1
Pittsburg and Birmingham.....		1	1		1	2	2	3
Philadelphia City.....	1						1	
Philadelphia and Gray's Ferry.....					1		1	
Second and Third Street.....	2	4			2	8	4	7
Seventeenth and Nineteenth Street, Philadelphia.....						1		1
Thirteenth and Fifteenth Street, Philadelphia.....	1	2			1		2	2
Union.....		1			2	1	2	2
West Philadelphia.....		3		1		1		5
	6	22	1	3	13	13	20	33

RAILROAD REPORTS.

COMPARATIVE STATEMENT OF EXPENSES OF PASSENGER RAILWAYS FOR FIVE YEARS.

NAME OF COMPANY.	1861.	1862.	1863.	1864.	1865.
Citizens', Pittsburg.....	\$36,666 68	\$37,260 88	\$64,082 04	\$80,345 84	\$79,844 68
Citizens', Philadelphia.....	78,073 88	60,969 57	80,808 80	102,964 50	122,888 15
Delaware County, Philadelphia.....	8,580 00	4,286 77	5,495 00	6,502 11	.....
Frankford and Southwark, Philadelphia.....	102,767 84	110,858 84	187,248 15	170,868 47	195,816 71
Fairmount, Philadelphia.....	.....	.....	66,454 22	98,658 49	.....
Fairmount and Arch Street, Philadelphia.....	48,188 84	48,862 01	48,684 94	78,716 57	.....
Fairmount Park and Delaware River, Philadelphia.....	.....	.....	.....	.....	64,505 82
Green and Coates Street, Philadelphia.....	65,884 69	83,629 87	74,069 81	114,282 88	119,082 88
Germantown, Philadelphia.....	.....	78,864 87	83,408 83	185,006 48	147,684 48
Girard College, Philadelphia.....	46,621 61	48,147 18	66,748 81	80,948 92	86,084 08
Harrisburg City.....	.....	.....	.....	.....	8,164 75
Hestonville, Mantua and Fairmount, Philadelphia.....	.....	.....	.....	55,544 46	114,684 04
Lombard and South Street, Philadelphia.....	.....	.....	.....	48,128 52	58,458 98
Oakland, Pittsburg.....	101,873 05	27,227 82	34,900 23	39,396 15	.....
Pittsburg, Allegheny and Manchester.....	26,809 63	.....	42,602 85	68,558 44	68,552 57
Pittsburg and Birmingham.....	21,548 97	21,111 84	26,841 91	44,696 09	52,782 81
Philadelphia City.....	46,166 62	45,668 46	64,081 52	74,938 78	90,256 48
Philadelphia and Darby.....	.....	17,686 29	19,885 40	26,152 69	30,287 46
Philadelphia and Gray's Ferry.....	42,174 84	44,482 99	56,648 68	58,872 84	64,355 99
Ridge Avenue and Manayunk, Philadelphia.....	18,808 28	16,898 29	22,817 90	32,478 24	34,884 41
Second and Third Street, Philadelphia.....	148,727 64	160,979 43	187,688 28	278,847 68	278,782 50
Seventeenth and Nineteenth Street, Philadelphia.....	624 87	16,567 69	23,530 29	37,081 06	42,496 57
Thirteenth and Fifteenth Street, Philadelphia.....	46,230 00	46,744 00	67,176 24	92,081 17	104,608 87
Union, Philadelphia.....	.....	.....	.....	.....	200,798 00
West Philadelphia.....	101,146 31	98,499 49	116,026 22	189,456 68	227,926 75
Williamsport.....	.....	.....	.....	.....	1,786 52
	980,287 18	928,688, 24	1,267,044 62	1,905,516 01	2,178,392 90

COMPARATIVE STATEMENT OF RECEIPTS OF PASSENGER RAILWAYS FOR SIX YEARS.

NAME OF COMPANY.	1860.	1861.	1862.	1863.	1864.	1865.
Citizens, Pittsburg.....	\$54,299 11	\$56,767 49	\$64,899 88	\$89,867 82	\$100,380 88	\$114,721 76
Citizens, Philadelphia.....	137,808 60	108,594 52	98,879 12	126,268 52	162,867 18	210,143 26
Delaware County, Philadelphia.....	4,600 00	4,200 00	4,408 47	5,668 06	6,876 52	.....
Frankford and Southwark, Philadelphia.....	179,229 72	150,849 44	172,335 47	202,367 88	251,897 85	286,861 58
Fairmount, Philadelphia.....	.....	.....	.....	72,487 01	96,885 94	.....
Fairmount and Arch Street, Philadelphia.....	60,586 57	52,287 14	62,051 85	68,459 49	77,532 71	.....
Fairmount Park and Delaware River, Philadelphia..	.....	.....	.....	.....	.....	62,782 19
Green and Coates Street, Philadelphia.....	.....	98,148 11	108,652 94	124,589 98	166,775 70	158,803 50
Germantown, Philadelphia.....	.....	.....	106,791 98	138,505 59	176,539 88	197,195 29
Girard College, Philadelphia.....	72,844 51	58,015 62	62,862 27	76,480 51	102,861 46	122,866 78
Harrisburg City.....	.....	.....	.....	.....	.....	6,726 86
Hestonville, Mantua and Fairmount, Philadelphia...	.....	.....	.....	.....	59,478 09	158,818 86
Lombard and South Street, Philadelphia.....	.....	.....	.....	.....	54,040 71	72,460 68
Oakland, Pittsburg.....	.....	28,817 29	29,652 78	32,690 66	37,904 90	.....
Pittsburg, Allegheny and Manchester.....	21,559 78	33,541 57	.....	49,688 16	67,930 21	88,795 17
Pittsburg and Birmingham.....	.....	23,784 55	29,489 50	40,525 83	58,005 96	67,040 37
Philadelphia City.....	94,287 45	83,767 78	89,248 04	104,727 60	133,462 06	149,978 54
Philadelphia and Darby.....	21,896 26	.....	21,655 91	24,101 67	32,448 82	36,781 46
Philadelphia and Gray's Ferry.....	74,700 06	64,877 94	70,223 14	75,065 98	79,592 49	84,900 80
Ridge Avenue and Manayunk, Philadelphia.....	82,828 80	28,551 98	28,987 04	34,549 89	39,334 36	41,787 58
Second and Third Street, Philadelphia.....	241,719 96	213,636 46	242,896 66	279,628 56	355,773 97	437,562 65
Seventeenth and Nineteenth Street, Philadelphia...	.....	81,374 26	25,400 08	28,447 57	41,269 28	51,683 67
Thirteenth and Fifteenth Street, Philadelphia.....	.....	52,658 89	68,511 08	87,604 15	116,912 75	143,088 19
Union, Philadelphia.....	.....	.....	.....	.....	.....	206,598 06
West Philadelphia.....	187,226 94	182,848 75	128,177 45	161,699 77	220,672 84	309,261 56
Williamsport.....	.....	.....	.....	.....	.....	3,637 94
	1,188,076 69	1,219,721 74	1,414,571 41	1,818,218 20	2,487,889 01	3,007,886 59

RAILROAD REPORTS.

CANAL COMPANIES.

NAME OF COMPANY.	Length of main line of canal.	Expenses, maintaining and operating the canal.	Receipts.
Delaware and Hudson.....	108	\$480,567 86	\$197,286 98
Delaware Division.....	60	90,289 45	247,058 85
Erie.....	186	84,328 87	184,965 94
Lehigh coal and navigation.....	48	84,978 00	654,924 85
Muncy.....	2 ¹ / ₂	612 48	96 80
North Branch.....	105	.....	.....
Pennsylvania railroad, (canal department).....	178	279,848 51	181,015 88
Schuylkill navigation.....	108	808,648 16	1,650,882 41
Union.....	77 ¹ / ₂	47,225 86	48,504 56
Wyoming Valley.....	64	92,924 18	187,906 49
West Branch and Susquehanna.....	117	87,869 22	128,819 88
Wiconisco.....	12	24,869 00	9,287 60
	1,009 ¹ / ₂	1,512,145 54	8,885,678 74

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 those which failed to report:

NAME OF COMPANY.	REPORT FILED.
Atlantic and Great Western railroad company.....	Dec. 26, 1865.
Allegheny Valley.	
Bellefonte and Snow Shoe railroad company.....	Dec. 6, 1865.
Bald Eagle Valley.....do.....	Nov. 16, 1865.
Bear Creek.	
Buffalo, Bradford and Pittsburg railroad company.....	Dec. 1, 1865.
Barclay coal company.....	Jan. 26, 1866.
Cleveland, Painesville and Ashtabula railroad company....	Nov. 28, 1865.
Cleveland and Pittsburg.	
Cumberland Valley.....railroad company.....	Nov. 30, 1865.
Catawissa.....do.....	Dec. 16, 1865.
Chestnut Hill.....do.....	Nov. 29, 1865.
Chester Valley.....do.....	Nov. 13, 1865.
Catasauqua and Fogelsville.....do.....	Jan. 2, 1866.
Connecting.....do.....	Dec. 11, 1865.
Cross Cut...do.....	Dec. 26, 1865.
Delaware, Lackawanna and Western....do.....	Jan. 9, 1866.
Delaware and Hudson canal and.....do.....	Dec. 29, 1865.
East Pennsylvania.....do.....	Dec. 28, 1865.
Erie and North-East.....do.....	Nov. 30, 1865.
Elmira and Williamsport railroad company, Nov. 25, 1865, and Jan.	18, 1866.
Erie and Pittsburg.....do.....	Nov. 30, 1865.
East Mahanoy.....do.....	Nov. 23, 1865.
East Brandywine and Waynesburg railroad company.....	Nov. 21, 1865.
Fayette County.....do.....	Nov. 23, 1865.
Gettysburg.....do.....	Jan. 12, 1866.
Harrisburg, Portsmouth, Mt. Joy and Lancaster railway, Nov.	4, 1865.
Huntingdon and Broad Top Mountain railroad company....	Dec. 2, 1865.

RAILROAD REPORTS.

Hanover Branch	railroad company.....	Dec.	29,	1865.
Hempfield	do.....	Dec.	2,	1865.
Hazleton.....	do.....	Dec.	30,	1865.
Ironton.....	do.....	Dec.	5,	1865.
Jamestown and Franklin.....	do.....	Dec.	16,	1865.
Junction	do.....	Jan.	8,	1866.
Lorberry Creek.....	do.....	Dec.	28,	1865.
Lehigh and Lackawanna	do.....	Oct	17,	1865.
Lehigh Luzerne.....	do.....	Nov.	20,	1865.
Lehigh and Susquehanna.....	do.....	Jan.	12,	1866.
Lehigh and Mahanoy.....	do.....	Nov.	30,	1865.
Little Schuylkill navigation, railroad and coal company.....		Nov.	27,	1865.
Little Saw Mill Run railroad company.....		Dec.	21,	1865.
Lehigh Valley.....	do.....	Jan.	23,	1866.
Lykens Valley and coal company.....		Dec.	2,	1865.
Lackawanna and Bloomsburg railroad company.....		Jan.	4,	1866.
Lehigh and Delaware Water Gap.....	do.....	Oct.	2,	1865.
Mill Creek and Mine Hill navigation and railroad company, Nov.			18,	1865.
Mine Hill and Schuylkill Haven.....	do.....	Nov.	15,	1865.
Mount Carbon....	do.....	Nov.	27,	1865.
Mount Carbon and Port Carbon.....	do.....	Nov.	18,	1865.
Mahanoy and Broad Mountain.....	do.....	Jan.	1,	1866.
M'Cauley Mountain and Black Creek.....	do.....	Nov.	25,	1865.
Mifflin and Centre County.....	do.....	Nov.	25,	1865.
Northern Central.....	do.....	Jan.	18,	1866.
North Pennsylvania.....	do.....	Dec.	9,	1865.
North Lebanon.....	do.....	Nov.	9,	1865.
Nanticoke....	do.....	Jan.	18,	1866.
Nesquehoning Valley.....	do.....	Jan.	22,	1866.
New Castle and Beaver Valley.....	do.....	Dec.	13,	1865.
Oil Creek.....	do.....	Dec.	20,	1865.
Perkiomen.....	do.....	Dec.	11,	1865.
Pittsburg, Fort Wayne and Chicago.....	do.....	Jan.	5,	1866.
Pittsburg and Connellsville.....	do.....	Jan.	5,	1866.
Pittsburg and Steubenville.				
Philadelphia and Reading.....	railroad company.....	Jan.	9,	1866.
Philadelphia and Erie.....	do.....	Feb.	5,	1866.
Philadelphia and Baltimore Central.....	do.....	Jan.	20,	1866.
Philadelphia, Wilmington and Baltimore...do.....		Jan.	19,	1866.
Philadelphia and Trenton.....	do.....	Dec.	6,	1865.
Pennsylvania Cannel coal and.....	do.....	Nov.	27,	1865.
Philadelphia, Germantown and Norristown,do.....		Nov.	29,	1865.

RAILROAD REPORTS.

471

Pennsylvania railroad company.....	Feb.	6,	1866.	
Pennsylvania coal company.....	Nov.	21,	1865.	
Reading and Columbia.....railroad company.....	Jan.	2,	1866.	
Schuylkill and Susquehanna.....do.....	Dec.	28,	1865.	
Schuylkill Valley navigation and....do.....	Nov.	18,	1865.	
Shamokin Valley and Pottsville.....do...Nov. 3,	1865,	and Jan.	18,	1866.
Southwark.....do.....	Jan.	19,	1866.	
Tioga.....do.....	Dec.	2,	1865.	
Trevorton coal and railroad company.				
Tyrone and Clearfield.....do.....	Nov.	17,	1865.	
Wrightsville, York and Gettysburg railroad company.....	Jan.	18,	1866.	
West Chester.....do.....	Dec.	21,	1865.	
West Chester and Philadelphia.....do.....	Dec.	15,	1865.	
Western Pennsylvania.....do.....	Nov.	29,	1865.	

Passenger Railways.

Citizens' Passenger railway.....Pittsburg.....	Dec	14,	1865.
Citizens'.....Philadelphia....	Nov.	15,	1865.
Central.....do.			
Delaware County.....do.....	Jan.	1,	1866.
Frankford and Southwark.....do.....	Jan.	3,	1866.
Fairmount Park and Delaware River.....do.....	Dec.	14,	1865.
Green and Coates Street.....do.....	Dec.	26,	1865.
Germantown.....do.....	Jan.	17,	1866.
Girard College.....do.....	Nov.	28,	1865.
Harrisburg City.....do.....	Dec.	2,	1865.
Hestonville, Mantua and Fairmount.....Philadelphia....	Dec.	26,	1865.
Lombard and South Street.....do.....	Dec.	30,	1865.
Navy Yard, Broad Street and Fairmount.....do.....	Jan.	1,	1866.
Oakland, (letter).....Pittsburg.....	Jan.	31,	1866.
Pittsburg, Allegheny and Manchester.....	Nov.	17,	1865.
Pittsburg and Birmingham.....Pittsburg.....	Dec.	14,	1865.
Philadelphia City.....Philadelphia....	Nov.	29,	1865.
Philadelphia and Darby.....do.....	Jan.	18,	1866.
Philadelphia and Gray's Ferry.....do.....	Dec.	15,	1865.
Ridge Avenue and Manayunk.....do.....	Nov.	30,	1865.
Second and Third Street.....do.....	Nov.	24,	1865.
Seventeenth and Nineteenth Street.....do.....	Jan.	13,	1866.
Thirteenth and Fifteenth Street.....do.....	Dec.	23,	1865.
Union.....do.....	Feb.	6,	1866.
West Philadelphia.....do.....	Dec.	1,	1865.
Williamsport.....do.....	Jan	4,	1866.

RAILROAD REPORTS.

Canal Companies.

Delaware and Hudson canal company.....	Dec.	29, 1865.
Delaware Division.....do.....	Dec.	14, 1865.
Erie.....do.....	Dec.	12, 1865.
Lehigh coal and navigation.....	Jan.	12, 1866.
Muncy.....canal company.....	Dec.	26, 1865.
North Branch...do.....(letter).....	Jan.	1, 1866.
Pennsylvania railroad, (canal department).....	Feb.	6, 1866.
Schuylkill navigation.....	Jan.	1, 1866.
Susquehanna and Tide Water canal company.		
Union.....do.....	Dec.	12, 1865.
Wyoming Valley.....do.....	Nov.	28, 1865.
West Branch and Susquehanna....do.....	Jan.	4, 1866.
Wiconisco.....do.....	Jan.	13, 1866.

INDEX.

Atlantic and Great Western.....	119
Bald Eagle Valley.....	68
Barclay.....	869
Bellefonte and Snow Shoe.....	100
Brandywine and Waynesburg.....	78
Buffalo, Bradford and Pittsburg.....	86
Catasauqua and Fogelsville.....	127
Catawissa.....	112
Chester Valley.....	78
Chestnut Hill.....	22
Citizens' Passenger, Philadelphia.....	347
Citizens' Passenger, Pittsburg.....	351
Connecting.....	99
Cleveland, Painesville and Ashtabula.....	105
Cross Cut.....	126
Cumberland Valley.....	95
Delaware and Hudson canal and.....	185
Delaware County Passenger.....	342
Delaware, Lackawanna and Western.....	287
East Brandywine and Waynesburg.....	78
East Mahanoy.....	61
East Pennsylvania.....	140
Elmira and Williamsport.....	44, 257
Erie and North-East.....	9
Erie and Pittsburg.....	181
Fayette County.....	58
Frankford and Southwark Passenger.....	343
Germantown Passenger.....	322
Gettysburg.....	226

Fairmount Park and Delaware River Passenger	389
Girard College Passenger	386
Green and Coates Street Passenger.....	382
Hanover Branch.....	16
Harrisburg City Passenger.....	329
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	80
Hazleton coal and.....	145
Hempfield.....	25
Huntingdon and Broad Top Mountain.....	85
Hestonville, Mantua and Fairmount Passenger.....	319
Ironton	58
Jamestown and Franklin.....	158
Junction	147
Lackawanna and Bloomsburg.....	158
Lehigh and Delaware Water Gap.....	64
Lehigh and Mahanoy.....	29
Lehigh Luzerne	75
Lehigh and Lackawanna.....	63
Lehigh and Susquehanna.....	222
Lehigh Valley.....	400
Little Schuylkill navigation, coal and.....	42
Little Saw Mill Run.....	160
Lombard and South Street Passenger.....	325
Lorberry Creek.....	149
Lykens Valley	82
M'Cauley Mountain and Black Creek.....	40
Mahanoy and Broad Mountain.....	151
Mifflin and Centre County.....	48
Mill Creek and Mine Hill.....	65
Mine Hill and Schuylkill Haven.....	70
Mount Carbon	48
Mount Carbon and Port Carbon.....	57
Nanticoke.....	268
Nesquehoning Valley.....	290
Navy Yard, Broad Street and Fairmount	318
New Castle and Beaver Valley.....	18
Northern Central.....	245, 252, 257
North Lebanon.....	82
North Pennsylvania	198

INDEX.

475

Oakland Passenger.....	414
Oil Creek.....	168
Pennsylvania Cannel coal and	31
Pennsylvania.....	415
Pennsylvania coal.....	50
Perkiomen.....	28
Philadelphia and Baltimore Central.....	262
Philadelphia City Passenger.....	299
Philadelphia and Darby Passenger.....	355
Philadelphia and Erie	425
Philadelphia and Gray's Ferry Passenger	295
Philadelphia and Reading.....	229
Philadelphia, Germantown and Norristown.....	168
Philadelphia and Trenton.....	88
Philadelphia, Wilmington and Baltimore.....	307
Pittsburg and Birmingham Passenger.....	308
Pittsburg and Connellsville.....	178
Pittsburg, Allegheny and Manchester Passenger ...	314
Pittsburg, Fort Wayne and Chicago.....	184
Reading and Columbia.....	174
Ridge Avenue and Manayunk Passenger.....	292
Schuykill and Susquehanna.....	204
Schuykill Valley navigation and	58
Second and Third Street Passenger.....	285
Seventeenth and Nineteenth Street Passenger	278
Shamokin Valley and Pottsville	117, 252
Thirteenth and Fifteenth Street Passenger.....	274
Tioga.....	209
Tyrone and Clearfield.....	66
Union Passenger.....	421
West Chester.....	220
West Chester and Philadelphia.....	214
West Philadelphia Passenger.....	281
Western Pennsylvania.....	20
Williamsport Passenger.....	272
Wrightsville, York and Gettysburg.....	265

INDEX.

Canal Companies.

Delaware and Hudson canal company.....	898
Delaware Division.....	892
Erie.....	886
Lehigh coal and navigation.....	889
Muncy.....	882
North Branch.....	407
Pennsylvania railroad canal report.....	408
Schuykill navigation.....	878
Union.....	874
West Branch and Susquehanna.....	866
Wyoming Valley.....	870
Wiconisco.....	863

TABULAR STATEMENTS.

Stock and debt.....	482
Characteristics of road.....	486
Doings of the year in transportation, &c.....	442
Amount of freight.....	444
Expenses and receipts.....	448
Accidents.....	450
Comparative statement of receipts for six years.....	452
Comparative statement of tonnage for five years.....	454
Comparative statement of railroad expenses for five years.....	456
Comparative statement of railroad receipts for six years.....	458
Comparative statement of cash or stock dividends declared for six years.....	460
Cost of transportation.....	461

Passenger Railways.

Stock and debt.....	462
Characteristics of road.....	468
Doings of the year—expenses and receipts.....	464
Accidents.....	465
Comparative statement of expenses for five years.....	466
Comparative statement of receipts for six years.....	467
Canal companies.....	468