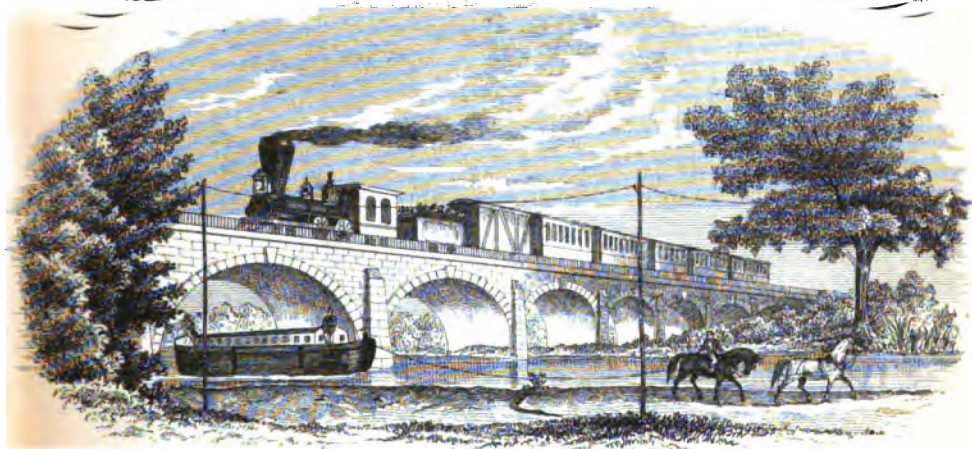


ANNUAL REPORT
OF THE
Auditor General
OF THE
STATE OF PENNSYLVANIA



AND OF THE
TABULATIONS AND DEDUCTIONS FROM THE REPORTS
OF THE
RAIL ROAD AND CANAL
COMPANIES
FOR THE
YEAR 1866.

J. F. Hartranft,
Auditor General.

HARRISBURG
SINGERLY & MYERS,
STATE PRINTERS.

Lane S. Hart,
Chief Clerk.

PA Auditor General 1866

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COMMUNICATION.

AUDITOR GENERAL'S OFFICE,
HARRISBURG, *February 19, 1867.* }

To the Hon. JOHN P. GLASS,
Speaker of the House of Representatives:

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

I have the honor to be,

Very respectfully,

Your obedient servant,

J. F. HARTRANFT,

Auditor General.

REPORT.

AUDITOR GENERAL'S OFFICE, }
HARRISBURG, PA., February 19, 1867. }

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

In obedience to the requirements of the first section of the act of April 4, 1859, entitled "An Act requiring railroad companies to make uniform reports to the Auditor General;" also, the act of April 15, 1862, entitled "An Act requiring canal companies to make yearly reports to the Auditor General," I herewith transmit copies of the several reports made to this Department, in pursuance of said acts.

The annexed table exhibits the names of the companies to which blank forms were forwarded, of those by which reports were made, the time when filed, and also those which failed to report.

The reports, generally, are full, answering nearly all the questions upon the blank furnished, but many failed to forward their return until after the first of December; (time fixed by said act;) hence, the delay in getting this report out for distribution.

Roads operated by steam:

Name of Company.	Report filed.
✓ Atlantic and Great Western	Jan. 25, 1867.
Allegheny Valley	No Report.
- Bellefonte and Snow Shoe	Dec. 15, 1866.
✓ Bald Eagle Valley	Dec. 11, 1866.
✓ Buffalo, Bradford and Pittsburg	Dec. 1, 1866.
✓ Barclay coal and	Dec. 7, 1866.
✓ Cleveland, Painesville and Ashtabula	Dec. 3, 1866.
• Cleveland and Pittsburg	Jan. 10, 1867.

RAILROAD REPORT.

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Name of Company.	Report filed.
✓Cumberland Valley	Jan. 1, 1867.
✓Catawissa	Dec. 11, 1866.
· Chestnut Hill	Feb. 5, 1867.
· Chester Valley	Nov. 23, 1866.
· Catasauqua and Fogelsville	Nov. 8, 1866.
· Connecting, (letter,)	Dec. 14, 1866.
Columbia and Port Deposit, (letter,)	Nov. 14, 1866.
· Delaware, Lackawanna and Western	Jan. 24, 1867.
✓Delaware and Hudson canal and	Dec. 6, 1866.
✓East Pennsylvania	Dec. 29, 1866.
✓Erie and North-East	Dec. 4, 1866.
✓Elmira and Williamsport	Nov. 8, 1866.
✓Erie and Pittsburg	Dec. 6, 1866.
· East Mahanoy	Nov. 28, 1866.
· East Brandywine and Waynesburg	Dec. 29, 1866.
Erie, (New York,)	No Report.
Enterprise	Jan. 4, 1867.
✓Fayette County	Nov. 3, 1866.
Farmers'	Dec. 4, 1866.
· Gettysburg, (letter,)	Feb. 19, 1867..
✓Harrisburg, Portsmouth, Mount Joy and Lancaster	Nov. 20, 1866..
✓Huntingdon and Broad Top Mountain	Dec. 29, 1866..
✓Hanover Branch	Dec. 5, 1866..
· Hempfield	Dec. 3, 1866..
· Hazleton	Jan. 29, 1867.
· Ironton	Dec. 10, 1866..
· Jamestown and Franklin	Dec. 4, 1866..
Junction	No Report.
· Lorberry Creek	Dec. 20, 1866..
✓Lehigh and Lackawanna	Nov. 30, 1866..
· Lehigh Luzerne	Dec. 8, 1866.
✓Lehigh and Susquehanna	Dec. 18, 1866..
· Lehigh and Mahanoy, (letter,)	Oct. 5, 1866.
✓Lehigh Valley	Jan. 8, 1867..
Lehigh and Delaware Water Gap, (letter,)	Oct. 10, 1866.
✓Little Schuylkill navigation, coal and	Nov. 28, 1866..
✓Little Saw Mill Run	Dec. 15, 1866..

Name of Company.	Report filed.
. Lykens Valley and coal company	Nov. 23, 1866.
✓ Lackawanna and Bloomsburg	Dec. 19, 1866.
Littlestown	Dec. 3, 1866.
. Mill Creek and Mine Hill navigation and	Dec. 10, 1866.
. Mine Hill and Scuykill Haven	Nov. 8, 1866.
✓ Mount Carbon	Dec. 4, 1866.
. Mount Carbon and Port Carbon	Dec. 10, 1866.
✓ Mahanoy and Broad Mountain	Dec. 29, 1866.
. M'Cauley Mountain and Black Creek	Dec. 15, 1866.
. Mifflin and Centre County	Nov. 28, 1866.
. Northen Central	Feb. 19, 1867.
✓ North Pennsylvania	Dec. 17, 1866.
✓ North Lebanon	Dec. 24, 1866.
. Nanticoke	Jan. 17, 1867.
. Nesquehoning Valley	Jan. 16, 1867.
✓ New Castle and Beaver Valley	Jan. 4, 1867.
✓ Oil Creek	Dec. 4, 1866.
. Perkiomen	Dec. 8, 1866.
✓ Pittsburg, Fort Wayne and Chicago	Jan. 3, 1867.
✓ Pittsburg and Connellsville	Dec. 24, 1866.
✓ Philadelphia and Reading	Jan. 16, 1867.
✓ Philadelphia and Erie	Jan. 31, 1867.
. Philadelphia and Baltimore Central	Jan. 23, 1867.
✓ Philadelphia, Wilmington and Baltimore	Dec. 11, 1866.
. Philadelphia and Trenton	Nov. 28, 1866.
✓ Philadelphia, Germantown and Norristown	Dec. 4, 1866.
Pennsylvania and New York canal and, (letter)	Jan. 4, 1867.
✓ Pennsylvania	Feb. 1, 1867.
. Pennsylvania coal and	Nov. 22, 1866.
✓ Reading and Columbia	Jan. 5, 1867.
Reno, Oil Creek and Pit-Hole	No Report.
✓ Schuylkill and Susquehanna	Dec. 20, 1866
Summit Branch	Dec. 5, 1866.
. Schuylkill Valley navigation and <i>Canal</i>	Dec. 10, 1866.
✓ Shamokin Valley and Pottsville	Nov. 14, 1866.
Southwark <i>Canal</i>	Dec. 11, 1866.
. Tioga	Jan. 1, 1867.
Trevorton coal and	No Report.

RAILROAD REPORT.

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Name of Company.	Report filed.
• Tyrone and Clearfield, (letter)	Jan. 25, 1867.
• Wrightsville, York and Gettysburg	Feb. 19, 1867.
West Chester	Dec. 6, 1866.
• West Chester and Philadelphia	Jan. 16, 1867.
• Western Pennsylvania	Jan. 9, 1867.
Warren and Franklin	No Report.
• Western Central and Atlantic and Great Western,	Dec. 11, 1866.

Roads operated by Horse Power.

✓ Citizens', (Pittsburg,)	Nov. 13, 1866.
✓ Citizens, (Philadelphia,)	Nov. 5, 1866.
Frankford and Philadelphia	Nov. 30, 1866.
✓ Frankford and Southwark, (Philadelphia,)	Nov. 13, 1866.
✓ Fairmount Park and Delaware River, (Philadel- phia, letter,)	Dec. 6, 1866.
✓ Green and Coates Street, (Philadelphia,)	Dec. 8, 1866.
• Germantown, (Philadelphia,)	Jan. 16, 1867.
• Girard College, (Philadelphia,)	Nov. 23, 1866.
• Harrisburg City	Dec. 1, 1866.
• Hestonville, Mantua and Fairmount, (Philadel- phia,)	Dec. 11, 1866.
• Lombard and South Streets, (Philadelphia,)	Dec. 17, 1866.
• Oakland, (Pittsburg,)	Jan. 28, 1867.
• Pittsburg, Allegheny and Manchester	Nov. 17, 1866.
• Pittsburg and Birmingham	Dec. 14, 1866.
• Philadelphia City, (Philadelphia,)	Feb. 9, 1867.
• Philadelphia and Darby, (Philadelphia,)	Dec. 19, 1866.
• Philadelphia and Gray's Ferry, (Philadelphia,) ..	Dec. 19, 1866.
• Ridge Avenue and Manayunk, (Philadelphia,) ..	Nov. 26, 1866.
✓ Second and Third Street, (Philadelphia,)	Nov. 30, 1866.
• Seventeenth and Nineteenth Street, (Philadel- phia,)	Nov. 27, 1866.
Schuylkill River, (Philadelphia,)	Dec. 19, 1866.
• Thirteenth and Fifteenth Street, (Philadelphia,) ..	Jan. 14, 1867.
✓ Union, (Philadelphia,)	Jan. 16, 1867.
✓ West Philadelphia, (Philadelphia,)	Nov. 17, 1866.
Williamsport	Dec. 6, 1866.
Wilkesbarre and Kingston	Jan. 30, 1867.

AUDITOR GENERAL'S

CANAL COMPANIES.

Name of Company.	Report filed.
Delaware and Hudson	Dec. 6, 1866.
Delaware Division	Dec. 7, 1866.
Erie	Nov. 24, 1866.
Lehigh coal and navigation	Dec. 18, 1866.
Lancaster and Susquehanna Slack-Water	No Report.
Muncy	Dec. 5, 1866.
North Branch	No Report.
Pennsylvania	Feb. 1, 1867.
Schuylkill navigation	Jan. 9, 1867.
Susquehanna and Tide Water	No Report.
Union	Dec. 6, 1866.
Wyoming Valley	Nov. 28, 1866.
West Branch and Susquehanna	Jan. 4, 1867.
Wiconisco	Jan. 9, 1867.

J. F. HARTRANFT,
Auditor General.

ABSTRACT

OF THE REPORTS OF THE RAILROAD AND CANAL CORPORATIONS
FOR THE YEAR.

TABLE A.

STOCK AND DEBT.

Roads operated by Steam:

Capital stock as authorized by law	\$123,354,579 00
Amount of stock subscribed	115,011,862 26
Amount paid in as by last report	144,483,936 62
Total amount now paid in of capital stock	193,139,081 36
Funded debt, as per last report	87,723,694 97
Total amount now of funded debt	118,541,666 52
Floating debt, as by last report	3,927,457 79
The amount now of floating debt	5,033,178 51
Total amount now of funded and floating debt..	109,921,302 53

TABLE B.

CHARACTERISTICS OF ROADS.

Cost of roads and equipment	\$267,684,408 27
Length of main line (in miles) in the State	4,353
Number of branch roads	84
Number of engine houses and shops	298
Number of engines	1,716
Number of first class passenger cars	870
Number of baggage, mail and express cars	488
Number of freight cars or trucks	19,803
Number of coal cars	27,059

AUDITOR GENERAL'S

Number of iron bridges	250
Number of wooden bridges	1,314
Number of stone bridges	273
Number of depots or stations	1,103
Number of wood and water stations	611
Value of real estate held by the companies	<u>\$5,704,696 60</u>

TABLE C.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of through passengers on main roads . . .	2,472,905
Number of passengers (all classes) carried in cars,	17,734,216
Number of tons 2,000 pounds through freight on main roads	8,268,821½
Gross amount of tonnage for the year	<u>490,025,998.</u>

TABLE D.

AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS.

Anthracite coal	21,746,902
Bituminous coal	4,095,543
Petroleum	4,511,215½
Pig iron	1,440,201
Railroad iron	553,047
Other iron or castings	371,890¾
Iron or other ores	11,096,528
Lime or limestone	3,362,839½
Agricultural products	3,169,062
Merchandise	1,597,131
Manufactures	1,585,625½
Live stock	781,445½
Lumber	10,637,394
Other articles	<u>1,894,984</u>

TABLE E.

EXPENSES AND RECEIPTS.

Maintaining the road or real estate of the corporation	\$12,220,028 09
Repairs of machinery	9,219,425 99
Operating the roads	19,592,695 85
Receipts	<u>70,999,759 44</u>

TABLE F.

ACCIDENTS.

Passengers killed	13
Passengers injured	66
Employees killed	151
Employees injured	267
Others killed	160
Others injured	<u>118</u>

TABLE A.

STOCK AND DEBT.

Roads operated by Horse Power :

Capital stock as authorized by law	\$12,460,250 00
Amount of stock subscribed	8,478,300 00
Total amount now paid in of capital stock	3,556,598 16
Total amount now of floating and funded debt ..	<u>1,995,884 33</u>

TABLE B.

CHARACTERISTICS OF ROADS.

Total cost of roads and equipment	\$5,284,899 96
Length of roads in miles	189½
Number of car houses, shops and stables	91
Number of depots	38

Number of first class passenger cars.....	662
Number of second class passenger cars.....	59
Number of other cars.....	49
Number of horses owned by companies.....	4,314
Value of real estate held, exclusive of road way,	<u>\$811,795 52</u>

TABLE C.

Number of passengers (all classes) carried in cars,	37,464,991
Expenses of maintaining the roads or real estate of corporations.....	\$104,107 67
Expenses of operating the roads.....	2,141,553 79
Total expenses maintaining and operating roads,	2,418,624 18
Receipts from all sources.....	<u>3,410,544 85</u>

TABLE D.

ACCIDENTS.

Passengers killed.....	5
Passengers injured.....	14
Employees killed.....	1
Employees injured.....	1
Others killed.....	3
Others injured.....	<u>8</u>

CANAL COMPANIES.

Length of main line of canals in the State.....	804½ miles.
Expenses maintaining and operating the canals,	\$1,544,801 97
Receipts.....	<u>3,608,527 92</u>

TABULATED RESULTS
COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as author. by law.	Am't of stock subscribed.	A'mt paid in as by last report.	Total am't now paid in of cap- ital stock.	Funded debt as per last report.
Atlantic and Great Western.....	\$30,000,000 00	\$29,564,405 26		\$29,564,405 26	
Bellefonte and Snow Shoe.....	1,000,000 00	600,000 00	\$600,000 00	600,000 00	\$90,000 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	1,540,000 00
Barclay coal company.....	1,000,000 00	984,800 00	984,800 00	984,800 00	135,000 00
Cleveland, Painesville and Ashtabula.....	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00	1,500,000 00
Cumberland Valley.....	2,110,000 00			1,816,900 00	470,500 00
Catawissa.....	3,350,000 00	3,350,000 00	3,350,000 00	3,350,000 00	279,000 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	none.
Chester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	500,000 00
Catasauqua and Fogelsville.....	332,275 00	332,275 00	332,275 00	332,275 00	
Cleveland and Pittsburg.....	5,400,000 00		5,391,325 00	5,391,575 00	3,880,848 00
Connecting.....	100,000 00				
Delaware, Lackawanna and Western.....	unlimited.		10,247,050 00	11,288,600 00	3,491,500 00
Delaware and Hudson canal and railroad.....	unlimited.	10,000,000 00	10,000,000 00	10,000,000 00	none.
East Pennsylvania.....	700,000 00	654,400 00	604,400 00	654,400 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	1,620,000 00
Erie and Pittsburg.....	1,500,000 00	1,000,000 00	664,300 00	664,300 00	1,250,000 00
East Mahanoy.....	500,000 00	392,550 00	392,550 00	392,550 00	none.
East Brandywine and Waynesburg.....	285,000 00	91,150 00	88,600 00	89,800 00	168,000 00
Enterprise.....	500,000 00	339,625 00		99,625 00	
Fayette County.....	750,000 00	100,000 00	90,000 00		
Farmers'.....	1,000,000 00	300,000 00		300,000 00	none.
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	757,900 00	685,130 03	685,130 03	1,436,682 50
Hanover Branch.....	500,000 00	121,000 00	116,850 00	116,850 00	none.
Hempfield.....	unlimited.	1,890,365 00		1,809,535 00	
Hazleton.....	2,000,000 00	1,615,000 00	1,615,000 00	1,615,000 00	150,000 00
Ironton.....	560,000 00	400,000 00	400,000 00	400,000 00	200,000 00
Jamestown and Franklin.....	1,000,000 00	606,600 00	402,900 00	569,952 50	104,600 00
Lorberry Creek.....	52,050 00	52,050 00	52,050 50	52,050 00	30,000 00
Lehigh and Lackawanna.....	1,000,000 00	89,000 00			
Lehigh Luzerne.....	500,000 00	344,650 00	312,350 00	344,650 00	none.
Littlestown.....	75,000 00	53,750 00	46,225 00		
Little Schuylkill navigation, railroad and coal company.....	unlimited.	2,646,100 00	2,646,100 00	2,646,100 00	905,000 00

Little Saw Mill Run.....	250,000 00	83,562 00	83,562 00	83,562 00	72,166 67
Lehigh Valley.....			0,682,250 00	9,408,200 00	1,477,100 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	2,276,725 00
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.....	3,775,600 00	3,775,600 00	3,708,200 00	3,775,600 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		
Mahanoy and Broad Mountain.....	unlimited.	1,338,850 00	921,615 00	1,335,815 00	250,000 00
M'Cauley Mountain and Black Creek.....		75,000 00	75,000 00		75,000 00
Mifflin and Centre.....	100,000 00	28,300 00	24,209 27	24,874 27	100,000 00
Northern Central.....	8,000,000 00	4,518,900 00		4,518,900 00	4,850,000 00
North Pennsylvania.....	1,600,000 00	3,150,150 00	3,150,150 00	3,150,150 00	3,150,150 00
North Lebanon.....	150,000 00	150,000 00	300,000 00	300,000 00	20,750 00
Nanticoke.....	1,000,000 00	475,000 00	204,210 00	475,000 00	47,000 00
Nesquehoning Valley.....	500,000 00	305,000 00	63,890 00	63,890 00	
New Castle and Beaver Valley.....	300,000 00	200,000 00	170,800 00	198,250 00	201,500 00
Oil Creek.....	100,000 00			753,150 00	556,000 00
Pittsburg, Fort Wayne and Chicago.....		9,937,600 00	9,307,300 00	9,940,765 48	12,657,000 00
Pittsburg and Connellsville.....	5,000,000 00	2,151,550 00	1,774,623 43	1,776,129 43	1,500,000 00
Philadelphia and Reading.....	unlimited.		20,240,673 47	22,742,867 27	6,900,662 67
Philadelphia and Erie.....	10,000,000 00	5,084,385 00	5,069,450 00	5,083,700 00	13,000,000 00
Philadelphia and Baltimore Central.....	2,000,000 00	2,500,000 00	218,100 00	218,100 00	800,000 00
Philadelphia, Wilmington and Baltimore.....	unlimited.		8,973,300 00	9,019,300 00	496,000 00
Philadelphia and Trenton.....	2,000,000 00	1,099,120 00	999,200 00	1,099,120 00	200,000 00
Philadelphia, Germantown and Norristown.....	400,000 00	1,491,850 00	1,476,300 00	1,491,850 00	183,000 00
Pennsylvania.....			20,000,000 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
Perkiomen.....	50,000 00	39,900 00		11,599 20	
Reading and Columbia.....	600,000 00	511,050 00	504,019 09	505,214 09	1,000,000 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.....	576,050 00	576,050 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	58,368 00	58,456 00	
Summit Branch.....	2,750,000 00	2,500,000 00		2,500,000 00	none.
Tioga.....	125,000 00	124,950 00	437,500 00	549,400 00	326,000 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	886,500 00	684,035 83	684,035 83	962,300 00
Western Pennsylvania.....	3,000,000 00	822,450 00	822,450 00	822,450 00	1,041,670 13
	123,354,579 00	115,011,862 26	144,483,036 62	193,139,081 36	87,723,694 97

TABLE A.—STOCK AND DEBT—Continued.

xviii

ADDITOR GENERAL'S

NAME OF COMPANY.	Total am't now of funded debt.	Floating debt 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.....	\$20,000,000 00		\$1,156,810 15	\$21,156,719 15	7
Bellefonte and Snow Shoe.....	99,000 00	\$8,089 85	2,144 47	101,144 47	6
Bald Eagle Valley.....	500,000 00	none.	none.	500,000 00	6 1-5
Buffalo, Bradford and Pittsburg.....	1,766,000 00	none.	none.	1,766,000 00	7
Barclay coal company.....	135,000 00		45,000 00	180,000 00	7
Cleveland, Painesville and Ashtabula.....	1,500,000 00	none.	none.	1,500,000 00	7
Cumberland Valley.....	384,000 00			854,500 00	6 7-8
Catawissa.....	266,000 00	none.	none.	266,000 00	6 81-100
Chestnut Hill.....	none.	none.	none.	none.	
Chester Valley.....	867,500 00	600,000	600 00	808,100 00	7
Catasauqua and Fogelsville.....					
Cleveland and Pittsburg.....	3,872,860 00	83,292 00	14,200 00	3,887,060 00	7.6
Connecting.....	100,000 00				
Delaware, Lackawanna and Western.....	3,370,500 00	742,585 48	717,221 83	4,087,721 83	7
Delaware and Hudson canal and railroad*.....					
East Pennsylvania.....	574,900 00	44,888 30	none.	574,900 00	7
Erie and North-East.....	400,000 00			400,000 00	7
Elmira and Williamsport.....	1,620,000 00	none.	none.	1,620,000 00	6
Erie and Pittsburg.....	1,248,704 43	300,000 00	435,296 61	1,684,001 04	7
East Mahanoy.....	none.	none.	none.	none.	none.
East Brandywine and Waynesburg.....	168,000 00	5,000 00	2,000 00	170,000 00	7
Farmers'.....	200,000 00	none.	51,205 33	251,205 33	7
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	700,000 00			700,000 00	6
Huntingdon and Broad Top Mountain.....	1,462,142 50				7
Hanover Branch.....	none.	5,800 00	4,800 00	4,800 00	
Hempfield.....	500,000 00		100,000 00	600,000 00	
Hazleton.....	150,000 00			150,000 00	6
Ironton.....	200,000 00	none.	3,500 00	203,500 00	7
Jamestown and Franklin.....	500,000 00			500,000 00	7
Lorberry Creek.....	30,000 00	none.	none.	30,000 00	6
Lehigh and Lackawanna.....		90,000 00	105,000 00		
Lehigh Luzerne.....	none.	none.	none.	none.	none.
Littlestown.....	34,000 00				6
Little Schuylkill navigation, railroad and coal company.....	885,000 00	73,554 81	none.	885,000 00	7
Little Saw Mill Run.....	62,166 67	1,166 38	674 86	62,841 53	7

RAILROAD REPORT.

Lehigh Valley.....	1,477,000 00			1,477,000 00	6
Lykens Valley and coal company.....	none.	none.	none.	none.	none.
Lackawanna and Bloomsburg.....	2,401,645 00	121,408 73	68,880 00	2,470,525 00	7
Mill Creek and Mine Hill navigation and.....	none.	none.	none.	none.	none.
Mine Hill and Schuylkill Haven.....	none.	none.	none.	none.	none.
Mifflin and Centre County.....	100,000 00	38,132 61	4,200 00	104,200 00	6
Mount Carbon and Port Carbon.....	none.	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
Northern Central.....	5,424,500 00		669,782 45	6,094,282 45	6
North Pennsylvania.....	3,124,737 50	none.	none.	3,124,737 50	6 46-100
North Lebanon.....	none.	none.	none.	none.	7
Nanticoke.....	151,000 00	none.	83,931 83	234,931 83	6
New Castle and Beaver Valley.....	188,300 00	5,000 00	5,000 00	193,300 00	7
Oil Creek.....	556,000 00	353,469 38	none.	556,000 00	7
Pittsburg, Fort Wayne and Chicago.....	12,572,500 00				7
Pittsburg and Connellsville.....	1,500,000 00	64,207 43	73,108 10	1,573,108 10	6
Philadelphia and Reading.....	6,719,562 67	none.	none.	6,719,562 67	6
Philadelphia and Erie.....	13,000,000 00	2,000 00	600 00	13,000,600 00	6 1
Philadelphia and Baltimore Central.....	800,000 00	none.	none.	800,000 00	7
Philadelphia, Wilmington and Baltimore.....	1,450,000 00	180,000 00	none.	1,450,000 00	6
Philadelphia and Trenton.....	200,000 00	none.	none.	200,000 00	6
Philadelphia, Germantown and Norristown.....	159,800 00	none.	none.	159,800 00	6
Pennsylvania.....	11,438,855 75	983,880 08	445,500 00	11,884,355 75	5 64-100
Pennsylvania coal company.....	597,500 00	400,000 00	350,000 00	947,500 00	7
Reading and Columbia.....	1,000,000 00	99,000 00	374,446 23	1,374,446 23	7
Schuylkill and Susquehanna.....	87,000 00	133,566 19	170,722 42	267,722 42	6
Schuylkill Valley navigation and railroad.....	none.	none.	none.	none.	none.
Shamokin Valley and Pottsville.....	700,000 00			700,000 00	7
Summit Branch.....	562,000 00	none.		562,000 00	6
Tioga.....	316,000 00	26,292 12		316,000 00	7
Wrightsville, York and Gettysburg.....	52,000 00	24,180 43	24,180 43	76,180 43	6
West Chester and Philadelphia.....	962,600 00	130,840 00	130,840 00	1,076,464 80	7 1/2
Western Pennsy "unia.....	1,219,992 00			1,219,992 00	6
	118,541,666 52	3,927,457 79	5,033,178 51	109,921,302 53	.....

* No railroad debt of any kind.

TABLE B.—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 yd. 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.....	\$56,357,560 15	387	6	56	1	17	150	106	105
Bellefonte and Snow Shoe.....	436,286 41	21	4 8½	45	2	3	4	2	
Bald Eagle Valley.....	1,050,000 00	51	4 8½	45	1				
Buffalo, Bradford and Pittsburg.....	2,866,000 00	26	6	45-62					
Barclay coal company.....		16	4 8½	56		3	4		2
Cleveland, Palmsville and Ashtabula.....	4,868,427 13	95½	4 10	57	1	4	37	24	10
Cumberland Valley.....	1,691,037 05	73	4 8½	50		6	15	12	5
Catawissa.....	3,634,000 00	65	4 8½	56	2	5	21	0	4
Chestnut Hill.....	120,650 00	a 4½	4 8½	55					
Chester Valley.....		21½	4 8½	45-50		1			
Catasauqua and Fogelsville.....	621,860 59	20	4 8½	50-57		2	6	1	1
Cleveland and Pittsburg.....	9,066,895 00	167	4 10	60	2	11		31	47
Delaware, Lackawanna and Western.....	12,598,844 58	113	6	65		8	57	17	5
Delaware and Hudson canal and railroad.....	2,162,876 04	b 32	4 3	40		4	6	8	3
East Pennsylvania.....	1,569,739 92	36	4 8½	52-60	1	3	10	6	5
Eric and North-East.....	700,000 00	c 18½	4 10	50-60		1	38	23	8
Elmira and Williamsport.....	2,620,000 00	d 78	4 8½	56		2	18		1
Eric and Pittsburg.....	2,397,549 09	81	4 10	56	1	6	15	11	4
East Mahanoy.....	391,603 98	8	4 8½	60					
East Brandywine and Waynesburg.....	259,000 00	17½	4 8½	45-55		1			
Fayette County.....	130,000 00	12½	4 8½	43		2			
Farmers'.....	407,536 90	7½	4 8½	57	1	1	4	4	2
Huntingdon and Broad Top Mountain.....	2,188,498 67	44	4 8½	50-56	3	6	16	3	3
Hanover Branch.....	233,710 10	12½	4 8½	50-56	2	3	4	3	1
Hempfield.....	1,657,798 94	76	4 8½	60		2	4	2	1
Hazleton.....		14½		50-57	2				
Ironton.....	280,158 22	10	4 8½	50-57		1	2		
Jamestown and Franklin.....	1,227,606 20	40	4 10	56-60	1	4	2		
Lorberry Creek.....	82,050 00	5½	4 8½	60	1				

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Lehigh and Lackawanna.....		36	4 8½	50-58		1		1	
Lehigh Luzerne.....	358,870 07	9½	4 8½	57	3				
Lehigh and Susquehanna.....	5,080,221 00	91	4 8½	46-60	3	5	20		
Little Schuylkill navigation, railroad and coal co....	1,408,283 14	28½	4 8½	60	2	3			
Little Saw Mill Run.....	91,111 44	3	4 8	50			3		
Lehigh Valley.....	12,994,222 35	71	4 8½	57	2	21	36	19	8
Lykens Valley and coal company.....	700,000 00	21	4 8½	50-56	1	2	3	2	1
Lackawanna and Bloomsburg.....	3,812,146 04	80	4 8½	56-70	1	9	21	6	3
Littlestown.....	76,000 00	e 7½							
Mill Creek and Mine Hill navigation and.....		f							
Mine Hill and Schuylkill Haven.....	3,740,800 00	135	4 8½	60-62					
Mount Carbon.....	203,259 58	7	4 8½	50					
Mt. Carbon and Port Carbon, (letter).....									
Mifflin and Centre county.....	167,900 00	g 12½	4 8½	45		1			
Mahanoy and Broad Mountain.....	1,582,410 17	h 12½	4 8½	62-64	1	8			
M'Canley Mountain and Black Creek.....	160,500 00	5¼	4 8½						
Northern Central.....	10,894,519 35	138	4 8½	64	3	4	66	54	37
North Pennsylvania.....	6,420,184 73	56	4 8½	56-64	2	7	23	22	13
North Lebanon.....	319,631 86	8	4 8½	50	3	1	3		
Nanticoke.....	251,000 00	30	4 8½	57-60		1			
Nesquehoning Valley.....	86,117 17	13	4 8						
New Castle and Beaver Valley.....	390,025 06	14	4 10	56					
Oil Creek.....	2,458,945 79	37	4 8½	58		6	15	10	4
Pittsburg, Fort Wayne and Chicago.....	23,841,274 52	468½	4 10	60	2	20	189	94	48
Pittsburg and Connellsville.....	2,432,068 05	149	4 8½	50-60	2	6	14	12	3
Philadelphia and Reading.....	26,380,004 18	147	4 8½	64-68	13	24	267	71	30
Philadelphia and Erie.....	17,869,732 84	287½	4 8½	58		10	287	31	17
Philadelphia and Baltimore Central.....	1,095,346 40	90	4 8½	50-57		2	4	4	2
Philadelphia, Wilmington and Baltimore.....		96	4 8½	50-60	6	7	50	72	18
Perkiomen.....	10,714 20	i 36½	4 8½						
Philadelphia and Trenton.....	1,369,283 84	j 26½	4 10	41-60½		2			
Philadelphia, Germantown and Norristown.....	1,407,567 96	17	4 8½	50-58	2	4	19	42	7
Pennsylvania.....	21,135,439 82	354½	4 8½	64-67	12	8	362	141	80
Pennsylvania coal company.....	2,000,000 00	k 47	4 3	15-36	1	27		4	
Reading and Columbia.....	1,852,707 99	40	4 8½	54	1	1	6	5	1
Schuylkill and Susquehanna.....	1,308,686 15	54		45-64		4	7		3
Schuylkill Valley navigation and railroad.....		l							
Shamokin Valley and Pottsville.....		m 28	4 8½	60		1	7		1
Southwark.....		2	4 8½	52-56					
Summit Branch.....	937,496 46	21	4 8½	50-56	1	2	4	2	1
Tioga.....	1,073,612 10	30	6	57-88		5	8	3	1
Wrightsville, York and Gettysburg.....	383,230 43	n 13	4 8½	56					

TABLE B.—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 yd. 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..
West Chester.....		9	4 8	50		2			
West Chester and Philadelphia.....	\$1,492,108 36	26	4 8 ¹ / ₂	50-64	1	2	8	13	3
Western Pennsylvania.....	2,262,298 30	43	4 7	56	1	4			
	267,684,408 27	4,353			84	298	1,716	870	488

- a Leased to Philadelphia, Germantown and Norristown railroad company.
- b Five (5) locomotives, 25 stationary, 4 gravity, and 1 water.
- c Operated in common with Buffalo and State Line railroad.
- d Leased and operated by Northern Central railroad.
- e Worked by Hanover Branch railroad company.
- f Leased to Philadelphia and Reading railroad company.
- g Leased to Philadelphia and Reading railroad company.
- h Equipped by Philadelphia and Reading railroad company.
- i Being surveyed and in course of construction.
- j Equipment hired.
- k Stationary engines.
- l Leased to Philadelphia and Reading railroad.
- m Leased and operated by Northern Central railroad.
- n Leased and operated by Northern Central railroad.

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Number of freight cars or trucks.....	Number of coal cars,	No. of iron bridges...	Number of wooden bridges.....	No. of stone bridges,	Number of depots or stations.....	Number of wood and water stations.....	Value of real estate held by the company.....
Atlantic and Great Western.....	3,141		4	84		71	79	\$83,548 32
Bellefonte and Snow Shoe.....	3	49		11		9	3	
Bald Eagle Valley.....				67		17	4	10,000 00
Buffalo, Bradford and Pittsburg.....				10		4		
Barclay coal company.....	11	150		8			3	
Cleveland, Painesville and Ashtabula.....	890	117	1	3	1	17	12	
Cumberland Valley.....	125		2	2	2	21	6	
Catawissa.....	192	67		11		8	11	
Chestnut Hill.....				3	1	8		
Chester Valley.....				32	28	18	2	
Catasauqua and Fogelsville.....	16	150	5	1	3	14	4	20,000 00
Cleveland and Pittsburg.....	372	732	1	60	17	53	24	175,000 00
Delaware, Lackawanna and Western.....	697	5,038		13	4	20	28	
Delaware and Hudson canal and railroad.....	120	2,200		12		6	2	
East Pennsylvania.....	91		1	2	13	13	5	
Erie and North-East.....	721			4	3	3	3	30,000 00
Elmira and Williamsport.....	98	521		49		6	9	
Erie and Pittsburg.....	45	397		9		21	8	225,000 00
East Mahanoy.....						1	1	600 00
East Brandywine and Waynesburg.....				6		8	2	2,000 00
Fayette County.....				22		5	1	1,060,000 00
Farmers'.....	23			1		7	1	10,000 00
Huntingdon and Broad Top Mountain.....	6	70		40		13	8	
Hanover Branch.....	10			11		5	2	400,000 00
Hempfield.....	14			12	1	6	4	104,899 86
Ironton.....				5				359,130 47
Jamestown and Franklin.....				8		9	5	35,000 00
Lorberr Creek, (leased to Philadelphia and Reading railroad).....								
Lehigh Luzerne, (leased to Messrs. A. Pardee & Co.).....								

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Number of freight cars or trucks.....	Number of coal cars.	No. of iron bridges..	Number of wooden bridges.....	No. of stone bridges,	Number of depots or stations.....	Number of wood and water stations.....	Value of real estate held by the company.....
Littlestown.....				3		2	2	\$600 00
Little Schuylkill navigation, railroad and coal company.....			1	22		2	7	1,598,985 38
Little Saw Mill Run.....		45		2				83,625 00
Lehigh Valley.....	246	3,221	15	49	17	28	29	
Lykens Valley and coal company.....	1		1	3		1	3	10,000 00
Lackawanna and Bloomsburg.....	75	1,200		8	3	28	9	
Lehigh and Susquehanna.....	64	1,085		6		12	9	
Mahanoy and Broad Mountain.....			11	20	10	7	5	63,832 60
M'Cauley Mountain and Black Creek, (letter).....								
Mifflin and Centre County.....				6		7	1	2,500 00
Northern Central.....	1,265	1,451	25	129	19	12	17	
North Pennsylvania.....	244	429	3	8	2	31	12	467,050 69
North Lebanon.....	60			12	1	1	2	500 00
Nanticoke.....				5			2	
New Castle and Beaver Valley.....				6	2	7	3	
Oil Creek.....	128			3		12	8	1,500 00
Pittsburg, Fort Wayne and Chicago.....	2,190	102	5	99	27	107	48	
Pittsburg and Connellsville.....	70	9	1	8		37	9	229,792 32
Philadelphia and Reading.....	1,417	6,596	24	14	54	53	32	
Philadelphia and Erie.....	1,296	50	2	163		71	41	
Philadelphia and Baltimore Central.....	63			18		20	3	
Philadelphia, Wilmington and Baltimore.....	925		1	26	12	34	10	
Philadelphia and Trenton.....				6		15	7	272,223 09
Philadelphia, Germantown and Norristown.....	112		1	16	9	15	4	409,986 16
Pennsylvania.....	4,878	728	141	48	17	137	91	
Pennsylvania coal company.....	34	1,975		28		5		
Reading and Columbia.....	36							
Schuylkill and Susquehanna.....	42	22	2	6	2	8	10	
Schuylkill Valley navigation and railroad.....		1		8	27	19	3	52,116 22

Shamokin Valley and Pottsville.....	19	438		30		6	3	
Southwark, (leased to Philadelphia and Wilmington).....								
Summit Branch.....	1		1	3		1	3	
Tioga.....	27	225		14		12	5	22,301 39
Wrightsville York and Gettysburg.....				24			1	
West Chester.....								
West Chester and Philadelphia.....	35		2	16		22	3	10,000 00
Western Pennsylvania.....				19		23	8	25,725 00
	19,808	27,059	260	1,314	273	1,103	611	5,704,696 60

DOINGS OF THE YEAR IN TRANSPORTATION.

NAME OF COMPANY,	Number of through passengers for the year on main road....	Number of passengers 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.....	118, 223	742, 077	176, 533	1, 198, 537
Bellefonte and Snow Shoe.....	8, 078	21, 948	83, 005	83, 005
Bald Eagle Valley, (leased to Pennsylvania Central railroad company).....				
Buffalo, Bradford and Pittsburg, (leased by Erie railway company, New York).....				
Barkley coal company.....	5, 147	7, 086	90, 840	92, 737
Cleveland, Painesville and Ashtabula.....	360, 735	593, 748	385, 137	589, 210
Cumberland Valley.....		293, 054		376, 430, 501
Catawissa (one month).....				19, 839
Chestnut Hill.....		286, 450		
Chester Valley, (leased to Philadelphia and Reading railroad company).....				
Catasauqua and Fogelsville.....				162, 063
Cleveland and Pittsburg.....				70, 918, 104
Delaware, Lackawanna and Western.....	6, 096	200, 486	8, 124	1, 920, 874
Delaware and Hudson canal and railroad,.....	18, 576	65, 603	1, 440, 000	1, 454, 750
East Pennsylvania.....	91, 192	231, 611	75, 556	821, 376
Erie and North-East.....		570, 358		732, 355
Elmira and Williamsport.....	11, 998	84, 516	174, 177	206, 562
Erie and Pittsburg.....	6, 842	185, 413	39, 957	321, 074
East Mahanoy, (leased to Philadelphia and Reading railroad company).....				
East Brandywine and Waynesburg, (leased to Pennsylvania Central railroad company).....				
Fayette County, (leased to Pittsburg and Connellsville railroad company).....				
Farmers'.....	3, 244	18, 919	1, 013	5, 216
Harrisburg, Portsmouth, Mount Joy and Lancaster, (leased to Penn'a Central railroad co.).....				
Huntingdon and Broad Top Mountain.....	36, 458	36, 458		501, 568
Hanover Branch.....	24, 956	30, 226	59, 249	43, 982

AUDITOR GENERAL'S

Hempfield.....		23, 642		12, 206
Hazleton.....			1, 083, 174	1, 083, 174
Ironton.....				12, 370, 107
Jamestown and Franklin, (leased to Cleveland, Painesville and Ashtabula railroad company).....				
Lehigh Luzerne.....				616, 287
Littlestown.....			44, 702	112, 909
Little Schuylkill navigation, railroad and coal co., (leased to Philad'a and Reading R. R. co.)..				
Little Saw Mill Run.....			123, 056	123, 056
Lehigh Valley.....		552, 804	1, 339, 670	3, 050, 624
Lykens Valley and coal company, (leased to Summit Branch railroad company).....				
Lackawanna and Bloomsburg.....	4, 127	263, 018	7, 677	646, 929
Lehigh and Susquehanna.....	27, 840	36, 610		729, 779
Mine Hill and Schuylkill Haven, (leased to Philadelphia and Reading railroad company).....				
Mount Carbon.....				118, 443
Mahonoy and Broad Mountain, (road operated by Philadelphia and Reading railroad co.)				
Mifflin and Centre county, (leased to Pennsylvania Central railroad company).....				
Northern Central.....	1, 020	625, 081	99, 080	891, 693
North Pennsylvania.....	67, 044	653, 508	192, 915	335, 191
North Lebanon.....				243, 617
Nanticoke, (leased to Lehigh coal and navigation company).....				
New Castle and Beaver Valley, (leased to Fort Wayne and Chicago railroad company).....				
Oil Creek.....		259, 426	333, 915	333, 915
Pittsburg, Fort Wayne and Chicago.....	218, 044	1, 302, 211	460, 235	1, 002, 918
Pittsburg and Connellsville.....	63, 709	380, 044	124, 980	315, 734
Philadelphia and Reading.....	27, 910	1, 444, 257		5, 197, 567
Philadelphia and Erie.....	2, 029	695, 415	21, 763	815, 096
Philadelphia and Baltimore Central.....		103, 491		49, 388
Philadelphia, Wilmington and Baltimore.....	250, 420	1, 093, 259	77, 269	260, 294
Philadelphia and Trenton.....	613, 883	922, 599		86, 497
Philadelphia, Germantown and Norristown.....	383, 280	2, 469, 354	32, 865	371, 202
Pennsylvania.....	22, 961	2, 673, 568	480, 784	3, 452, 718
Pennsylvania coal company.....			583, 443	593, 403
Reading and Columbia.....	7, 770	89, 788	28, 828	125, 576
Schuylkill and Susquehanna.....	485	68, 433		298, 069
Shamokin Valley and Pottsville.....	2, 032	42, 435	1, 484	640, 718
Summit Branch.....	5, 508	5, 508	247, 114½	247, 114
Tioga.....	5, 432	71, 108	454, 147	477, 694
Wrightsville, York and Gettysburg.....			18, 120	28, 150
West Chester, (leased to West Chester and Philadelphia railroad company).....				
West Chester and Philadelphia.....	77, 866	524, 765		99, 637
Western Pennsylvania, (leased to Pennsylvania Central railroad company).....				
Western Atlantic and Great Western, lessees Catawissa, (eleven months).....		66, 059		194, 570
	2, 472, 905	17, 734, 216	8, 268, 821½	490, 025, 998

TABLE D.—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.....	417, 219		156, 834				103, 692	
Bellefonte and Snow Shoe.....	30	70, 790						
Barclay coal company.....		90, 623				211		
Cleveland, Painesville and Ashtabula.....	107, 750		6, 177	948		32, 411		
Cumberland Valley.....	38, 135		263½	4, 107		9, 295½	13, 163	2, 553½
Catawissa, (one month).....	4, 715	610	3, 158	1, 088	120	38		70
Catasauqua and Fogelsville.....	9, 397	745		18	51	54	101, 063	49, 300
Cleveland and Pittsburg.....		200, 155					89, 893	
Delaware, Lackawanna and Western.....	1, 608, 616	117		6, 487	28, 075	3, 330	83, 306	86, 284
Delaware and Hudson canal and railroad.....	1, 440, 000							
East Pennsylvania.....	28, 835	7, 597				33, 310	146, 442	
Elmira and Williamsport.....	114, 229		186	6, 543	1, 832	4, 384	10	1, 763
Erie and Pittsburg.....		210, 058	1, 768	21, 338	815	4, 904	25, 027	99
Farmers'.....	100	1, 760	2, 570			43		1
Huntingdon and Broad Top Mountain.....		288, 783	132	1, 348	980	503	3, 408	484
Hazleton.....	1, 083, 174							
Ironton.....	499, 715						9, 228, 306	2, 555, 106
Lehigh Luzerne.....	616, 257							
Littlestown.....	982						3, 899	
Little Saw Mill Run.....		123, 056						
Lehigh Valley.....	2, 282, 251	11, 969	87, 839	188, 192	27, 396	422	204, 744	112, 451
Lackawanna and Bloomsburg.....	485, 180					47, 864		84, 993
Lehigh and Susquehanna.....	702, 830			445	1, 784			216
Northern Central.....	840, 607		11, 733	29, 481	21, 729	19, 909	62, 164	54, 689
North Pennsylvania.....	157, 301	646	238	24, 717	344	7, 892	22, 464	13, 416
North Lebanon.....	45, 510			25, 160			163, 520	9, 427

Oil Creek.....	16,407		202,795			4,160		535
Pittsburg, Fort Wayne and Chicago.....		163,258			22,812			18,717
Pittsburg and Connellsville.....		256,664		6,103		4,281		953
Philadelphia and Reading.....	3,839,543	320,903	7,701	106,079	39,020	66,610	197,996	100,863
Philadelphia and Erie.....	169,899	86,859	118,132	7,392	19,907	2,456	3,049	8,990
Philadelphia, Wilmington and Baltimore.....	9,740			5,860	3,600	12,080		11,984
Philadelphia, Germantown and Norristown.....	233,138	22,837				42,128	4,221	23,178
Pennsylvania.....	220,780	1,192,401	167,328	128,206	64,111	74,982	74,730	89,080
Pennsylvania coal company.....	584,784					34		17
Reading and Columbia.....	50,588	519		6,600	5,163		36,323	4,775
Schuylkill and Susquehanna.....	231,228							
Shamokin Valley and Pottsville.....	625,289		57	234	156	501	106	2,249
Summit Branch.....	224,455							
Tioga.....	80	452,680			252	86		226
West Chester and Philadelphia.....	37,036							
Western Central and Atlantic and Great Western, lessee Catawissa, (eleven months).....	5,541,012	596,013	3,794,304	873,905	314,400		541,002	185,418
	21,746,902	4,095,543	4,511,215½	1,440,201	533,047	371,800½	11,096,528	3,367,839½

TABLE D.—THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS—Continued.

NAME OF COMPANY.	Agricultural products.....	Merchandise.....	Manufactures.....	Live stock.....	Lumber.....	Other articles.....	Total.
Atlantic and Great Western.....	19,476	91,099	109,244	7,759	35,727	257,489	1,198,537
Bellefonte and Snow Shoe.....	1,203	984			8,990	1,008	83,005
Barclay coal company.....		215			1,688		92,737
Cleveland, Painesville and Ashtabula.....	117,534	111,051	54,798	118,921	11,716	27,304	589,210
Cumberland Valley.....	34,475	41,831	982½	11,998½	10,588	20,941	188,215
Catawissa, (one month).....	508	214	1,012	42	7,791	470	19,839
Catasauqua and Fogelsville.....	68	52	213		971	127	162,063
Cleveland and Pittsburg.....					37,500		70,918,104
Delaware, Lackawanna and Western.....	33,320	29,068	9,625	3,705	76,475	2,466	1,920,874
Delaware and Hudson canal and railroad.....			14,750				1,454,750
East Pennsylvania.....	3,255		29,196	62,319	10,422		321,376
Erie and North-East.....	100,533	129,337	60,876		41,705	399,904	732,355
Elmira and Williamsport.....	32,577	6,226	5,487	1,515	22,237	9,573	206,562
Erie and Pittsburg.....	5,833	33,503	1,944	609	13,830	1,296	321,074
Farmers'.....	34	47	515		122	24	5,216
Huntingdon and Broad Top Mountain.....	596	3,036		144	5,017	136	301,568
Hanover Branch.....							43,982
Hempfield.....							12,206
Hazleton.....							1,083,174
Ironton.....						889	12,370,107
Lehigh Luzerne.....							616,257
Littlestown.....	1,138,107	396			14,149		1,157,533
Little Saw Mill Run.....							123,056
Lehigh Valley.....				61,579	77,604	51,177	3,050,624
Lackawanna and Bloomsburg.....						48,892	646,929
Lehigh and Susquehanna.....		757			23,747		729,779
Mount Carbon.....							118,443
Northern Central, (including Wrightsville branch).....	99,087	80,892	17,765	13,083	135,476	43,278	919,843
North Pennsylvania.....	20,499	37,561	11,494	636	20,396	17,587	335,191
North Lebanon.....							243,617
Oil Creek.....	14,900		16,897		12,647	63,384	333,015



Pittsburg, Fort Wayne and Chicago.....	202,500	102,778	182,412	158,239	02,753	80,890	1,002,916
Pittsburg and Connellsville.....	5,373	4,129	2,960	1,163	8,772	25,334	815,734
Philadelphia and Reading.....	99,881	78,498	24,051	83,475	149,709	83,261	5,197,587
Philadelphia and Erie.....	49,175	21,500	89,136	2,599	215,282	21,220	815,096
Philadelphia, Baltimore and Wilmington.....	62,918			20,016	11,418	122,678	260,294
Philadelphia, Germantown and Norristown.....			22,688	450	896	21,666	371,202
Pennsylvania.....	353,194	231,403	76,023	185,545	291,022	37,554	3,186,359
Pennsylvania coal company.....	178	2,119			6,271		593,403
Reading and Columbia.....	7,921	5,467		197	8,023		125,576
Schuylkill and Susquehanna.....	3,827				9,231	53,783	298,060
Shamokin Valley and Pottsville.....	2,828	947	315		6,558	1,478	640,718
Summit Branch.....						2,659	247,114
Tioga.....	1,979	4,408	258		17,725		477,694
West Chester and Philadelphia.....						62,601	99,637
Western Central and Atlantic and Great Western, (lessees, Catawissa, eleven months).....	757,204	579,016	854,004	47,467	9,280,906	427,409	23,792,400
	3,169,062	1,597,131	1,585,625	781,445	10,637,394	1,894,984	237,723,922

TABLE E.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	EXPENSES.			RECEIPTS.	
	Maintaining the road or real estate of the corporation.	Repairs of machinery.	Operating the road.	Total.	
Atlantic and Great Western.....				\$3,522,460 23	\$4,833,489 86
Bellefonte and Snow Shoe.....	\$25,719 41	\$6,891 97	\$24,214 41	56,825 79	98,150 24
Barclay coal company.....	14,914 24	8,296 47	14,405 63	37,616 34	71,600 97
Cleveland, Painesville and Ashtabula.....	839,814 61	255,781 92	521,196 92	1,616,793 45	2,568,834 83
Cumberland Valley.....	194,510 34	52,710 80	110,724 22	357,945 36	564,407 90
Catawissa, (one month).....	7,012 77	6,310 09	11,486 55	24,809 41	42,531 99
Chestnut Hill.....	264 90			264 90	19,473 15
Catasauqua and Fogelsville.....	9,372 41	6,605 85	21,387 27	37,365 53	84,039 28
Cleveland and Pittsburg.....	494,567 48	316,847 36	784,072 87	1,595,487 71	2,612,186 17
Delaware, Lackawanna and Western.....	528,800 09	646,371 35	848,501 20	2,023,671 64	2,738,496 20
Delaware and Hudson canal and railroad.....	156,781 58	286,799 23	199,253 35	642,834 16	57,324 53
East Pennsylvania.....	49,491 76	40,143 96	121,408 87	211,044 59	446,077 83
Erie and North-East.....	153,554 56	96,066 40	388,617 85	638,238 81	620,937 90
Elmira and Williamsport.....	106,050 27	242,805 73	247,605 79	596,461 79	517,530 65
Erie and Pittsburg.....	117,421 06	114,899 93	171,090 87	403,411 86	618,565 67
Farmers'.....	200 14	3,330 07		3,530 21	17,759 21
Huntingdon and Broad Top Mountain.....	70,753 87	58,154 81	68,402 46	197,311 14	250,906 09
Hanover Branch.....	13,176 19	9,826 69	19,904 12	42,907 00	55,901 29
Hempfield.....	20,956 13	14,035 63	17,728 23	52,719 99	55,691 77
Hazleton.....	62,000 00			62,000 00	
Ironton.....	8,393 47	4,391 67	6,203 17	18,978 31	56,452 12
Lehigh Luzerne.....	12,000 00			12,000 00	67,324 51
Littlestown.....	2,157 00		559 00	2,716 00	8,180 13
Little Saw Mill.....	12,707 55	7,669 24	12,200 87	32,577 66	52,162 73
Lehigh Valley.....	410,486 35	429,421 56	618,735 13	1,458,643 04	3,718,679 99
Lackawanna and Bloomsburg.....	179,588 62	142,963 80	211,315 59	533,868 01	818,877 80
Lehigh and Susquehanna.....	50,212 25	50,139 12	130,233 64	230,585 01	401,076 69
Mount Carbon, (leased to Phil'a and Reading railroad Co.).....					14,000 00
Mahanoy and Broad Mountain.....	113,770 96				100,768 92
Northern Central.....	502,194 46	456,595 83	842,028 66	1,800,818 95	2,964,032 94
North Pennsylvania.....	149,584 96	61,605 08	308,523 38	519,713 42	902,218 13

North Lebanon.....	23,800 00		10,493 08	36,359 08	41,418 05
Oil Creek.....	124,365 83	23,870 50	423,548 51	676,584 84	1,424,195 95
Pittsburg, Fort Wayne and Chicago.....	1,642,171 67	1,082,022 76	2,626,438 71	5,350,628 14	7,525,886 83
Bittsburg and Connellsville.....	115,415 50	69,259 21	83,802 02	293,143 89	539,109 56
Philadelphia and Reading.....	1,094,668 29	1,413,252 63	2,388,867 30	4,896,298 22	10,902,818 87
Philadelphia and Erie.....	675,330 14	351,822 93	1,792,660 26	2,819,713 33	2,541,051 79
Philadelphia and Baltimore Central.....	47,648 64		67,820 71	115,400 35	149,218 35
Philadelphia, Wilmington and Baltimore.....	293,702 62	242,506 47	877,062 10	1,413,271 19	2,470,958 64
Philadelphia and Trenton.....				532,692 51	849,445 59
Philadelphia, Germantown and Norristown.....	95,519 08	67,157 39	169,942 96	332,619 43	605,345 91
Pennsylvania.....	3,368,270 70	2,337,221 22	4,910,870 25	*12,790,909 27	16,717,289 20
Reading and Columbia.....	25,003 41	19,278 11	72,920 52	117,202 04	139,265 89
Schuylkill and Susquehanna.....	83,020 56	28,668 05	48,560 81	160,249 42	145,897 50
Shamokin Valley and Pottsville.....	38,873 69	73,831 48	105,041 63	217,746 80	348,138 11
Summit Branch.....	23,269 92	5,445 42	28,668 87	57,384 21	131,784 00
Tioga.....	62,297 68	35,072 03	42,641 77	140,311 48	264,123 06
Wrightsville, York and Gettysburg.....	7,543 68	9,101 05	9,976 48	26,621 21	27,597 85
West Chester and Philadelphia.....	117,486 12	32,160 40	80,603 25	230,249 77	357,590 06
Western Central and Atlantic and Great Western lessees, (eleven months).....	73,327 27	108,421 71	149,951 50	331,700 48	444,519 70
	12,220,028 09	9,219,425 09	19,592,695 85	47,272,744 87	70,999,759 44

* Includes extraordinary expenses.

TABLE F.—ACCIDENTS.

NAME OF COMPANY.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Atlantic and Great Western.....	3	15	9	12	9	5	21	32
Cleveland, Painesville and Ashtabula.....					6		6	
Catawissa.....	2		1		1	2	4	2
Catasauqua and Fogelsville.....			2				2	
Cleveland and Pittsburg.....		4	3	14	7	7	10	25
Delaware, Lackawanna and Western.....			3	13	3		11	13
Delaware and Hudson canal and railroad.....			3	5	2	3	5	8
East Pennsylvania.....		1	2	1	1		3	2
Elmira and Williamsport.....			2		1		3	
Erie and Pittsburg.....			2	2	3		5	2
Huntington and Broad Top Mountain.....			1		1		1	1
Littlestown.....				1				1
Little Saw Mill Run.....						1		1
Lehigh Valley.....			13	17	6	6	19	23
Lackawanna and Bloomsburg.....		1	3	2		1	3	4
Lehigh and Susquehanna.....					4	1	4	1
Northern Central.....			10	19	8	12	18	31
North Pennsylvania.....		1	3	1	2		5	2
Oil Creek.....	1	1	1		1		3	1
Pittsburg, Fort Wayne and Chicago.....	1	23	16	62	21	19	38	104
Pittsburg and Connellsville.....		3	5	3	4	1	9	7
Philadelphia and Reading.....			14	7	16	12	32	19
Philadelphia and Erie.....		8	15	18		3	15	29
Philadelphia, Wilmington and Baltimore.....			3		8	2	11	2
Philadelphia and Trenton.....	1			3		5	1	8
Philadelphia, Germantown and Norristown.....	1				7	2	8	2
Pennsylvania.....	4	9	53	86	45	34	82	128
Reading and Columbia.....			1	1			1	1
Schuylkill and Susquehanna.....					1		1	
Southwark.....					1		1	
Toga.....			2			2	2	2
	13	66	151	267	160	118	324	451

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Atlantic and Great Western.....		80,723	208,201	324,242	742,077
Barclay coal company.....				8,703	7,086
Bellefonte and Snow Shoe.....	2,770	5,247	15,772	16,579	21,948
Catawissa.....	45,853		91,074		
Chestnut Hill.....	177,583	285,000	334,000		286,452
Cleveland, Painesville and Ashtabula.....	237,278	253,479	304,070	501,092	593,748
Cumberland Valley.....		256,926	309,951	336,914	293,054
Delaware and Hudson canal and railroad.....	17,052	17,409	30,802	73,850	65,603
Delaware, Lackawanna and Western.....	69,970	97,741	158,756	199,755	200,486
East Pennsylvania.....	88,795	127,185	100,225	208,162	231,611
Elmira and Williamsport.....			109,291	116,506	84,516
Erie and North-East.....					570,358
Erie and Pittsburg.....			54,673		185,413
Farmers'.....					18,919
Hanover Branch.....	16,515		46,067	37,247	30,226
Hempfield.....	11,444		19,170	27,445	23,542
Huntingdon and Broad Top Mountain.....	22,271	25,536	47,761	49,069	36,458
Lackawanna and Bloomsburg.....	93,482	125,266	199,856	256,556	263,018
Lehigh and Susquehanna.....			17,713	25,716	36,610
Lehigh Valley.....	181,470	262,459	427,838	499,302	552,804
Northern Central.....		428,582	595,918	712,707	625,081
North Pennsylvania.....	294,915	419,108	659,010	637,781	653,508
Oil Creek.....		47,061	143,417	352,074	259,426
Pennsylvania.....	1,089,659	1,601,730	2,268,929	2,861,836	2,673,568
Philadelphia and Baltimore Central.....	47,858	80,745	98,859	101,148	103,491
Philadelphia and Erie.....	192,372	371,534		769,250	695,415
Philadelphia and Reading.....	416,357	576,861	1,048,621	1,481,632	1,444,257
Philadelphia, Germantown and Norristown.....	1,626,801	1,961,974	2,398,495	2,589,684	2,469,354
Philadelphia and Trenton.....	422,295	669,075	922,136	1,146,531	922,599
Philadelphia, Wilmington and Baltimore.....	869,935	1,069,961	1,351,383	1,385,321	1,093,259
Pittsburg and Connellsville.....	143,510	262,841	395,843	366,833	390,044
Pittsburg, Fort Wayne and Chicago.....	628,892	638,601	1,202,005	1,462,701	1,302,211
Reading and Columbia.....			40,938	71,391	89,768
Schuylkill and Susquehanna.....	15,154	25,799	66,221	74,974	68,433
Shamokin Valley and Pottsville.....				42,208	42,435

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Summit Branch.....					5,508
Tioga.....	10,618	25,433	77,069	82,007	71,108
West Chester and Philadelphia.....	234,078	347,975		508,578	524,765
Western Central and Atlantic and Great Western, (lessee Catawissa, eleven months).....					66,059
	5,954,927	9,964,251	13,883,564	17,325,794	12,734,218

XXXVI

AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1861.	1863.	1864.	1865.	1866.
Atlantic and Great Western.....		167,205	846,050	265,886	1,198,537
Barclay coal company.....				75,402	92,757
Bellefonte and Snow Shoe.....			40,435	57,834	83,005
Brandywine and Waynesburg.....		18,019			
Catasauqua and Fogelsville.....		102,551	127,175	112,125	162,063
Catawissa (one month).....	242,152	255,792	184,963	123,356	19,889
Cleveland, Painesville and Ashtabula.....	456,066	590,033	657,817	597,306	589,210
Cleveland and Pittsburg.....					70,918,104
Cumberland Valley.....		106,721	144,389	123,781	188,215
Delaware and Hudson canal and railroad.....	842,870	863,570	933,656	819,510	1,454,750
Delaware, Lackawanna and Western.....	1,316,892	1,510,495	1,621,360	1,200,097	1,920,874
East Pennsylvania.....	172,700	225,339	266,781	242,790	321,376
Elmira and Williamsport.....			113,506	146,658	206,562
Erie and North-East.....	444,073	663,663	669,965	596,198	732,355
Erie and Pittsburg.....			61,387	120,000	321,074
Farmers'.....					5,216
Hanover Branch.....	34,102	27,078	38,605	38,259	48,982
Hazleton coal and.....	692,668	965,999	939,177	852,659	1,033,174
Hempfield.....	9,507		15,590	12,215	12,206
Huntingdon and Broad Top Mountain.....	321,079	348,818	338,297	336,955	301,568
Ironton.....	63,515	86,445	112,812	96,479	12,370,107
Jamestown and Franklin.....				9,920	
Lackawanna and Bloomsburg.....	390,415	559,884	694,555	498,723	646,929
Littlestown.....					1,157,533
Lehigh Luzerne.....	319,290	547,884	569,219	487,530	616,257
Lehigh and Susquehanna.....			145,313	472,708	729,779
Lehigh Valley.....	1,173,466	1,685,433	2,387,108	2,360,422	3,050,624
Little Saw Mill Run.....	103,436	121,455	115,450	131,126	123,056
Lykens Valley and coal company, (leased to Summit Branch).....	185,784	159,914	159,710	156,179	
Mount Carbon.....	141,601	190,473	168,019	141,834	118,443
Northern Central, (includes Wrightsville Branch).....	539,295	1,023,145	507,264	758,076	919,843
North Lebanon.....	177,698	281,703	305,502	181,653	243,617
North Pennsylvania.....	207,729	227,955	286,935	307,751	335,191
Oil Creek.....			146,424	224,349	333,915
Pennsylvania.....	1,989,126	2,256,347	2,559,845	2,798,810	3,452,718
Pennsylvania coal company.....	657,329	754,893	845,278	507,425	593,408

RAILROAD REP.

RAILROAD REPORT.

XXXVII

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Philadelphia and Baltimore Central.....	40,847	45,058	41,398	89,154	49,388
Philadelphia and Erie.....	269,982	369,820	424,587	534,975	815,096
Philadelphia and Reading.....	3,046,112	4,090,976	4,253,427	4,307,816	5,197,567
Philadelphia, Germantown and Norristown.....	127,881	184,293	206,810	251,880	371,202
Philadelphia and Trenton.....	867	1,834	15,400	23,796	86,497
Philadelphia, Wilmington and Baltimore.....	223,103	250,668	240,297	285,929	290,294
Pittsburg and Connellsville.....	85,763	143,792	199,552	220,214	315,734
Pittsburg, Fort Wayne and Chicago.....	592,770	801,528	859,330	891,198	1,002,918
Reading and Columbia.....			87,431	100,421	125,578
Schuylkill and Susquehanna.....	231,889	310,767	339,900	247,805	298,069
Shamokin Valley and Pottsville.....	300,627		288,422	514,602	640,718
Summit Branch.....					247,114
Tioga.....	186,649	246,859	377,687	401,957	477,694
West Chester and Philadelphia.....	59,706	69,775		79,850	99,637
Wrightsville, York and Gettysburg.....					28,150
Western Central and Atlantic and Gt. Western, lessees Catawissa, (11 months,)					194,570
	15,636,998	20,276,039	22,766,872	22,712,912	114,397,271

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Atlantic and Great Western.....		\$70,758 70	\$669,253 65	\$881,897 53	\$3,522,460 23
Barclay coal company.....				36,096 66	37,616 34
Bellefonte and Snow Shoe.....	\$9,225 46	13,270 90	29,161 53	47,349 25	56,825 79
Catasauqua and Fogelsville.....		31,993 16	33,426 42	45,182 53	37,365 53
Catawissa, (one month).....	237,099 32	233,685 47	231,476 21	220,636 12	24,809 41
Cleveland and Pittsburg.....					1,595,487 71
Chestnut Hill.....					264 90
Cleveland, Painesville and Ashtabula.....	575,704 83	797,834 96	860,282 79	1,210,661 80	1,616,793 45
Cumberland Valley.....	120,139 44	158,044 38	201,051 70	320,931 17	357,945 36
Delaware and Hudson canal and railroad.....	299,242 59	296,369 37	490,318 59	530,672 61	642,834 16
Delaware, Lackawanna and Western.....	754,111 75	928,940 33	1,263,166 75	1,694,648 62	2,023,671 64
East Pennsylvania.....	74,739 10	88,080 27	131,551 35	179,670 95	211,044 59
Elmira and Williamsport.....	193,821 04	150,437 62	583,436 24	724,776 71	596,461 79
Erie and North-East.....		264,090 14	297,781 25	315,796 37	
Erie and Pittsburg.....		27,336 79	108,044 49	290,543 73	403,411 86
Farmers'.....					3,530 35
Hanover Branch.....	21,212 22	26,297 17	34,057 41	38,237 65	42,907 00
Hazleton coal and.....	16,017 50	49,800 00	56,000 00	62,000 00	62,000 00
Hempfield.....	26,702 93	32,884 38	42,136 10	52,634 30	52,719 99
Huntingdon and Broad Top Mountain.....	72,954 79	158,058 95	191,807 99	273,511 28	197,311 14
Ironton.....	9,450 66	14,609 36	23,280 50	21,221 60	18,978 31
Lackawanna and Bloomsburg.....	138,333 78	234,275 33	307,554 10	572,814 60	538,868 01
Littlestown.....					4,258 80
Lehigh Luzerne.....	4,972 22	4,288 44	14,997 83	10,000 00	12,000 00
Lehigh and Susquehanna.....			64,760 00	330,787 00	230,585 01
Lehigh Valley.....	292,346 19	545,983 66	728,108 36	1,198,230 29	1,458,643 04
Little Saw Mill Run.....	14,803 70	19,687 44	30,807 04	38,700 61	32,577 68
Lykens Valley and coal company, (leased to Summit Branch railroad company).....	23,045 32	21,396 53	40,729 66	35,132 64	
Northern Central.....	882,163 49	1,834,841 21	1,953,044 69	2,055,826 10	1,800,818 95
North Lebanon.....	10,440 57	26,961 85	33,773 05	26,006 43	36,359 08
North Pennsylvania.....	177,399 20	238,504 80	381,685 61	462,711 04	519,713 42
Oil Creek.....		107,197 08	228,153 49	582,135 88	676,584 84
Pennsylvania.....	3,853,345 20	6,351,139 49	9,824,791 87	13,270,058 54	12,790,909 27
Philadelphia and Baltimore Central.....	86,554 52	51,188 94	73,501 12	116,190 51	115,469 35
Philadelphia and Erie.....	218,819 69	505,714 40	1,026,752 30	2,357,415 15	2,819,713 33

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Philadelphia and Reading.....	\$1,051,449 34	\$1,962,368 81	\$3,387,518 35	\$4,587,888 65	\$4,896,288 22
Philadelphia, Germantown and Norristown.....	128,077 75	152,923 81	217,419 18	320,363 66	332,619 43
Philadelphia and Trenton.....	258,524 43	380,238 39	502,997 12	684,547 57	798,908 48
Philadelphia, Wilmington and Baltimore.....		938,129 19	1,840,360 89	2,789,874 38	1,413,271 19
Pittsburg and Connellsville.....	79,538 79	110,231 54	200,572 16	252,226 87	293,143 89
Pittsburg, Fort Wayne and Chicago.....	1,806,818 56	2,897,354 40	3,654,436 35	4,856,502 57	5,350,628 14
Reading and Columbia.....			36,009 42	133,521 15	117,202 04
Schuylkill and Susquehanna.....	74,776 73	124,668 92	163,105 26	158,903 61	160,249 42
Shamokin Valley and Pottsville.....	60,474 27		105,644 72	174,397 78	217,746 80
Summit Branch.....					57,884 21
Tioga.....	36,926 37	47,616 99	82,019 89	136,895 69	140,311 48
West Chester and Philadelphia.....	60,256 50	84,728 54	120,415 28	146,642 59	230,249 77
Wrightsville, York and Gettysburg.....					26,621 21
Western Central and Atlantic and Great Western, lessees Catawissa, (eleven months).....					331,700 48
	11,599,488 25	19,981,451 21	30,355,390 21	42,198,736 69	46,902,263 07

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AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Atlantic and Great Western.....		\$2,440 10	\$810,640 77	\$1,461,278 09	\$4,833,489 86
Bellefonte and Snow Shoe.....	\$13,125 23	20,812 47	40,096 70	115,414 11	98,150 24
Barclay coal and.....				59,884 00	71,600 97
Cleveland, Painesville and Ashtabula.....	1,551,628 30	2,066,622 85	2,424,298 68	2,389,222 86	2,568,834 83
Cumberland Valley.....	255,560 03	276,237 80	346,551 55	460,340 73	564,407 90
Catawissa, (for one month).....	275,890 31	308,567 75	380,488 84	370,233 33	42,531 99
Chestnut Hill.....	11,353 52	22,624 13	22,937 78	22,272 75	19,473 15
Catasauqua and Fogelsville.....		88,881 57	45,012 91	55,321 97	84,039 28
Cleveland and Pittsburg.....					2,612,186 17
Delaware, Lackawanna and Western.....	1,505,361 78	1,757,083 27	1,984,948 11	1,733,319 98	2,738,496 20
Delaware and Hudson canal and railroad.....	12,846 06	9,136 35	36,128 78	35,363 50	57,324 53
East Pennsylvania.....	173,393 14	238,249 00	333,560 03	380,742 98	446,077 83
Eric and North-East.....	823,530 28	423,858 07	486,788 12	454,479 96	620,937 90
Elmira and Williamsport.....	347,822 64	246,242 24	652,150 59	620,319 00	517,530 65
Eric and Pittsburg.....		41,680 61	163,501 61	490,220 50	618,565 67
Farmers'.....					17,759 21
Huntingdon and Broad Top Mountain.....	196,088 94	259,629 11	335,280 34	352,213 15	250,906 09
Hanover Branch.....	34,830 72	43,135 47	54,952 57	48,686 05	55,801 29
Hempfield.....	29,799 43	37,047 50	50,102 96	53,829 49	55,691 77
Ironton.....	51,754 21	72,067 19	88,169 44	124,147 10	56,452 12
Lehigh Luzerne.....	26,426 04	47,241 11	51,375 59	50,742 74	67,324 51
Littlestown.....					5,180 13
Little Saw Mill Run.....	27,064 21	37,929 76	44,325 51	62,003 10	52,162 73
Lehigh Valley.....	822,927 19	1,320,057 92	2,280,262 62	3,049,859 80	3,718,679 99
Lykens Valley and coal company, (leased to Summit Branch railroad).....	70,656 29	56,897 95	74,418 03	74,385 21	
Lackawanna and Bloomsburg.....	307,339 47	473,112 90	698,595 60	633,015 34	818,877 80
Lehigh and Susquehanna.....		96,120 58		333,031 59	401,076 69
Mine Hill and Schuylkill Haven, (leased to Philadelphia and Reading railroad).....	451,918 15	363,366 92	296,000 00	296,000 00	
Mount Carbon.....	14,000 00	14,000 00	14,000 00	14,000 00	14,000 00
Northern Central.....	1,849,426 31	2,448,874 83	2,532,269 30	3,477,640 98	2,964,032 94
North Pennsylvania.....	388,055 16	511,895 87	741,977 39	875,951 05	902,213 17
North Lebanon.....	45,009 64	68,181 97	88,950 16	38,107 95	41,418 05
Oil Creek.....		337,453 06	548,396 52	1,004,900 76	1,424,195 95
Pittsburg, Fort Wayne and Chicago.....	3,613,841 36	4,984,689 67	6,364,765 10	8,582,300 79	7,525,386 83

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COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

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NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Pittsburg and Connellsville.....	\$129,917 84	\$220,473 60	\$327,581 10	\$410,723 85	\$539,109 58
Philadelphia and Reading.....	3,911,830 22	6,252,902 02	9,269,340 87	11,142,518 70	10,902,818 87
Philadelphia and Erie.....	413,472 24	699,299 70	1,031,509 29	2,074,140 79	2,541,051 79
Philadelphia and Baltimore Central.....	57,415 71	78,542 83	112,001 88	138,434 98	149,218 35
Philadelphia, Wilmington and Baltimore.....	2,201,855 23	2,540,248 32	3,205,559 60	3,823,464 06	2,470,958 64
Philadelphia and Trenton.....	432,351 42	644,049 84	824,006 40	1,030,438 76	849,445 69
Philadelphia, Germantown and Norristown.....	263,802 00	332,488 92	428,146 75	656,739 51	605,345 91
Pennsylvania.....	10,143,738 78	11,846,597 24	14,317,010 32	17,594,013 85	16,717,289 20
Reading and Columbia.....		42,501 19	149,980 96		139,295 89
Schuylkill and Susquehanna.....	79,618 42	95,999 85	129,502 34	121,570 64	145,897 50
Shamokin Valley and Pottsville.....	159,534 14		208,072 85	303,223 18	348,188 11
Summit Branch.....					131,784 00
Tioga.....	134,788 19	128,692 80	293,338 71	239,609 55	284,123 06
Wrightsville, York and Gettysburg.....					27,597 85
West Chester, (leased to West Chester and Philadelphia rail- road).....	8,501 36	9,805 83	10,044 04	25,872 49	
West Chester and Philadelphia.....	139,602 84	306,103 29	273,232 00	347,240 95	357,590 06
Western Central and Atlantic and Great Western, leases Cata- wissa, (for eleven months).....					444,519 70
	30,876,111 79	39,779,365 26	52,468,792 94	75,781,205 08	70,898,990 62

AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF CASH OR STOCK DIVIDENDS DECLARED FOR SIX YEARS.

NAME OF COMPANY.	1861.	1862.	1863.	1864.	1865.	1866.
Bald Eagle Valley						6
Bellefonte and Snow Shoe.....						2
Catasauqua and Fogelsville.....						6
Chestnut Hill.....	8	4	6	14	11	10
Cleveland, Painesville and Ashtabula.....	15	33½	28	26	25	10
Cleveland and Pittsburg.....			4	8		4
Cumberland Valley.....	7½	8	8	8	8	8
Delaware and Hudson canal and railroad.....	6½	7	8½	36½	34	16
Delaware, Lackawanna and Western.....			24	5	15	20
East Mahanoy.....					6	6
Elmira and Williamsport.....				6 & 5	7 & 75	8½ & 8½
Erie and North-East.....	10	10	40	10	25	25
Fayette County.....						7½
Hanover Branch.....				4		5
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	14½	7	7	7	7	7
Hazleton coal company.....	6½	5	8	12	10	10
Huntingdon and Broad Top Mountain.....				* 8½	* 8½	
Ironton.....	6	6	5	4		
Lehigh and Mahanoy.....					6	
Lehigh Lurerne.....	2½	6	8	12	9½	14½
Lehigh Valley.....	8	8	10	20	10	2
Little Schuylkill navigation, coal and.....			8½	6	3	2
Lykens Valley and coal company.....	6	12	8	6½	4½	9
Mill Creek and Mine Hill navigation and.....	14	10	10	10	10	10
Mine Hill and Schuylkill Haven.....	11	8½	8	7½	8	8
Mount Carbon.....	8	6	6	6	6	6
Mount Carbon and Port Carbon.....	11	12	12	12	12	12
New Castle and Beaver Valley.....				12	7½	11½
Northern Central.....				7	8	8
North Lebanon.....		6	9	14	10	10
Oil Creek.....				25	20	
Pennsylvania.....	6	8	9	40	10	9
Pennsylvania coal company.....	7	7	8½	80	82½	20
Philadelphia and Reading.....	7	7	10½ & 7	8½ & 7	15	10
Philadelphia, Germantown and Norristown.....	7	6	7½	8	8	9
Philadelphia and Trenton.....	8	8	10	10	10	15
Philadelphia, Wilmington and Baltimore.....	6½	9	10	10	10	5

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COMPARATIVE STATEMENT OF CASH OR STOCK DIVIDENDS DECLARED FOR SIX YEARS—Continued.

NAME OF COMPANY.	1861.	1862.	1863.	1864.	1865.	1866.
Pittsburg, Fort Wayne and Chicago.....				7½	10	10
Schuylkill Valley navigation and	2½	5½	5	5½	5	5
Shamokin Valley and Pottsville.....			1½	3	4	4½
Southwark.....	6	6	6	6	6	6
Tioga.....	6	9	7	8	4	* 25
West Chester.....	4	4	4			
Wrightsville, York and Gettysburg		2	2	2	2	

* Preferred stock,

COMPARATIVE STATEMENT OF ACCIDENTS FOR SIX YEARS.

NAME OF COMPANY.	1861.		1862.		1863.		1864.		1865.		1866.	
	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....
Atlantic and Great Western					4	2	9	4	11	3	21	32
Barclay coal company.....										1		
Catawauqua and Fogelsville.....							1	2			2	4
Catawissa.....			1		5	4	2	2				2
Cleveland and Pittsburg.....											10	25
Cleveland, Painesville and Ashtabula.....	1				5		12	8	8		6	
Cumberland Valley.....	1		11	50								
Delaware and Hudson canal and railroad.....							1	5	4	4	5	8
Delaware, Lackawanna and Western.....	6	6	4	7	10	2	15	4	17	16	11	13
East Pennsylvania.....			1			1	2	3	5	7	3	2
Elmira and Williamsport.....	3						3		1	2	3	
Erie and North-East.....	1	6	1	2	2			1		1		
Erie and Pittsburg.....								3	2	3	5	2
Hanover Branch.....	2				1							
Huntingdon and Broad Top Mountain.....					2	3	3				1	1
Ironton.....			1	1			1	1				
Jamestown and Franklin.....									1			
Lackawanna and Bloomsburg.....	5		6	1		3	4	2	2	3	3	4
Lehigh and Mahanoy.....												
Littlestown.....												1
Lehigh and Susquehanna.....							2		4	3	4	1
Lehigh Valley.....	3		11	6	8	8	12	4	19	21	19	23
Little Saw Mill Run.....			1	1			1					1
Little Schuylkill navigation coal and.....			1	1								
Lykens Valley and coal company.....							1					
Mine Hill and Schuylkill Haven.....	1			3	1	1						
New Castle and Beaver Valley.....					2		1					
Northern Central.....							18	27	26	20	18	31
North Pennsylvania.....	4	1	1		5	4	2	3	9	3	5	2
Oil Creek.....					1	2			9	8	8	1

COMPARATIVE STATEMENT OF ACCIDENTS FOR SIX YEARS—Continued.

NAME OF COMPANY.	1861.		1862.		1863.		1864.		1865.		1866.	
	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....
Pennsylvania.....	43	39	67	76	79	103	119	218	95	304	82	128
Philadelphia and Baltimore Central.....					1							
Philadelphia and Erie.....			2	6	4	6	10	16	29	32	15	29
Philadelphia and Reading.....	17	18	20	11	25	11	24	28	27	22	32	19
Philadelphia, Germantown and Norristown.....	1	2			1		2	3	5	3	8	2
Philadelphia and Trenton.....		1	2	3	2	4	5	5	18	44	1	8
Philadelphia, Wilmington and Baltimore.....			12	32	5	7	23	11	29	15	11	2
Pittsburg and Connellsville.....			3	8	2	3	6	1	3	3	9	7
Pittsburg, Fort Wayne and Chicago.....	22	12	20	11	32	33	37	32	51	58	38	104
Reading and Columbia.....							1	2	1	3	1	1
Schuylkill and Susquehanna.....			1		1			2		1	1	
Schuylkill Valley navigation and.....												
Shamokin Valley and Pottsville.....			2	2			1	3	2			
Tioga.....			1			1				2	2	2
West Chester and Philadelphia.....							1		4			
Beaver Meadow.....	8	3	6	5	5	16						
	118	88	175	226	203	214	322	386	385	582	324	451

TABULATED RESULTS,
COMPILED FROM
CITY PASSENGER RAILROADS.

TABLE A.—PASSENGER RAILWAYS—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law	Amount of stock subscribed	Total amt't now paid in of capital stock	Total amt't now of floating and funded debt.....	Rate per cent. on funded debt.....	Rate per cent. of dividend
Citizens', Pittsburg	\$100,000 00	\$100,000 00	\$126,000 00	\$64,066 00	7	10
Citizens', Philadelphia.....	500,000 00	500,000 00	192,750 00			12
Frankford and Philadelphia	300,000 00	73,800 00	71,475 00	71,750 05	7	
Frankford and Southwark, Philadelphia.....	500,000 00	491,650 00	491,650 00	200,000 00	7	6
Green and Coates Street, Philadelphia.....	500,000 00	150,000 00	150,000 00	100,000 00	7	5½
Germantown, Philadelphia.....	1,000,000 00	1,000,000 00	112,246 00	386,294 87	7	
Girard College, Philadelphia.....	500,000 00	500,000 00	160,000 00			4½
Harrisburg City.....	75,000 00	42,450 00	41,113 91	14,324 57	7	
Hestonville, Mantua and Fairmount, Philadelphia.....	2,050,000 00			185,250 49	7	
Lombard and South Street, Philadelphia.....	250,000 00	250,000 00	90,000 00	64,700 00	7	
Oakland, Pittsburg.....	100,000 00	59,500 00	59,500 00	58,331 17		
Pittsburg, Allegheny and Manchester	75,000 00	200,000 00	100,000 00	54,507 72	7	16
Pittsburg and Birmingham, Pittsburg.....	100,000 00	100,000 00	68,000 00	10,600 00	7	14
Philadelphia City, Philadelphia.....	750,000 00	750,000 00	225,000 00	171,254 73		11
Philadelphia and Darby, Philadelphia.....	200,000 00	100,000 00	100,000 00	17,000 00	7	
Philadelphia and Gray's Ferry, Philadelphia.....	1,000,000 00		250,000 00	none.		8
Ridge Avenue and Manayunk, Philadelphia.....	250,000 00	241,000 00	120,000 00			4
Second and Third Street, Philadelphia.....	635,250 00	635,250 00	339,007 25	155,429 33	7	10
Seventeenth and Nineteenth Street, Philadelphia.....	500,000 00	500,000 00	120,000 00			
Schuykill River.....	500,000 00	500,000 00	50,000 00	none.		
Thirteenth and Fifteenth Street, Philadelphia.....	1,000,000 00	994,950 00	uncertain.	none.		4
Union, Philadelphia.....	1,000,000 00	1,000,000 00	400,000 00	335,000 00	6	3
West Philadelphia, Philadelphia.....	500,000 00	249,100 00	249,100 00	100,000 00	7	10
Williamsport	50,000 00	15,600 00	15,600 00	1,124 84		
Wilkesbarre and Kingston.....	25,000 00	25,000 00	25,000 00	6,260 76		
	12,460,250 00	8,478,300 00	3,556,598 16	1,995,884 53		

TABLE B.—PASSENGER RAILWAY TABLE—CHARACTERISTICS OF ROAD.

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 & stables,	No. of depots.....	No. of first class passenger cars, (two horses).....	No. of 2d 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.....	\$218,024 24	5	5 2½	43	5	2	28	3	1	144	\$34,095 56
Citizens', Philadelphia.....	176,048 70	7	5 2	45	3	1	32	2	.....	197	63,923 05
Frankford and Philadelphia, (operated by Second and Third Street Passenger railway company).....	134,935 23	2	5 2½	43	.....	.....	.....	.....	.....	.....	.....
Frankford and Southwark, Philadelphia.....	772,606 44	12	5 2	45.50	2	3	40	.....	9	271	26,360 00
Green and Coates Street, Philadelphia.....	232,953 62	4½	5 2	45	5	2	33	8	.....	191	70,279 52
Germantown, Philadelphia.....	481,335 54	25½	5 2	45	11	3	59	.....	.....	367	63,500 00
Girard College, Philadelphia.....	81,611 72	5	5 2	45	3	1	25	.....	.....	120	9,000 00
Harrisburg City.....	55,874 19	2	5 2½	43	2	1	5	1	.....	.....	10,000 00
Hestonville, Mantua and Fairmount, Philadelphia.....	.....	19	5 2	45	8	4	56	1	.....	390	30,000 00
Lombard and South Street, Philadelphia.....	160,189 80	4½	5 2	45	2	1	18	.....	1	105	30,000 00
Oakland, Pittsburg.....	.....	5	5 2	43	5	1	13	.....	13	90	21,000 00
Pittsburg, Allegheny and Manchester.....	140,740 03	5	5 2	45	6	3	19	11	1	176	36,304 82
Pittsburg and Birmingham, Pittsburg.....	72,909 23	2	5 2	45	3	2	12	none.	2	75	10,654 22
Philadelphia City, Philadelphia.....	396,254 73	7	5 2	45.56	4	1	45	none.	3	291	22,259 78
Philadelphia and Darby, Philadelphia.....	118,383 04	5	5 2	42	2	1	10	3	1	45	22,500 00
Philadelphia and Gray's Ferry, Philadelphia.....	250,252 91	7	5 2	45	3	1	19	4	.....	154	40,000 00
Ridge Avenue and Manayunk, Philadelphia.....	176,635 59	4½	5 2½	40	3	2	12	.....	.....	54	.....
Second and Third Street, Philadelphia.....	485,822 44	18	5 2½	45	3	3	72	4	3	485	125,000 00
Seventeenth and Nineteenth Street, Philadelphia.....	114,368 06	5	5 2½	55	.....	.....	9	7	6	95	.....
Schuylkill River.....	46,019 40	3	5 2	44	.....	1	6	2	.....	40	.....
Thirteenth and Fifteenth Street, Philadelphia.....	.....	6½	5 2	45	3	1	18	.....	3	160	10,000 00
Union, Philadelphia.....	762,247 57	25	5 2	43	6	2	70	11	2	515	153,928 57
West Philadelphia, Philadelphia.....	358,523 73	6	5 2½	44	9	2	56	1	.....	331	30,000 00
Williamsport.....	19,282 75	1	4 8¼	16	.....	.....	4	.....	.....	9	.....
Wilkesbarre and Kingston.....	26,880 00	2½	5 2½	30.45	3	.....	3	1	4	9	3,000 00
	5,284,899 96	189½	.....	.....	91	38	662	59	49	4,314	811,795 52

TABLE C—PASSENGER RAILWAYS.

NAME OF COMPANY.	TRANSPORTA'N OF PASSENG'S.	EXPENSES.			RECEIPTS.
	No. passengers (all classes) car- ried in cars.	Of maintain- ing the road or real estate of corpora'n	Of operating the road.	Total.	From all sources.
Citizens', Pittsburg.....	2,323,919	\$6,698 31	\$79,718 31	\$86,416 62	\$143,111 19
Citizens', Philadelphia.....	3,500,000	2,900 00	110,927 95	113,827 95	206,945 35
Frankford and Philadelphia.....	100,000	183 25	5,454 92	5,638 17	6,183 72
Frankford and Southwark, Philadelphia.....	4,000,000	21,798 90	180,099 47	201,898 37	261,223 06
Green and Coates street, Philadelphia.....		1,085 06	108,432 38	109,517 44	166,791 71
Germantown, Philadelphia.....	2,906,000			172,962 71	294,683 57
Girard College, Philadelphia.....			87,594 51	87,594 51	104,994 35
Harrisburg City.....	229,256	400 00	11,242 40	11,642 40	11,462 81
Hestonville, Mantua and Fairmount, Philadelphia.....			211,793 52	211,793 52	242,181 51
Lombard and South Street, Philadelphia.....	1,200,000		47,292 19	47,292 19	67,458 47
Oaklank, Pittsburg.....	716,482	10,708 73	51,825 31	62,534 04	43,263 96
Pittsburg, Allegheny and Manchester.....	1,900,000	5,341 94	87,938 65	93,280 59	116,938 79
Pittsburg and Birmingham, Pittsburg.....	1,290,625	5,211 87	44,985 88	50,197 75	80,185 43
Philadelphia City, Philadelphia.....	3,262,497	2,126 15	128,377 60	130,503 75	233,798 93
Philadelphia and Darby, Philadelphia.....	291,067	2,732 23	23,090 21	25,822 44	39,290 84
Philadelphia and Gray's Ferry, Philadelphia.....	1,735,051	3,893 06	60,102 36	63,495 43	101,096 39
Ridge Avenue and Manayunk, Philadelphia.....		2,343 67	31,802 96	34,146 63	42,025 56
Second and Third Street, Philadelphia.....	7,000,000	12,297 22	246,038 60	258,335 82	407,923 64
Seventeenth and Nineteenth Street, Philadelphia.....		2,224 59	46,568 60	48,793 19	57,662 19
Schuylkill River, (leased to Spruce and Pine St. Passenger railway co.,)					
Thirteenth and Fifteenth Street, Philadelphia.....	1,600,000	9,030 06	92,712 85	101,742 91	128,955 25
Union, Philadelphia.....	5,334,505		277,320 92	277,320 92	344,895 17
West Philadelphia, Philadelphia.....		15,099 80	196,514 69	211,614 49	292,461 36
Williamsport.....		532 83	5,974 98	6,507 81	7,652 68
Wilkesbarre and Kingston.....	91,689		5,744 53	5,744 53	9,168 92
	37,464,991	104,107 67	2,141,553 79	2,418,624 18	3,410,544 85

AUDITOR GENERAL'S

RAILROAD REPORT.

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TABLE D.—PASSENGER RAILWAYS—ACCIDENTS.

NAME OF COMPANY.	PASSENGER'S.		EMPLOYEE'S.		OTHERS.		TOTAL.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Citizens', Pittsburg	2	2	.....	.....	.....	.....	2	2
Citizens', Philadelphia.....	1	1	.....	.....	.....	.....	1	1
Frankford and Philadelphia.....	.....	.....	.....	.....	.....	1	.....	1
Frankford and Southwark, Philadelphia.....	.....	.....	.....	.....	.....	1	.....	1
Green and Coates Street, Philadelphia.....	.....	.....	.....	.....	.....	1	.....	1
Germantown, Philadelphia.....	1	.....	.....	.....	.....	.....	1	.....
Hestonville, Mantua and Fairmount, Philadelphia.....	.....	.....	.....	1	2	2	2	3
Lombard and South Street, Philadelphia.....	.....	.....	1	.....	.....	.....	1	.....
Pittsburg, Allegheny and Manchester.....	.....	.....	.....	.....	.....	1	.....	1
Pittsburg and Birmingham, Pittsburg.....	1	1	.....	.....	.....	.....	1	1
Philadelphia City, Philadelphia.....	.....	2	.....	.....	.....	.....	.....	2
Second and Third Street, Philadelphia.....	.....	4	.....	.....	.....	.....	.....	4
Thirteenth and Fifteenth Street, Philadelphia.....	.....	1	.....	.....	.....	.....	.....	1
West Philadelphia, Philadelphia.....	.....	3	.....	.....	.....	2	.....	5
Wilkesbarre and Kingston.....	.....	.....	.....	.....	1	.....	1	.....
	5	14	1	1	3	8	9	23

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Citizens', Pittsburg.....	1,253,308	1,547,248	1,896,857	1,994,641	2,323,919
Citizens', Philadelphia.....	2,350,000	2,850,000	3,250,000	3,500,000	3,500,000
Frankford and Southwark, Philadelphia.....	3,600,000	4,000,000	4,900,000	4,500,000	4,000,000
Fairmount, Philadelphia.....		1,365,600	1,728,000		
Fairmount and Arch Street, Philadelphia.....	1,437,634	1,484,914	1,705,760		
Frankford and Philadelphia.....					100,000
Green and Coates Street, Philadelphia.....	2,266,005	2,517,098	2,919,908	1,021,426	no ac't kept.
Germantown, Philadelphia.....	2,000,000	2,600,000	not stated.		2,900,000
Girard College, Philadelphia.....	not stated.	not stated.	not stated.	not stated.	not stated.
Harrisburg City.....				134,537	229,256
*Hestonville, Mantua and Fairmount, Philadelphia.....					
Lombard and South Street, Philadelphia.....			1,200,000	1,200,000	1,200,000
Oakland, Pittsburg.....		637,460	642,974		716,482
Pittsburg, Allegheny and Manchester.....		968,380	1,554,088	1,600,000	1,900,000
Pittsburg and Birmingham, Pittsburg.....	577,284	806,901	1,160,965	1,174,615	1,290,525
Philadelphia City, Philadelphia.....	2,068,476	2,298,848	2,631,160	2,566,904	3,252,497
Philadelphia and Darby, Philadelphia.....	240,534	275,000	334,926	333,809	291,067
Philadelphia and Gray's Ferry, Philadelphia.....	• 1,727,873	1,857,050	1,892,956	1,792,644	1,735,051
Ridge Avenue and Manayunk, Philadelphia.....	don't know.	don't know.	not stated.	not stated.	not stated.
Second and Third Street, Philadelphia.....	5,300,000	5,800,000	7,500,000	7,000,000	7,000,000
Seventeenth and Nineteenth Street, Philadelphia.....	not stated.	not stated.	not stated.	not stated.	not stated.
Thirteenth and Fifteenth Street, Philadelphia.....	1,312,500	1,625,000	1,750,000		1,600,000
Union, Philadelphia.....				3,128,516	5,334,505
West Philadelphia, Philadelphia.....	not stated.	not stated.	not stated.	not stated.	not stated.
Williamsport.....					no rec. kept.
Wilkesbarre and Kingston.....					91,689
	24,133,614	30,623,499	35,068,534	29,947,092	37,364,991

* Cannot be ascertained.

COMPARATIVE STATEMENT OF EXPENSES OF PASSENGER RAILWAYS FOR FIVE YEARS.

NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Citizens', Pittsburg.....	\$67,260 38	\$64,662 04	\$80,345 34	\$79,844 68	\$86,416 62
Citizens', Philadelphia.....	60,969 57	86,303 30	102,964 56	122,333 15	113,827 95
Frankford and Philadelphia.....					5,638 17
Frankford and Southwark, Philadelphia.....	116,863 84	137,248 15	170,868 47	185,316 71	268,349 38
Green and Coates Street, Philadelphia.....	63,629 37	74,069 81	114,282 38	119,082 88	109,517 44
Germantown, Philadelphia.....	73,864 37	83,408 83	135,006 48	147,694 43	172,962 71
Girard College, Philadelphia.....	43,147 13	56,748 81	86,948 92	86,034 03	87,594 51
Harrisburg City.....				3,164 75	11,642 40
Hestonville, Mantua and Fairmount, Philadelphia.....			55,544 46	114,634 04	211,793 52
Lombard and South Street, Philadelphia.....			48,123 52	56,463 98	47,292 19
Oakland, Pittsburg.....	27,227 32	34,060 23	39,396 15		62,534 04
Pittsburg, Allegheny and Manchester.....		42,602 86	65,558 44	68,552 57	93,280 59
Pittsburg and Birmingham, Pittsburg.....	21,111 84	26,341 91	44,696 69	52,762 31	50,197 75
Philadelphia City, Philadelphia.....	45,668 46	54,031 52	74,938 78	90,256 48	130,503 75
Philadelphia and Darby, Philadelphia.....	17,635 29	19,385 40	26,152 69	30,237 46	25,822 44
Philadelphia and Gray's Ferry, Philadelphia.....	44,482 99	56,648 68	58,372 84	64,355 99	63,495 43
Ridge Avenue and Manayunk, Philadelphia.....	16,696 29	22,317 90	52,478 24	34,834 41	54,146 63
Second and Third Street, Philadelphia.....	160,979 43	187,638 28	278,347 63	278,732 50	268,335 82
Seventeenth and Nineteenth Street, Philadelphia.....	16,567 69	23,530 29	37,661 66	42,496 57	48,793 19
Thirteenth and Fifteenth Street, Philadelphia.....	46,744 00	67,176 24	92,081 17	104,603 87	101,742 91
Union, Philadelphia.....				200,793 00	277,320 92
West Philadelphia, Philadelphia.....	93,499 49	116,026 22	159,456 68	227,926 75	211,614 49
Williamsport.....				1,786 52	6,607 81
Wilkesbarre and Kingston.....					5,744 53
	880,539 46	1,146,460 46	1,626,643 78	2,123,887 08	2,485,075 19

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COMPARATIVE STATEMENT OF RECEIPTS OF PASSENGER RAILWAYS FOR FIVE YEARS.

NAME OF COMPANY.	1862.	1863.	1864.	1865.	1866.
Citizens', Pittsburg.....	\$64,869 83	\$89,867 32	100,380 88	\$114,720 76	143,111 19
Citizens', Philadelphia.....	98,379 12	126,263 52	162,367 18	210,143 26	206,945 35
Frankford and Philadelphia.....					6,183 72
Frankford and Southwark, Philadelphia.....	172,335 47	402,367 38	251,897 35	286,861 53	261,223 06
Green and Coates Street, Philadelphia.....	108,652 94	124,539 98	166,775 70	158,803 50	166,791 71
Germantown, Philadelphia.....	106,791 93	133,505 59	176,539 83	197,195 29	294,683 57
Girard College, Philadelphia.....	62,862 27	76,450 51	102,861 46	122,866 73	104,934 35
Harrisburg City.....				6,726 85	11,462 80
Hestonville, Mantua and Fairmount, Philadelphia.....			59,478 09	153,813 86	242,181 51
Lombard and South Street, Philadelphia.....			54,040 71	72,460 63	67,458 47
Oakland, Pittsburg.....	29,652 78	82,690 66	37,904 90		43,263 96
Pittsburg, Allegheny and Manchester.....		49,638 16	67,930 21	88,795 17	116,338 79
Pittsburg and Birmingham, Pittsburg.....	29,439 50	40,525 83	58,005 96	67,040 37	80,135 43
Philadelphia City, Philadelphia.....	89,246 04	104,727 60	133,462 06	149,978 54	233,798 93
Philadelphia and Darby, Philadelphia.....	21,655 91	24,101 67	32,448 82	36,781 46	39,290 84
Philadelphia and Gray's Ferry, Philadelphia.....	70,223 14	75,065 98	79,592 49	84,900 80	101,999 39
Ridge Avenue and Manayunk, Philadelphia.....	23,987 04	34,549 39	39,334 36	41,737 58	42,025 56
Second and Third Street, Philadelphia.....	242,896 56	278,628 56	355,773 97	437,562 65	
Seventeenth and Nineteenth Street, Philadelphia.....	25,400 08	23,447 57	41,269 23	51,633 67	57,662 19
Thirteenth and Fifteenth Street, Philadelphia.....	68,511 08	87,604 15	116,912 75	143,038 19	128,955 25
Union, Philadelphia.....				206,598 06	344,895 17
West Philadelphia, Philadelphia.....	128,177 45	161,699 77	220,672 84	309,261 56	292,461 36
Williamsport.....				3,637 94	7,652 68
Wilkesbarre and Kingston.....					9,168 92
	1,388,111 09	1,671,653 64	2,257,643 84	2,944,603 40	3,002,624 20

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AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF ACCIDENTS ON PASSENGER RAILWAYS FOR SIX YEARS.

NAME OF COMPANY.	1861.		1862.		1863.		1864.		1865.		1866.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Citizens', Pittsburg.....				2	3	4	3	4		2	2	2
Citizens', Philadelphia.....	4	4	1		2					2	1	1
Frankford and Philadelphia.....												1
Frankford and Southwark, Philadelphia.....									2	2		1
Fairmount, Philadelphia.....							2					
Fairmount and Arch Street, Philadelphia.....					1	1	1	1				
Fairmount Park and Delaware River, Philadelphia.....										1	4	
Green and Coates Street, Philadelphia.....									1			1
Germantown, Philadelphia.....										2	1	
Girard College, Philadelphia.....									1	1		
Harrisburg City.....										1	1	
Hestonville, Mantua and Fairmount, Philadelphia.....							2	1	1	2	2	3
Lombard and South Street, Philadelphia.....							3		2		1	
Oakland, Pittsburg.....						2		1				
Pittsburg, Allegheny and Manchester.....	1	1				3			1	1		1
Pittsburg and Birmingham, Pittsburg.....		1	1				3	1	2	3	1	1
Philadelphia City, Philadelphia.....		1		2	1		1	1	1			2
Philadelphia and Darby, Philadelphia.....						3						
Philadelphia and Gray's Ferry, Philadelphia.....	1				1	2			1			
Second and Third Street, Philadelphia.....	2	4		4	5	11		7	4	7		4
Seventeenth and Nineteenth Street, Philadelphia.....			1								1	
Thirteenth and Fifteenth Street, Philadelphia.....	1				1	1		1	2	2		1
Union, Philadelphia.....								2	2	2		
West Philadelphia, Philadelphia.....					2		1	4		5		5
Pittsburg and East Liberty.....	2											
Wilkesbarre and Kingston.....											1	
	11	11	3	8	16	27	16	21	20	23	9	23

RAILROAD REPORT.

CANAL COMPANIES.

NAME OF COMPANY.	Length of main line of canal.	Expenses, maintaining and operating the canal.	Receipts.
Delaware and Hudson	108	\$407,401 40	\$160,444 47
Delaware Division	60	81,315 98	349,649 92
Erie	36	99,440 95	160,486 52
Lehigh coal and navigation	48	98,629 01	702,787 75
Muncy	7 ²	191 83	117 48
Pennsylvania railroad, (canal department)	173	233,437 98	297,867 16
Schuylkill navigation	108 ¹	191,659 78	1,401,132 58
Union	77 ³	55,167 81	64,074 72
Wyoming Valley	64	223,026 49	251,563 98
West Branch and Susquehanna	117	126,930 74	200,619 34
Wiconisco	12	17,600 00	19,784 00
	804 ¹	1,544,801 97	3,608,527 92

REPORTS OF COMPANIES.

(No. 1)

ATLANTIC AND GREAT WESTERN
[CONSOLIDATED.]

STATE OF PENNSYLVANIA, }
Crawford County, } SS :

Personally appeared J. J. Shryock, vice president, and J. M. Dick, treasurer, of the Atlantic and Great Western 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. J. SHRYOCK, *Vice President.*
 J. M. DICK, *Treasurer.*

Sworn and subscribed before me, }
 this 23d day of January, 1867. }

HENRY HEATH, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$30,000,000 00
Amount of stock subscribed.....	29,564,405 26
Total amount now paid in of capital stock.....	29,564,405 26
Total amount now of funded debt.....	29,999,900 00
The amount now of floating debt.....	1,156,819 15
Total amount now of floating and funded debt..	31,156,719 15
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividends have been paid.	
Number of shares of stock.....	600,000
Par value of each share.....	\$50 00
No dividends declared.	

COST OF ROAD AND EQUIPMENT.

Construction and equipment, by present report .. \$56,357,560 15

ATLANTIC AND GREAT WESTERN

CHARACTERISTICS OF ROAD.

Length of main line of road from Salamanca, N. Y., to Dayton, Ohio	387 miles.
Length of road laid	387 "
Length of double track of road	None.
Length of sidings	81 miles.
Gauge of road	6 feet.
Weight of rail per yard on main track	56 lbs.
Branch roads owned by the company and their length, viz: Silver Creek branch, Ohio	6 miles.
Roads worked or leased by the company, viz: Franklin branch, Pa., and Mahoning division, Ohio.	
Number of engine houses and shops	17
Number of engines	150
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$4,500)	106
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,500)	105
Number of freight and coal cars, rated as eight wheel cars, (average cost of each \$1,000)	3,141
Number of iron bridges, (total length in feet 266) ..	4
Number of wooden bridges, (total length in feet 9,779)	84
Number of stone bridges	None.
Number of railroads crossed	14
Number of stations	71
Number of wood and water stations	79
Value of real estate held by the company, exclusive of road way	\$83,348 32
Number of tunnels	None.
How is track laid and on what foundation? Laid on ties and gravel, with 14 lb. chairs at joints, ties 2 feet apart.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	2,853,108
Number of miles run by freight and coal trains	19,188,663
Number of through passengers for the year	118,223

RAILROAD REPORT.

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Number of passengers (all classes) carried in cars . . .	742,077
Number of tons of 2,000 lbs. of through freight for the year.....	176,533
Gross amount of tonnage for the year.....	1,198,537
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.....	21
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	37 tons.
Weight of freight engines.....	<u>33 to 37 tons.</u>

The amount of freight, specifying the quantity in tons :

Lumber.....	35,727
Other products of the forest.....	11,472
Live stock	7,759
Products of animals.....	19,374
Flour and grain.....	77,038
Other vegetable food.....	6,774
Agricultural products	19,476
Spirits, leather and salt.....	7,639
Manufactured articles.....	109,244
Merchandise	91,099
Mineral coal	417,219
Iron and other ores	103,692
Crude petroleum.....	156,832
Miscellaneous	135,192
Total	<u>1,198,537</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.....	No rate.
For second class way passengers.....	<u>“</u>

ATLANTIC AND GREAT WESTERN

The rate per ton (of 2,000 pounds) per mile, charged for freight:

For through freight	5 cents.
For through coal	3 "
For local freight	5 "
For local coal	3 "

EXPENSES OF MAINTAINING AND OPERATING THE ROAD.

DISTRIBUTION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Freight Transport n.	Pass. Transportation.
<i>Office and Station Expenses:</i>			
Station office expenses and stationery.....	\$55,145 00	\$41,358 75	\$13,786 25
General.....do.....do.....	30,557 69	22,923 27	7,634 42
Station agents and clerks.....	111,168 42	83,423 32	27,742 10
General office clerks.....	43,892 12	32,919 08	10,973 04
Labor, loading and unloading.....	71,857 52	53,693 14	17,964 38
<i>Cost of Running:</i>			
Porters, watchman and switchmen.....	115,925 71	86,944 28	28,981 43
Wood and water station attendance.....	39,464 63	29,598 36	9,866 25
Fuel, passenger engines.....	150,629 35	.....	150,629 35
Do.....freight.....do.....	224,593 24	224,593 24	.....
Passenger conductors, baggage men and brakemen.....	77,694 72	.....	77,694 72
Freight conductors and brakemen.....	172,235 33	172,235 33	.....
Passenger enginemen and firemen.....	72,470 60	.....	72,470 60
Freight.....do.....do.....	190,701 88	190,701 88	.....
Oil and waste for passenger engines and tenders.....	14,792 99	.....	14,792 99
Do.....freight.....	41,460 78	41,460 78	.....
Do.....passenger and baggage cars.....	14,477 49	.....	14,477 49
Do.....freight cars.....	15,217 24	15,217 24	.....
<i>General Expenses:</i>			
Loss and damage of goods and baggage.....	44,552 51	33,414 38	11,138 13
Damages for injuries to persons.....	10,811 69	8,106 77	2,702 92
Do.....to property.....	330 92	248 19	82 73
Stock killed and injured.....	4,024 24	3,018 18	1,006 06
General superintendence.....	74,022 38	55,516 79	18,505 59
Contingencies.....	125,972 06	94,479 05	31,493 01
<i>Repairs of Engines and Cars:</i>			
Passenger engines and tenders.....	101,844 26	.....	101,844 26
Freight.....do.....do.....	290,165 84	290,165 84	.....
Passenger, baggage and mail cars.....	127,578 58	.....	127,578 58
Freight cars.....	196,554 62	196,554 62	.....
Tools and machinery in shops.....	26,021 29	18,765 97	6,255 32
Incidental expenses about shops.....	92,498 02	69,868 52	23,129 50

EXPENSES—(CONTINUED.)

DISTRIBUTION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Freight Transport'n.	Pass. Transportation.
<i>Repairs of Track and Roadway:</i>			
Road-bed.....	\$49,237 17	\$96,927 78	\$12,909 89
Track.....	482,938 16	347,203 62	115,784 54
Fences and gates.....	7,975 85	5,981 89	1,993 96
<i>Repairs of Structures:</i>			
Truss bridges.....	13,847 41	10,385 56	3,461 85
Passenger wood and water stations.....	20,070 20		20,070 20
Engine and car houses, machine and work shops.....	9,397 84	7,048 88	2,349 43
Rented structures.....	898 04	299 21	99 78
<i>Incidental:</i>			
Superintendence and office expenses.....	25,142 73	18,857 05	6,285 68
State and town taxes.....	96,769 49	74,077 12	24,692 37
Internal revenue taxes.....	96,416 45	74,562 84	24,854 11
Rents paid.....	13,833 95	10,375 46	3,458 49
<i>Miscellaneous:</i>			
Expenses of operating telegraph.....	32,351 86	24,263 90	8,087 96
Exchange.....	4,912 77	3,684 58	1,228 19
Insurance.....	13,471 32	10,103 49	3,367 83
Advertising.....	25,982 26		25,982 26
Legal expenses.....	14,569 64	10,927 23	3,642 41
Agency.....	1,889 72	1,417 29	472 43
Patents.....	2,845 50	2,134 13	711 37
General through freight agent.....	63,834 04	63,834 04	
Foreign agents and commissions.....	32,963 81		32,963 81
Totals.....	3,522,460 23	2,456,995 07	1,065,465 16

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RAILROAD REPORT.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$27,764,405 26
From sale of bonds.....	29,940,900 00
From other sources.....	1,107 10
Total	57,706,412 36

Receipts :

From passengers	\$1,257,266 77
From freight	3,478,915 83
From mail transportation, included in passenger receipts.	
From use of freight cars.....	81,439 20
From rents.....	15,868 06
	4,833,489 86

Summary of payments :

For construction and equipment.....	\$56,357,560 15
For maintaining and operating the road.....	3,522,460 23
For dividends	None.
For miscellaneous.....	266,789 42
For surplus funds.....	None.
For State tax on capital stock and tonnage, included in "Maintaining and operating the road."	
For United States tax, included in "Maintaining and operating the road."	
Total amount of surplus fund.....	None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	3	15
Employees.....	9	12
Others.....	9	5
Total	21	32

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 :

1866.

September 10. Henry Ticket, a passenger, attempted to step from the baggage car to the engine, at Franklin; fell between the cars and was killed.

September 15. Jno. Mulkins, a switchman in Meadville yard, attempted to get on the switch engine, and fell under the car next to it. One truck passed over his leg, injuring him so that he died next morning.

September 21. Wm. Duncan, a citizen, was run over and instantly killed, while lying on the track, near Reno, by a passenger train.

September 22. D. L. Davis, fireman, and Geo. Davis, brakeman on freight train, were badly burned by the train running off the track two miles east of Greenville, and the oil (with which the train was loaded) taking fire.

October 23. Henry M'Glyn, supposed to have been run over by the night express, as he was seen the previous afternoon, about half a mile from the place of accident, intoxicated.

October 26. R. Shannon, (a boy,) while standing on the side track at Franklin, was struck by the switch engine, and his right side and leg badly bruised.

October 17. The night express was thrown from the track, three miles east of Union, into the Venango river, caused by some evil disposed person or persons displacing a rail. The conductor, A. D. White, was severely injured about the head. The engineer, W. Howe, was severely injured in the chest. The fireman, J. M'Carty, had a collar bone broken. One passenger, named ——— Matthews, was stunned by the car turning over, and while unconscious was drowned by water running into the car. Six passengers were injured—none dangerously. Several others were also slightly injured, but resumed their journey the same day.

April 25. ——— Pierson was struck by a passenger train, while crossing the bridge over Mill creek, two miles west of Newton, and thrown into the creek and was drowned.

May 4. A passenger, name unknown, attempted to jump from

a passenger train at Oil City ; was thrown under the train, which passed over one foot.

May 8. Frank Miner, freight brakeman, fell from a coal car, while the train was stopping at E. and P. crossing. His arm was broken and otherwise injured.

May 15. Thos. Baker, a citizen, was struck by a freight train, while walking on track, near Corry, and instantly killed.

May 16. Mrs. John Rainsford, a passenger, was slightly injured by the train being thrown from the track, near Shaw's ; caused by a broken rail.

May 17. Pat. Garvey, a section man, was run over, at Jamestown, by a freight train ; was intoxicated and attempted to climb on the train just as it started out ; died in about two hours.

June 5. L. H. Olmstead, a freight brakeman, was struck by a bridge, over the road, at Braceville, and instantly killed.

June 15. Francis Herwell, a citizen, was struck by a passenger train, while walking on the track, near Reno, and instantly killed.

June 27. E. J. Whallon, a passenger, had his leg broken by the train running off the track, near Burghill ; accident caused by a culvert being washed out.

July 2. Night express was thrown from the track, near Mill village, and a fireman, who was riding on the engine, named Geo. Mead, was instantly killed. Five passengers were slightly injured ; cause of accident unknown.

July 12. A man, name unknown, was run over at Dayton ; one leg crushed ; was lying on track.

July 15. John Donaghan, citizen, was found dead on the track, near Akron ; was seen the previous evening near the place where his body was found, in a state of intoxication.

July 11. Christian Schelke, a citizen, was struck by a freight train, near Cleveland, at Pittsburg St. crossing, and head was cut and bruised.

July 19. Charles L. Trow, freight brakeman, had his thumb cut off and the first finger of his right hand broken, while coupling cars at Meadville.

July 27. A man, name unknown, attempted to jump from train, at Saegertown, and was instantly killed.

January 2. Miller Wilson, a brakeman on freight train, was

struck by a bridge, over the track, at Warren, O., and instantly killed.

January 15. W. H. Buch, a switchman at Meadville, was run over and instantly killed, while coupling cars, by the switch engine.

January 18. A man, supposed to be Patrick O'Brien, was run over and instantly killed, two and a half miles west of Meadville, by a freight train, while asleep on the track.

J. Marceau, a brakeman, freight train, had his hand crushed, while coupling cars at Aurora.

January 8. A. H. Barrett, train dispatcher, had four fingers and back of hand broken, while coupling cars at Cleveland.

February 7. John Thompson, a citizen, was struck by a passenger train, while walking on the track, west of Mill village; not dangerously injured.

February 16. G. Bostwick, fireman on a freight train, was killed by train running off track, two miles below Sugar creek; accident caused by high water running over track and freezing.

February 20. John M'Clinton, freight brakeman, was caught between two cars, at Berwick, and injured in the hip and knee.

February 27. Wm. Evans, citizen, was crossing the track, near Urbana; passenger engine struck the rear end of wagon, slightly bruising Mr. Evans.

March 5. — M'Bride was instantly killed by a freight train, while lying on the track, near Wadsworth.

March 6. Frank Almire, employee, was struck by the switch engine, at Cleveland, and instantly killed.

March 7. Eugene Maxfield, a brakeman, freight train, had a thumb and three fingers of his left hand cut off, while coupling cars at Leavittsburg.

March 21. — Merwin, a citizen, was instantly killed by a passenger train, at Mantua; was very deaf.

March 24. Arthur Mariln, a passenger, attempted to jump from train, near Oil City; both legs run over.

April 10. W. W. Galvin, agent at Suttons, attempted to get on a locomotive, at Suttons; fell under it, and one foot was badly bruised by wheel of tender.

April 13. Albert T. Gessey, brakeman, freight train, was standing on the main track, at Ravenna, and was struck by a passenger

train ; one leg and one arm was cut off, and so badly injured that he died next morning.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
S. S. L'Hommedieu	Cincinnati, Ohio.
J. J. Shryock	Meadville, Pa.
Gaylord Church	Meadville, Pa.
John Dick	Meadville, Pa.
William Thorp	Meadville, Pa.
S. L'Hommedieu	New York City.
T. W. Kennard	New York City.
R. H. Berdell	New York City.
Beach Vanderpool	New York City.
John Gardner	New York City.
Charles E. E. Blakesley	New York City.
Chas. Day	Buffalo, N. Y.
Henry Martin	Buffalo, N. Y.
Geo. R. Babcock	Buffalo, N. Y.
A. F. Allen	Jamestown, N. Y.
Marvin Kent	Kent, Ohio.
J. W. Tyler	Warren, Ohio.
Jacob Riblet	Galion, Ohio.
E. P. Brainerd	Ravenna, Ohio.
John Howard	Dayton, Ohio.
John Sherman	Manassah, Ohio.
S. S. L'Hommedieu, President	Cincinnati, Ohio.
J. C. Calhoun, Secretary	Meadville, Pa.
J. M. Dick, Treasurer	Meadville, Pa.
D. M' Laren	Meadville, Pa.

(No. 2.)

BALD EAGLE VALLEY.

STATE OF PENNSYLVANIA, }
 Clinton County, } ss:

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

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

Sworn and subscribed before me, }
 this 10th day of December, 1866. }

E. P. M'CORMICK, *Notary Public*.

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: 3 per cent., January 25, 1866, and 3 per cent., July 31, 1866.	
Number of shares of stock.....	11,000
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	550,000 00

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,050,000 00	\$1,050,000 00
Equipment.....	None.	<u> </u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Lock Haven to junction with Tyrone and Clearfield railroad, near Tyrone.....	51 $\frac{184}{1000}$ miles.
Length of road laid.....	51 $\frac{125}{1000}$ "
Length of double track of road.....	None.
Length of sidings.....	4 $\frac{1}{10}$ miles.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	45 lbs.
Branch roads owned by the company and their length, viz: From Milesburg to Bellefonte.....	2 miles.
Roads worked or leased by the company, viz:....	None.
Number of engine houses and shops.....	None.
Number of engines.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet 1,698).....	67
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	17
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way.....	\$10,000 00
Number of tunnels.....	None.
How track is laid, and on what foundation? On wooden cross-ties, ballasted with stone.....	<u> </u>

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

BALD EAGLE VALLEY**NAMES AND RESIDENCES OF OFFICERS.**

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

(No. 2.)

BARCLAY COAL COMPANY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared George R. Oat, president, and Harvey Shaw, treasurer, of the Barclay coal company, and in due form of law affirmed, 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 6th day of December, 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
The amount now of floating debt.....	45,000 00
Total amount now of floating and funded debt...	180,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividend delared.	
Number of shares of stock.....	19,696
Par value of each share.....	<u>\$50 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Barclay to Towanda	16 miles,
Length of road laid.....	16 "
Length of sidings.....	3 "

2 RAILROAD REP.

Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 lbs.
Branch roads owned by the company and their length, viz:.....	None.
Roads worked or leased by the company, viz:.....	None.
Number of engine houses and shops	3
Number of engines.....	4
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 \$1,500.)	2
Number of freight cars, four wheels.....	11
Number of coal cars, four wheels, (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? On wooden cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	None.
Number of miles run by freight and coal trains...	15,841
Number of through passengers for the year on main road.....	5,147
Number of passengers (all classes) carried in cars,	7,086
Number of tons of 2,000 lbs. of through freight for the year on main road.....	90,849
Gross amount of tonnage for the year.....	92,737
Average rate of speed adopted by freight trains, including stops	12 miles.
Weight of freight engines.....	25 tons.

RAILROAD REPORT.

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The amount of freight, specifying the quantity in tons :

Bituminous coal.....	90,623
Other iron or castings	211
Merchandise	215
Lumber.....	1,688
Total	<u>92,737</u>

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

For second class through passengers.....	3 cents.
For second class way passengers	<u>4 " "</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight	6 cents.
For through coal.....	3 " "
For local freight.....	<u>8 " "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$14,473 64
Taxes on real estate.....	349 60.
Total.....	<u>14,914 24</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$3,930 66
Repairs of passenger and baggage cars.....	25 27
Repairs of freight cars.....	3,988 54
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	<u>352 00</u>
Total	<u>8,296 47</u>

Operating the road:

Office expenses, stationery, &c.....	\$543 13
Agents and clerks	2,374 98
Labor—loading and unloading freight.....	317 91
Conductors, baggage masters and brakemen.....	2,793 67
Engineers and firemen.....	3,854 94
Fuel and cost of preparing for use.....	1,706 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	415 00
General superintendence.....	2,400 00
Total	14,405 63

Receipts:

From passengers.....	\$2,287 00
From freight actually received.....	40,365 47
Add freight for our own coal at same rate	28,948 50
Total	71,600 97

Summary of payments:

For construction and equipment.....	\$995 87
For maintaining and operating the road.....	37,616 34
For interest	13,175 79
For miscellaneous—paid State tax on dividend, July 23, 1866	2,954 40
For expense account.....	2,785 31
For State tax on capital stock and tonnage, (ton- nage tax).....	1,660 45
For United States tax.....	2,630 26
Total	61,818 42

Accidents None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Conrad S. Grove.....	Philadelphia.
Henry Jones	Philadelphia.
S. Wilmer Cannell.....	Philadelphia.
J. V. Williamson.....	Philadelphia.
Edward M. Davis.....	Philadelphia.
B. S. Russel.....	Towanda, Pa.
George R. Oat.....	President.
Harvey Shaw.....	Secretary and Treasurer.
James M. Ward, Superintendent.....	Towanda, Pa.

(No. 4.)

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 affirmation, 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 14th day of November, 1866. }

WILLIAMS OGLE, *Alderman.*

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.....	600,000 00
Funded debt, as per last report.....	99,000 00
Total amount now of funded debt.....	99,000 00
Floating debt, as by last report.....	8,089 85
The amount now of floating debt.....	2,144 47
Total amount now of floating and funded debt...	101,144 47
Rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends: One dividend of 2 per cent., February 1, 1866.	
Number of shares of stock.....	20,000
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>\$600,000 00</u>

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$321,385 40	\$323,291 10
Equipment.....	107,128 26	112,995 31
	428,513 66	436,286 41
Total cost	428,513 66	436,286 41

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley railroad to Snow Shoe.....	21 miles.
Length of road laid.....	21 "
Length of sidings.....	1 $\frac{3}{4}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 lbs.
Branch roads owned by the company, and their length, viz: one; length.....	1 $\frac{1}{2}$ miles.
Roads worked or leased by the company, viz: one; length.....	4 miles.
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 \$3,500 00)....	2
Number of freight cars, rated as eight wheel cars, (average cost of each \$700 00).....	3
Number of coal cars, rated as eight wheel cars, (average cost of each \$300 00).....	40
Number of wooden bridges, (total length in feet 4,680).....	11
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—cannot say.	
Number of tunnels.....	None.
How is track laid, and on what foundation? On oak and hemlock ties, two feet from centre to centre, partly on stone and partly on gravel ballast.	

BELLEFONTE AND SNOW SHOE

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by freight trains, with passenger cars attached.....	46,353
Number of through passengers for the year on main road.....	8,078
Number of passengers (all classes) carried in cars.....	21,948
Number of tons of 2,000 lbs. of through freight for the year on main road.....	83,005
Gross amount of tonnage for the year.....	83,005
Average rate of speed adopted by freight trains, including stops.....	10 miles.
Weight of freight engines.....	<u>25 to 27 tons.</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	30
Bituminous coal.....	70,790
Agricultural products.....	1,203
Merchandise and manufactures.....	984
Lumber.....	8,990
Other articles.....	1,008
 Total.....	 <u>83,005</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.....	<u>3½ "</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	12 cents.
For through coal.....	2¾ "
For lumber.....	<u>4½ "</u>

RAILROAD REPORT.

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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings	\$25,262 08
Taxes on real estate	457 33
Total	<u>25,719 41</u>

Repairs of machinery :

Repairs of engines and tenders	\$2,845 28
Repairs of passenger, baggage and freight cars...	3,115 56
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	931 13
Total	<u>6,891 97</u>

Operating the road :

Office expenses, stationery, &c	\$829 13
Agents and clerks	2,530 00
Labor—loading and unloading freight	957 51
Porters, watchmen and switch tenders	2,338 42
Conductors, baggage masters and brakemen	6,159 28
Engineers and firemen	4,403 73
Fuel and cost of preparing for use	2,210 57
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,475 31
Loss and damage of goods and baggage	95 04
Damages to property, including damage by fire, and cattle killed on road	85 00
General superintendence	2,500 00
Contingencies	630 42
Total	<u>24,214 41</u>

Receipts :

From passengers.....	\$9,337 18
From freight.....	79,271 33
From miscellaneous.....	9,542 73
Total.....	<u>98,150 24</u>

Summary of payments :

For construction and equipment.....	\$7,772 75
For maintaining and operating the road.....	56,825 79
For dividends.....	12,000 00
For interest.....	5,988 85
For miscellaneous.....	10,225 09
For State tax on capital stock and tonnage.....	3,122 54
For United States tax.....	2,215 22
Total.....	<u>98,150 24</u>

No accidents.

NOTE.—In making the return for this company for the year ending October 31, 1866, it is proper to say, that the company is engaged in mining and shipping coal, and manufacturing lumber, in addition to operating the road, and in this return no reference is made to any receipts or expenditures of the coal or lumber departments, excepting that the item of dividend is made up, in part, from the profits of the coal and lumber business, as well as from the business of the road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Richard H. Downing.....	Philadelphia.
Jacob P. Jones.....	Philadelphia.
Wistar Morris.....	Philadelphia.
F. H. Yarnell.....	Philadelphia.
M. T. Milliken.....	Bellefonte, Pa.
R. H. Downing, President, 1608 Market street.....	Philadelphia.
J. H. Wheeler, Secretary.....	Philadelphia.
Daniel Rhoads, Treasurer.....	Bellefonte.
Daniel Rhoads, Superintendent.....	Bellefonte.

(No. 5.)

BUFFALO, BRADFORD AND PITTSBURG.

STATE OF PENNSYLVANIA, }
 _____ County, } ss :

Personally appeared Robert H. Berdell, vice 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 foregoing report are true, to the best of their knowledge and belief.

(Signed) ROBERT H. BERDELL, *Vice President.*
 HORATIO N. OTIS, *Treasurer.*

Sworn and subscribed before me, }
 this 30th day of November, 1866. }

J. D. WHITE, *Commissioner.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,100,000 00
Amount of stock subscribed	1,100,000 00
Amount paid in, as by last report	1,100,000 00
Total amount now paid in of capital stock	1,100,000 00
Funded debt, as per last report	1,540,000 00
Total amount now of funded debt	1,766,000 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.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	11,000
Par value of each share	\$100
Amount of capital on which the respective divi- dends were declared	None.

BUFFALO, BRADFORD AND PITTSBURG

COST OF ROAD AND EQUIPMENT.

Total cost	By present report. <u>\$2,866,000 00</u>
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Carrollton, N. Y., to Lafayette, Pa.....	26 miles.
Length of road laid.....	26 "
Length of double track of road.....	None.
Length of sidings	2 miles.
Gauge of road	6 feet.
Weight of rail per yard on main track.....	45 to 62 lbs.
Branch roads owned by the company and their length, viz:.....	None.
Roads worked or leased by the company, viz:....	None.
Number of engine houses and shops.....	None.
Number of engines.....	None.
Number of first class passenger cars, (rated as eight wheel cars)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars)	None.
Number of freight cars, (rated as eight wheel cars)	None.
Number of coal cars, (rated as eight wheel cars) ..	None.
Number of iron bridges, (total length in feet none,)	None.
Number of wooden bridges, (total length in feet 698)	10
Number of railroads crossed.....	None.
Number of stations on main road.....	4
Number of tunnels	None.
How track is laid, and on what foundation? On cross-ties, filled in with common earth.	

The Buffalo, Bradford and Pittsburg railroad is leased to the Erie railway company of New York, and is operated as a branch of that road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Daniel Kingsbury.....	Bradford, Pa.
Jas. E. Blair	Bradford, Pa.
James B. Gregg.....	Susquehanna Station, Pa.
J. T. Cameron	Susquehanna Station, Pa.
Theo. Springstein.....	Susquehanna Station, Pa.
S. V. King.....	Lackawaxen, Pa.
P. T. B. Emmons.....	Great Bend, Pa.
John Arnot.....	Elmira, N. Y.
Daniel Drew	New York.
Robert H. Berdell	New York.
D. B. Eaton	New York.
J. C. B. Davis	New York.
A. S. Murray.....	Goshen, N. Y.
James B. Gregg, President.....	Susquehanna Station, Pa.
Horatio N. Otis, Secretary	New York city.
Horatio N. Otis, Treasurer.....	New York city.
P. J. Lynch, Superintendent.....	Bradford, Pa.
Robert H. Berdell, Vice President.....	New York.

(No. 6.)

CATASAUQUA AND FOGELSVILLE.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua 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.*

Affirmed and subscribed before me, }
 this 3d day of November, 1866, }

R. 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.....	<u>\$332,275 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	(\$621,860 59)	\$570,215 60
		\$51,644 99

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catasauqua to Rittenhouse Gap.....	20 miles.
Length of road laid.....	20 "

RAILROAD REPORT.

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Length of sidings.....	4 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 15 miles, 50 lbs. to the yard; and 5 miles, 57 lbs. to the yard.	
Number of engine houses and shops	2
Number of engines.....	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$4,000).....	1
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,000)	1
Number of freight cars, (rated as eight wheel cars)	16
Number of ore cars, (rated as eight wheel cars)...	150
Number of iron bridges, (total length in feet, 1,240)	5
Number of wooden bridges, (total length in feet, 16)	1
Number of stone bridges, (total length in feet, 60)	3
Number of railroads crossed.....	1
Number of stations on main road.....	14
Number of wood and water stations on main road: 4 water and 1 coal station.	
Value of real estate held by the company, exclu- sive of road way.....	\$20,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? In the ordinary way, 15 miles with furnace cinder foundation and 5 miles with 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 ore trains...	30,670
Gross amount of tonnage for the year.....	162,063½
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour)....	12
Weight of first class passenger engines.....	30 to 35 tons.

The amount of freight, specifying the quantity in tons :

Anthracite coal, (2,240 pounds).....	9,397 ⁰⁰
Bituminous coal.....	745 ⁰⁰

Pig iron.....	18 ⁰⁰
Railroad iron.....	51 ⁰⁷
Other iron or castings.....	54 ¹⁰
Iron and other ores.....	101,063 ¹⁴
Lime and limestone.....	49,300 ¹⁰
Agricultural products.....	68 ¹⁸
Merchandise.....	52 ¹⁴
Slate.....	213 ⁰⁰
Lumber.....	971 ⁰⁰
Other articles.....	127 ⁰⁸
Total.....	<u>162,063²⁴</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 "

The rate per ton (of 2,240 pounds) per mile charged for freight:

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

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$9,254 68
Taxes on real estate.....	117 73
Total.....	<u>9,372 41</u>

Repairs of machinery:

Repairs of engines and tenders.....	\$5,984 16
Repairs of passenger, baggage and freight cars, and tools and machinery in shops.....	621 69
Total.....	<u>6,605 85</u>

RAILROAD REPORT.

Operating the road:

Office expenses, stationery, &c., agents and clerks, and labor—loading and unloading freight.....	\$1,100 00
Wood and water station attendance.....	1,131 62
Conductors, baggage masters and brakemen.....	3,608 09
Engineers and firemen.....	3,347 06
Fuel and cost of preparing for use.....	8,682 69
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,455 21
Use of freight cars.....	262 60
General superintendence.....	1,800 00
Total	<u><u>21,387 27</u></u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$332,275 00
From other sources.....	289,585 59
Total	<u><u>621,860 59</u></u>

Receipts:

From passengers.....	\$2,221 45
From freight.....	77,892 47
From use of freight cars.....	30 78
From miscellaneous.....	3,894 58
Total	<u><u>84,039 28</u></u>

Summary of payments:

State tax on capital stock and tonnage, and gross receipts.....	<u><u>\$4,027 41</u></u>
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ACCIDENTS.

EMPLOYEES—Killed, 2. TOTAL—Killed, 2.

3 RAILROAD REP.

CATASAUQUA AND FOGELSVILLE

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 :

November —, 1865. Daniel Terver was killed, near Guth's station, by hand-car running off track—an employee on repairs of road.

August 31, 1866. William F. Depew, brakeman, was killed at Rittenhouse Gap, in misstep in attempting to get on train.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
David Thomas.....	Catasauqua, Pa.
A. G. Richey.....	Trenton, N. J.
John T. Knight.....	Easton, Pa.
Wm. H. Armstrong.....	Easton, Pa.
Jno. Drake.....	Easton, Pa.
Samuel Thomas.....	Hokendauqua, Pa.
Alex. F. Hazard.....	Philadelphia, Pa.
Theodore F. Mitchell.....	Philadelphia, Pa.
Thomas Earp, Jr.....	Philadelphia, Pa.
John Thomas.....	Catasauqua, Pa.
Joshua Hunt, President.....	Catasauqua, Pa.
John Williams, Secretary and Treasurer.....	Catasauqua, Pa.
John Thomas, Superintendent.....	Catasauqua, Pa.

(No. 7.)

CATAWISSA.

STATE OF PENNSYLVANIA, }
 _____ County, } SS :

Personally appeared T. Haskins Du Puy, president, and M. P. Hutchinson, 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) T. HASKINS DU PUY, *President.*
 M. P. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, }
 this 10th day of November, 1866. }

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.....	279,000 00
Total amount now of funded debt.....	266,000 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.....	6 $\frac{5}{100}$ per cent.
Number of shares of stock : Preferred stock 44,000 ; common stock 23,000.	
Par value of each share.....	<u>\$50</u>

COST OF ROAD AND EQUIPMENT.

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

CHARACTERISTICS OF ROAD.

Length of main line of road, from Little Schuylkill junction to Milton.....	65 miles.
Length of road laid.....	65 "
Length of sidings.....	4½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 lbs.
Branch roads owned by the company and their length, viz: Summit Branch.....	2½ miles.
Roads worked or leased by the company, viz:....	2
Number of engine houses and shops, 3 engine houses 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).....	192
Number of coal cars, rated as eight wheel cars, (average cost of each \$375).....	67
Number of wooden bridges.....	11
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.	

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	4,715½ ¹ / ₆
Bituminous coal.....	610
Petroleum.....	3,158
Pig iron.....	1,088½ ³ / ₈
Railroad iron.....	120 ¹ / ₂ ⁰ / ₀
Other iron castings.....	38

RAILROAD REPORT.

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Line and limestone	70
Agricultural products	508 $\frac{1}{8}$
Merchandise	214 $\frac{1}{8}$
Manufactures	1,012 $\frac{7}{8}$
Live stock	42 $\frac{7}{8}$
Lumber	7,791 $\frac{7}{8}$
Other articles	470 $\frac{3}{8}$
Total	19,839 $\frac{1}{8}$

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

Average rate of fare per passenger per mile	<u><u>3 $\frac{1}{8}$ cents.</u></u>
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings	\$6,876 29
Taxes on real estate	136 48
Total	7,012 77

Repairs of machinery:

Repairs of engines and tenders	\$2,865 49
Repairs of passenger and baggage cars	398 89
Repairs of freight cars	1,145 63
Repairs of tools and machinery in shops	174 62
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	1,725 46
Total	6,310 09

Operating the road:

Office expenses, stationery, &c.	\$2,706 98
Agents and clerks	1,261 59
Porters, watchmen and switch tenders	358 38
Wood and water station attendance	123 67

Conductors, baggage masters and brakemen	\$2,625 85
Engineers and firemen.....	1,884 25
Oil and waste for engines and tenders, passenger, baggage and freight cars	71 40
Loss and damage of goods and baggage.....	259 15
Use of freight cars.....	1,310 45
General superintendence.....	308 34
Contingencies	576 49
Total	<u>11,486 55</u>

Receipts :

From passengers.....	\$8,518 21
From freight	25,281 80
From mail transportation	850 00
Miscellaneous	7,881 98
Total	<u>42,531 99</u>

Summary of payments :

For maintaining and operating the road.....	\$24,809 41
For interest	1,429 00
For State tax on capital stock and tonnage.....	381 65
For United States tax	969 05
Total	<u>27,589 11</u>

ACCIDENTS.

OTHERS—Injured 2. TOTAL—Injured 2.

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

November 3, 1865. New York express train broke a rail one mile north of Danville. Two persons were slightly injured.

This report is for one month only, as the road was leased to the Western Central railroad and the Atlantic and Great Western railway company, and operated for them since December 1, 1865. We refer you to their report for further information.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. V. Merrick.....	Philadelphia.
Jas. S. Cox.....	Philadelphia.
Coffin Colket.....	Philadelphia.
J. V. Williamson.....	Philadelphia.
Chas. R. Paxton.....	Bloomsburg, Pa
T. Haskins Du Puy..... President.	
M. P. Hutchinson..... Vice President, Secretary and Treasurer.	

Report Made by

(No. 8.)

CHESTER VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS :

Personally appeared John F. Gilpin, president, and Wm. 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 22d day of November, 1866. }

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, (including over due coupons).....	867,500 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.....	868,100 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividend or di- dends; no dividend at any time.	
Number of shares of stock.....	17,438
Par value of each share.....	<u>\$50 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bridgeport to Downingtown.....	21½ miles.
Length of road laid.....	21½ "

RAILROAD REPORT.

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Length of sidings.....	1½ miles.
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, 32—ft. in length, 1,441	
Number of stone bridges... 26—ft. in length, 1,556	
Number of over bridges... 13—ft. in length, 536	
	3,533 ft.
Number of stations on main road.....	16
Number of wood and water stations on main road,	2
How is track laid and on what foundation?.....	<u>Stone and clay.</u>

The Chester Valley railroad is leased to the Philadelphia and Reading railroad company, and worked by them as a branch road. To all unanswered questions we respectfully refer the Auditor General to said Philadelphia and Reading railroad company.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
Coffin Colket.....	Philadelphia.
William H. Holstein.....	Bridgeport.
L. E. Corson.....	Norristown.
J. W. Ryerss.....	Philadelphia.
C. D. Inwilliers.....	Philadelphia.
J. T. M'Innis.....	Philadelphia.
R. T. Shaw.....	Philadelphia.
John F. Gilpin, President.....	Philadelphia.
William H. Holstein, Secretary and Treasurer.....	Bridgeport.

CHESTNUT HILL

(No. 2.)

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, }
 the 31st day of January, 1867. }

JOHN STALLMAN, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$120,650 00
Amount of capital stock subscribed.....	120,650 00
Amount paid in, as per last report.....	120,650 00
Total amount now paid.....	120,650 00
No funded or floating debt.	
Date and amount or rate per cent. per annum of dividend or dividends: January 1, July 1, each 5 per cent.	
Number of shares of stock.....	2,413
Par value of each share in dollars.....	\$50 00
Amount of capital on which dividends were de- clared	120,650 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$120,650 00	\$120,650 00
No equipment, as the road is leased by another company.		

CHARACTERISTICS OF ROAD.

Length of main road, from Germantown to Chestnut Hill.....	4½ miles.
Length of road laid.....	4½ "
Length of double track.....	½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard.....	50 lbs.
Number of wooden bridges, (total length 150 feet)	3
Number of stone bridges, (total length 30 feet)...	1
Number of railroads crossed.....	None.
Number of stations on the road.....	8
Number of wood and water stations.....	None.
No tunnels.	
How is track laid, and on what foundation? On slag ballast, cross-ties two feet apart.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	28,020
Number of miles run by freight trains.....	2,600
Number of passengers (all classes) carried in cars,	286,452
Average rate of speed including stops (miles)....	12
Average rate of speed, freight trains.....	10

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

First class through passengers, per mile.....	2½ cents.
First class way passengers, per mile.....	2½ "

EXPENSES

Maintaining the road or real estate of the corporation:

Taxes on real estate.....	\$264 90
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Receipts:

From passengers.....	\$16,530 23
From freight.....	2,942 92
Total.....	19,473 15

CHESTNUT HILL

Summary of payments :

To State tax on capital stock.....	\$603 25
To United States tax.....	1,072 69
To State tax on receipts.....	55 66
No surplus funds.	

The Philadelphia, Germantown and Norristown railroad company operate the Chestnut Hill railroad, under a lease for a term of years, and therefore many items of interest, perhaps, are omitted, but which we suppose their report will exhibit.

H. K. SMITH, *Secretary.*

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
Joseph Patterson.....	Philadelphia.
W. L. Schaffer.....	Philadelphia.
F. N. Buck.....	Philadelphia.
J. W. Ryerss.....	Philadelphia.
E. H. Weil.....	Philadelphia.
W. W. Colket.....	Philadelphia.
S. H. Austin.....	Chestnut Hill.
William Miller.....	Chestnut Hill.
D. Yeakel.....	Chestnut Hill.
Charles Heebner.....	Chestnut Hill.
Matthias Haas.....	Chestnut Hill.
C. T. Platt.....	Chestnut Hill.
Coffin Colket.....	President.
H. K. Smith, Secretary and Treasurer.....	Chestnut Hill.

(No. 10.)

CLEVELAND AND PITTSBURG.

STATE OF OHIO, }
 Cuyahoga County, } ss:

Personally appeared J. H. Devereaux, superintendent, and G. A. Ingersoll, treasurer, of the Cleveland 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) J. H. DEVEREAUX, *Superintendent.*
 G. A. INGERSOLL, *Treasurer.*

Sworn and subscribed before me, }
 this 7th day of January, 1866. }

WM. CROWELL, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,400,000 00
Amount paid in, as by last report.....	5,391,325 00
Total amount now paid in of capital stock.....	5,391,575 00
Funded debt, as per last report.....	3,880,848 00
Total amount now of funded debt.....	3,872,860 00
Floating debt, as by last report.....	83,292 00
The amount now of floating debt.....	14,200 00
Total amount now of floating and funded debt...	3,887,060 00
Rate per cent. per annum of interest on funded debt, 7 per cent., \$2,776,932 00; 6 per cent., \$1,096,000 00.	
Date and rate per cent. per annum of dividend or dividends, January 10, 1866.....	4 per cent.
Number of shares of stock.....	107,831½
Par value of each share.....	\$50
Amount of capital on which the respective divi- dends were declared.....	<u>\$5,391,325 00</u>

CLEVELAND AND PITTSBURG

COST OF ROAD AND EQUIPMENT.

Construction	\$7,194,895 00
Equipment	1,872,000 00
	<hr/>
Total cost.....	9,066,895 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Cleveland to Pittsburg and Wheeling	167 miles.
Length of road laid	167 "
Length of double track of road	None.
Length of sidings.....	31 $\frac{5}{16}$ miles.
Gauge of road.....	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	60 lbs.
Branch roads owned by the company and their length, viz: Bayard to New Philadelphia.....	32 miles.
Roads worked or leased by the company, viz: P. F. W. and C. railway, Rochester to Pittsburg...	26 miles.
Number of engine houses and shops, 8 engine houses and 3 shop houses.	
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,000).....	31
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,200)	47
Number of freight cars, rated as eight wheel cars, (average cost of each \$800).....	372
Number of coal cars, rated as eight wheel cars, (average cost of each \$700).....	732
Number of iron bridges, (total length in feet 110)	1
Number of wooden bridges (total length in feet 5,295)	60
Number of stone bridges, (total length in feet 734)	17
Number of railroads crossed.....	3
Number of stations on main road.....	53
Number of wood and water stations on main road,	24
Value of real estate held by the company, exclu- sive of road way.....	\$175,000 00

RAILROAD REPORT.

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Number of tunnels, (length of each 1,010).....	1
How is track laid, and on what foundation? T rail on cross-ties on gravel bed.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	413,970
Number of miles run by freight and coal trains ..	1,026,711
Number of through passengers for the year on main road.....	No data.
Number of passengers (all classes) carried in cars,	No data.
Number of tons of 2,000 lbs. of through freight for the year on main road.....	No data.
Gross amount of tonnage for the year, hauled one mile.....	70,918,104
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour)	30
Average rate of speed adopted by express trains, including stops.....	30
Average rate of speed adopted by freight trains, including stops.....	12 and 15
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	31 "

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	None.
Bituminous coal.....	200,155
Petroleum, pig iron, railroad iron and other iron or castings.....	No data.
Iron and other ores.....	88,893
Lime, limestone, agricultural products, merchan- dize, manufactures and live stock.....	No data.
Lumber.....	37,500

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

For first class through passengers.....	1 $\frac{7}{8}$ to 2 $\frac{1}{4}$ cents.
For first class way passengers.....	3 $\frac{1}{2}$ to 4 "
We have no second class.	

CLEVELAND AND PITTSBURG

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight	1 $\frac{3}{4}$
For through coal.....	1 $\frac{3}{4}$
For local freight.....	2 $\frac{1}{2}$
For local coal.....	2 $\frac{1}{4}$

EXPENSES.

RAILROAD REP.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Freight Transport'n.	Pass. Transportation.
Repairs or maintenance of way, including buildings	\$494,567 48	\$164,855 83	\$329,711 65
Total	494,567 48		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$146,532 73	48,844 24	97,688 49
Repairs of passenger and baggage cars.....	44,264 32	44,264 32	
Repairs of freight cars.....	80,600 11		80,600 11
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	45,450 20	15,150 07	30,300 13
Total	316,847 36		
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$14,641 65	4,880 55	9,761 10
Agents and clerks, labor, (loading and unloading freight,) porters, watchmen and switch tenders.....	149,815 20	49,938 40	99,876 80
Wood and water station attendance.....	17,690 85	5,893 62	11,787 23
Conductors, baggage masters and brakemen.....	90,568 74	30,189 58	60,379 16
Engineers and firemen.....	98,935 50	32,978 50	65,957 00
Fuel and cost of preparing for use.....	105,260 67	35,086 89	70,173 78
Oil and waste for engines and tenders, passengers, baggage and freight cars.....	41,382 24	13,794 08	27,588 16
Loss and damage of goods and baggage.....	4,957 12	96 00	4,861 12
Use of freight cars.....	10,544 97		10,544 97
Damages to property, including damage by fire, and cattle killed on road.....	2,696 46	898 82	1,797 64
General superintendence.....	38,681 83	12,803 94	25,787 89
Contingencies.....	208,907 64	69,635 88	139,271 76
Total	784,072 87	529,400 72	1,066,086 99

RAILROAD REPORT.

CLEVELAND AND PITTSBURG

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources, Nothing.

Receipts :

From passengers.....	\$788,922 77
From freight.....	1,498,631 56
From mail transportation.....	21,584 52
Miscellaneous.....	303,047 32
Total	2,612,186 17

Summary of payments :

For construction and equipment.....	\$218,553 55
For maintaining and operating the road.....	1,595,487 71
For dividends.....	215,653 00
For interest.....	263,472 04
For miscellaneous.....	227,102 61
For State tax on capital stock and tonnage.....	55,626 69
For United States tax.....	46,065 07
Total	2,621,960 67

Total amount of surplus fund..... Nothing.

Cost of transportation :

Cost per passenger per mile, proximate average ..	No data.
Cost per ton freight per mile, proximate average ..	No data.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	None.	4
Employees.....	3	14
Others.....	7	7
Total	10	25

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.

November 11. Geo. Stevenson, brakeman freight train, No. 5, had two ribs broken and head cut, by being knocked off train while passing under a bridge, at south end of Summitville cut.

November 14. — Bishiers, accommodation train, No. 18, was badly injured; rail turned, throwing two coaches off track at Zethro.

November 14. — Beggar, accommodation train, No. 18, was badly injured; rail turned, throwing two coaches off track at Zethro.

November 20. Unknown, mail train, No. 14, had one leg broken and slight external bruises; man attempted to cross track with horse and dray, ahead of approaching train, horse stalled on track, engine struck the dray, throwing the man off into the ditch, at second road crossing, north of C. and P. shops, Cleveland.

November 27. Lewis Welden, brakeman freight train, No. 9, had one hand cut and badly bruised; no bones broken; hand caught between bumpers while coupling cars, at Rootstown.

December 14. — Newland, mail train, No. 19, severely, but not dangerously injured; man was riding horseback, along side of track, where train was about to pass. He tried to turn horse down road leading from track; horse was restive and would not go ahead, but backed on to track, when train struck him, throwing man off, at Martinsville.

December 20. G. Belding, brakeman freight train, No. 10, had left leg crushed; afterwards amputated, little above ankle; was setting brake on car; as nut was off from brake stem, he pulled off brake wheel, and fell under train, at Rootstown.

1866.

January 4. Unknown, express train, No. 23, had face bruised; attempted to cross track with horse and wagon ahead of train; engine struck wagon, throwing out man, at Wood's run, near Manchester.

January 13. — Morris, mail train, No. 24, was killed; man was intoxicated, and standing on track at a sharp curve, at Penn street crossing, Pittsburg.

January 15. Jno. Kennedy, track foreman, freight train, No. 46, was killed; was working on track, side of misplaced switch. Train called his attention to switch, and he attempted removing a hand car out of way, when train struck him, at M'Coys.

January 23. Jos. Bellow, brakeman freight train, No. 9, had left arm broken; afterwards amputated; arm caught between bumpers while coupling cars, at Earlville.

February 2. — Stetson, Philadelphia, express train, No. 23, was seriously injured; stepped off rear end of last coach, and fell over embankment, at Bridgeport.

February 16. Henry Myers, brakeman, Pony engine, had one finger smashed, while coupling pony to car, at C. and P. pier, Cleveland.

March 8. Geo. Patterson, brakeman freight train, No. 25, had one finger smashed; amputated first joint; coupling cars with left hand, at Bayard.

April 5. Robert Duncan, express train, No. 21, had left hand and head bruised and cut, while jumping off the train, at Industry.

April 26. W. Burns, brakeman freight train, No. 9, had hand jammed, not badly, while coupling cars, at Alliance.

April 28. Jas. Beaumont, brakeman freight train, No. 5, had foot jammed and bruised slightly, while stepping carelessly on draft head, to uncouple engine; engine backed and caught the foot between draft head and wood of car, at Wellsville yard.

May 8. Mrs. Stoffe and little daughter, accommodation train, No. 18, were killed; woman and child were walking on track, at a distance apart, ahead of train. Woman saw train coming around curve, and started to save her child; failed to reach child in time, and were both run over, at Glendale station.

May 19. George Stevenson, brakeman freight train, No. 3, had knee and hip bruised, while climbing up between two cars, when engine backed up train suddenly, at main line.

June 6. Dennis Undey, express train, No. 23, was killed; was intoxicated, and went on track, ahead of train; as train approached he stepped between it and station platform, when he was struck, and knocked under, at Economy.

June 9. Martin Rouse, express train, No. 22, had head and leg cut; was struck while lying across track, intoxicated, near Martinsville.

June 16. Wm. Bailey, express train, No. 20, was killed; was a very deaf old man; was struck by engine while walking on track, three miles west of Industry.

June 26. Samuel Schofield, brakeman freight train, No. 35, had leg badly sprained; was thrown from top of train, at Wellsville.

July 4. Henry Post, express train, No. 12, was killed; very old man; was standing near track; as train approached he attempted to cross ahead of it, and was struck by engine, at Macedonia.

August 3. — Swearengen, brakeman freight train, No. 54, had hand jammed, while coupling cars at night, at Smith's Ferry.

August 6. Henry Adams, freight train, No. 58, had foot jammed; got on train to steal a ride to Pittsburg; foot caught between bumpers, at Smith's Ferry.

August 17. Albert L. Peters, express train, No. 21, had one arm broken, and other severe bruises; man was building fence side of double track. He ran on to one track, ahead of train; and to get out of way, attempted to cross the other track, ahead of another train; failing to get over in time, he was struck by engine, near Wellsville station.

September 5. Neal M'Clade, Pony engine and cars, had one leg crushed. The boy, aged 4 years, attempted to jump on cars, in motion; fell under cars, and was run over, at Manchester.

September 6. Jacob Petrie, brakeman freight train, No. 4, was killed. While Petrie was setting brake, brake wheel came off from stem. He fell between cars, across track, and was cut in two, at Atwater.

September 24. E. Halleck, brakeman freight train, No. 6, had one arm jammed, no bones broken, while coupling cars, at main line.

October 2. — Longbottom, brakeman freight train, No. 3, had arm jammed, no bones broken, while coupling cars very carelessly, at main line.

October 8. Unknown, express train, No. 23, was killed; boy, about 14 years of age, jumped from train while in motion, fell upon track, and was run over at Manchester.

October 19. — Green, fireman freight train, No. 26, had face scalded very slightly; engine blew plug out of flue, half mile south of Moultrie.

October 25, Perry Eaton, brakeman, freight train, No. 6, was killed. Eaton got on pilot of engine, attached to train, to couple to car on siding; a coupling in train broke after brakes on rear part of train were set, allowing engine, with several cars, to run against car on siding with considerable force, crushing Eaton, who remained on pilot instead of stepping off at Rookstown.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. M'Cullough.....	Wellsville.
P. F. Geisse	Wellsville.
J. F. Clark.....	Cleveland, Ohio.
T. P. Handy.....	Cleveland, Ohio.
D. C. List.....	Wheeling, W. Va.
S. Harbaugh.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
H. C. Kingsley.....	New Haven, Conn.
Smith Cliff.....	New York.
J. F. D. Lanier.....	New York.
F. F. Randolph.....	New York.
W. W. Holloway.....	Bridgeport, O.
J. N. M'Cullough, President.....	Pittsburg, Pa..
G. A. Ingersoll, Secretary and Treasurer.....	Cleveland, Ohio.
J. H. Devereux, Superintendent	Cleveland, Ohio.

(No. 11.)

CLEVELAND, PAINESVILLE AND ASHTABULA.

STATE OF OHIO, }
 Cuyahoga County, } ss:

Personally appeared Amasa 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.*
 GEO. B. ELY, *Treasurer.*

Sworn and subscribed before me, }
 this 30th day of November, 1866. }

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	5,000,000 00
Total amount now paid in of capital stock	5,000,000 00
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	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, 5 per cent.; July, 5 per cent.	
Number of shares of stock	100,000
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>\$5,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,802,783 63	\$3,882,089 64
Equipment.....	986,337 49	986,337 49
Total cost....	<u>4,789,121 12</u>	<u>4,868,427 13</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cleveland, Ohio, to Erie, Pennsylvania.....	95½ miles.
Length of road laid.....	95½ "
Length of double track of road	16½ "
Length of sidings	26 "
Gauge of road.....	4½ feet.
Weight of rail per yard on main track.....	57 lbs.
Branch roads owned by the company and their length, viz : (partly graded).....	1
Roads worked or leased by the company, viz : Jamestown and Franklin railroad, partly con- structed.	
Number of engine houses and shops	4
Number of engines.....	37
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,400).....	24
Number of second class passenger cars, rated as eight wheel cars, (average cost of each \$1,500)..	8
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,250)..	10
Number of freight cars, rated as eight wheel cars, (average cost of each \$650).....	890
Number of coal cars, rated as eight wheel cars, (ave- rage cost of each \$600)	117
Number of iron bridges, (total length 156 feet)...	1
Number of wooden bridges, (total length 1,624 feet.)	3
Number of stone bridges, (total length 430 feet)....	1
Number of railroads crossed.....	2
Number of stations on main road.....	17

RAILROAD REPORT.

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Number of wood and water stations on main road,	12
Value of real estate held by the company, exclusive of road-way, depots, offices, shops and gravel pits	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? On common cross-ties and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	261,928
Number of miles run by freight trains.....	298,124
Number of miles run by coal trains.....	23,010
Number of through passengers for the year on main road.....	360,735
Number of passengers (all classes) carried in cars,	593,748
Number of tons of 2,000 lbs. of through freight for the year on main road.....	385,137
Gross amount of tonnage for the year.....	589,210
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour)...	28
Average rate of speed adopted by express trains, including stops.....	32
Average rate of speed adopted by freight trains, including stops	10½
Weight of first class passenger engines.....	29 tons.
Weight of freight engines.....	28 “

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal.....	107,750
Petroleum and other oils.....	6,177
Railroad iron.....	948
Other iron or castings, iron, other ores and pig...	32,411
Agricultural products.....	117,534
Merchandise.....	111,651
Manufactures.....	54,798
Live stock.....	118,921

Lumber.....	11,716
Other articles.....	27,304
Total.....	<u>589,210</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 $\frac{80}{100}$ "
For second class through passengers.....	2 "

The rate per ton (of 2,000 pounds) per mile, charged for freight :

For through freight.....	2 $\frac{54}{100}$ cents.
For local freight.....	3 $\frac{54}{100}$ "
For local coal.....	1 $\frac{26}{100}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Freight Transport'n.	Pass. Transportation.
Repairs or maintenance of way, including buildings, depots and bridges.....	\$687, 243 26	\$280, 750 80	\$406, 492 46
Taxes on real estate, State and Government revenue taxes.....	162, 571 35	62, 828 06	90, 243 80
Total	839, 814 61	343, 578 85	496, 735 76
REPAIRS OF MACHINERY.			
Repairs of engines and tenders, tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	\$69, 367 18	\$23, 537 69	\$41, 029 49
Repairs of passenger and baggage cars.....	45, 136 40	45, 136 40	.....
Repairs of freight cars and renewals.....	141, 278 84	.....	141, 278 84
Total	255, 781 92	73, 474 09	182, 307 88
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$38, 946 51	\$15, 910 32	\$23, 036 19
Agents and clerks.....	41, 278 48	16, 862 98	24, 415 50
Labor, (loading and unloading freight) clerks, &c.....	48, 653 16	.....	48, 653 16
Porters, watchmen and switch tenders.....	17, 965 23	7, 359 11	10, 626 12
Wood and water station attendance.....	12, 750 00	5, 209 00	7, 541 00
Conductors, baggage masters and brakemen.....	62, 375 00	21, 397 00	30, 978 00
Engineers and firemen.....	26, 200 00	10, 744 00	15, 496 00
Fuel and cost of preparing for use.....	146, 146 27	59, 708 29	66, 442 98
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	23, 672 08	9, 670 17	14, 002 91
Loss and damage of goods and baggage.....	12, 095 65	4, 941 29	7, 154 86
Damages to property, including damage by fire, and cattle killed on road.....	8, 611 26	3, 517 85	5, 093 41
General superintendence.....	6, 500 00	2, 656 00	3, 844 00
Contingencies.....	86, 002 28	34, 739 12	51, 263 16
Total	521, 196 92	192, 650 13	328, 546 79

Receipts:

From passengers.....	\$954,538 08
From freight	1,468,445 99
From mail transportation.....	21,600 00
From use of freight cars.....	20,526 59
From interest.....	12,686 70
From miscellaneous, and express receipts.....	91,037 49
Total	2,568,834 83

Summary of payments:

For construction and equip ent.....	\$79,306 01
For maintaining and operating the road.....	1,464,222 10
For dividends	499,730 00
For interest.....	105,000 00
For miscellaneous.....	112,700 00
For surplus funds.....	155,305 37
For State tax on capital stock and tonnage.....	62,138 30
For United States tax.....	90,433 05
Total	2,568,834 83

ACCIDENTS.

EMPLOYEES—Injured, none seriously. OTHERS—Killed 6.—
 TOTAL—Killed 6.

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.

Dec. 8. Olden B. Nash was killed by being thrown from wagon by express train, at road crossing, near Madison station, Ohio.

1866.

Jan. 18. An unknown man was found upon the track a half mile west of Euclid station, Ohio, mortally injured by some train in the night.

April 14. Patrick O'Day was killed by being run over by day express west; was walking on the track.

July 23. John Wood was killed at Kingsville station, Ohio, while in the act of getting on a train under motion.

Oct. 15. Nathan Balch, aged sixty-five years, of unsound mind, was run over by Toledo express train west, near Painesville station, Ohio, and killed.

Nov. 24. Edwin Hall was found dead on side of track, near Girard station, Ohio, supposed to have been killed by some train in the night.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. Stone, Jr.....	Cleveland, Ohio.
S. Witt.....	Cleveland, Ohio.
H. B. Payne.....	Cleveland, Ohio.
T. M. Kelley.....	Cleveland, Ohio.
W. Collins.....	Cleveland, Ohio.
J. H. Wade.....	Cleveland, Ohio.
G. B. Ely.....	Cleveland, Ohio.
H. E. Parsons.....	Ashtabula, Ohio.
James Miles.....	Girard, Pa.
J. W. Wetmore.....	Eric, Pa.
W. Gibson.....	Jamestown, Pa.
E. M. Gilbert.....	Utica, N. Y.
C. P. Wood.....	Auburn, N. Y.
A. Stone, Jr., President.....	Cleveland, Ohio.
Georgé B. Ely, Secretary and Treasurer.....	Cleveland, Ohio.
H. Nottingham, Superintendent.....	Cleveland, Ohio.

COLUMBIA AND PORT DEPOSIT

(No. 12.)

COLUMBIA AND PORT DEPOSIT.

TREASURER'S OFFICE, }
Columbia, Pa., November 13, 1866. }

Hon. J. F. HARTRANFT, *Auditor General*:

DEAR SIR:—Our company has spent some money on its work, both in Pennsylvania and Maryland. The work is barely commenced. We have no portion of the rails or ties down, no debt, a small amount of stock subscribed. Will it be necessary for me to fill up and make out the report in full, as per blank sent? My books do not show the portions of construction, &c., as the blank calls for. Please let me know if we are compelled to fill up any or all of the blanks.

Yours, &c.,

A. J. KAUFFMAN, *Treasurer*.

(No. 12.)

CONNECTING.

OFFICE OF THE CONNECTING RAILWAY CO., }
Philadelphia, December 13, 1866. }

Hon. JOHN F. HARTRANFT, *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 being constructed from Frankford to West Philadelphia, a distance of seven miles. The work has so far progressed that it is expected the line will be opened for traffic early in the ensuing year.

The capital stock of the company is \$100,000, consisting of two thousand shares, of \$50 each. The amount of funded debt is \$1,000,000. The company has paid no dividend upon its stock.

This would seem to comprise all the information within the range of the inquiries in the blank form received from you, which it is possible to give.

Very respectfully,

EDMUND SMITH,

Secretary and Treasurer Connecting Railway Co.

The officers of the Connecting railway company are,

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

(No. 14.)

CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, }
Cumberland County, } SS :

Personally appeared Frederick Watts, president, and Edward 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) FRED'K WATTS, *President.*
 E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, }
 this 30th day of November, 1866. }

JOHN M. GREGG, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,110,000 00
Total amount now paid in of capital stock	1,316,900 00
Funded debt, as per last report	470,500 00
Total amount now of funded debt.....	384,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	854,500 00
Rate per cent. per annum of interest on funded debt	6, 7 and 8 per ct.
Date and rate per cent. per annum of dividend or dividends: 8 per cent., 1st April and 1st October.	
Number of shares of stock.....	26,338
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared.....	<u>\$881,900 00</u>

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,582,937 05	
Total cost.	1,582,937 05	\$1,691,037 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.	
Length of road laid	74 miles.
Length of double track of road	None.
Length of sidings	6½ miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	50 pounds.
Branch roads owned by the company and their length	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	5
Number of engines	15
Number of first class passenger cars, rated as eight wheel cars, (average cost of each cannot now tell)	12
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each cannot now tell)	5
Number of freight cars, rated as eight wheel cars, (average cost of each cannot now tell)	125
Number of coal cars, rated as eight wheel cars,	None.
Number of iron bridges, (total length in feet, 310)	2
Number of wooden bridges, (total length in feet, 4,643)	2
Number of stone bridges, (total length in feet, 93)	2
Number of railroads crossed	1
Number of stations on main road: Eight regular ticket stations and thirteen way or flag stations.	
Number of wood and water stations on main road,	6

Value of real estate held by the company, exclusive of road way: Cannot say, as no appraisal has been made.

Number of tunnels..... None.

How is track laid, and on what foundation? Forty miles on cross-ties and longitudinal stone ballast, two feet wide and one 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.....	122,836
Number of miles run by freight trains.....	84,188
Number of miles run by construction trains.....	10,276
Number of passengers (all classes) carried in cars,	293,054
Gross amount of tonnage for the year.....	376,430,501 lbs.
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.....	22
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines, (pounds)	34,000 & 36,000
Weight of freight engines, (pounds).....	50,000

The amount of freight, specifying the quantity in pounds:

Anthracite and bituminous coal.....	76,270,178
Petroleum and other oils.....	472,970
Pig iron.....	8,214,866
Other iron or castings.....	18,590,999
Iron and other ores.....	26,327,680
Lime, limestone and sandstone.....	5,107,662
Agricultural products.....	68,941,392
Merchandise.....	83,662,025
Agricultural implements and machinery.....	1,925,416
Live stock.....	23,996,960

RAILROAD REPORT

Lumber.....	21,037,112
Other articles.....	41,883,241
	<hr/>
Total.....	376,430,501
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The rate of fare for passengers charged for the respective classes per mile, as follows :

For first class through passengers.....	}	about 3 cents.
For first class way passengers.....		
For second class through passengers.....	}	Have no 2d class rate.
For second class way passengers.....		
		<hr/>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	Cannot say.
For through coal.....	"
For local freight.....	"
For local coal.....	"
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EXPENSES

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings, warehouses and construction account gen- erally.....	\$193,461 72
Taxes on real estate.....	1,048 62
	<hr/>
Total.....	194,510 34
	<hr/>

Repairs of machinery :

Repairs of engines and tenders.....	\$14,200 41
Repairs of passenger and baggage cars.....	3,096 39
Repairs of freight cars, and freight cars purchased,	18,833 15
Repairs of tools and machinery in shops.....	975 64
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	15,605 21
	<hr/>
Total.....	52,710 80
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Operating the road:

Office expenses, stationery, &c	\$4,325 55
Agents and clerks	10,759 50
Labor—loading and unloading freight.....	4,488 59
Porters, watchmen and switch tenders.....	3,839 93
Wood and water station attendance.....	1,028 09
Conductors, baggage masters and brakemen....	10,230 36
Engineers and firemen.....	10,605 58
Fuel and cost of preparing for use.....	27,124 86
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	3,444 35
Loss and damage, law expenses and gratuities...	1,777 09
Use of freight cars, drawbacks and over-charges,	1,771 45
General superintendence.....	7,166 77
Contingencies	24,162 10
Total	110,724 22

Receipts:

From passengers.....	\$276,186 84
From freight.....	267,274 00
From mail transportation.....	6,300 00
From Adams express.....	3,600 00
From interest.....	6,476 71
From rents.....	1,183 50
From miscellaneous	3,386 85
Total	564,407 90

Summary of payments:

For construction and equipment.....	\$110,363 77
For maintaining and operating the road.....	212,126 64
For dividends.....	69,635 50
For interest on bonds.....	25,880 40
For miscellaneous.....	4,419 16
For United States and State taxes.....	31,454 95
Total amount of surplus fund.....	115,316 01

No accidents.

RAILROAD REPORT.

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NAMES AND RESIDENCE OF OFFICERS

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

(No. 15.)

DELAWARE AND HUDSON CANAL AND RAILROAD.

STATE OF NEW YORK, }
New York city and county, } ss:

Personally appeared Thomas Dickson, 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) THOS. DICKSON, *Vice President.*
 I. N. SEYMOUR, *Treasurer.*

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

JOSEPH C. LAUREME, *Notary Public.*

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

COST OF ROAD AND EQUIPMENT

	By present report.
Construction.....	\$1,782,926 04
Equipment.....	379,950 00
Total cost.....	<u>2,162,876 04</u>

RAILROAD REPORT.

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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.....	6 "
Gauge of road.....	4 feet 3 in.
Weight of rail per yard on main track.....	40 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 1 locomotive house and 3 shops.	
Number of engines: 5 locomotive; 25 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).....	95 flat and 25 house.
Number of coal cars, rated as eight wheel cars, (average cost of each \$200).....	2,200
Number of iron bridges, (total length in feet)....	None.
Number of wooden bridges, (total length in feet)..	12
Number of stone bridges, (total length in feet)...	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
Number of tunnels.....	None.
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.....	22,256
Number of miles run by freight trains.....	20,968

Number of miles run by coal trains: our coal is moved on inclined planes, but not in trains; we have moved a tonnage of say 1,200,000 during the year, an average distance of say 26 miles.

Number of through passengers for the year on main road.....	18,576
Number of passengers (all classes) carried in cars,	65,603
Number of tons of 2,000 lbs. of through freight for the year on main road, say.....	1,440,000
Gross amount of tonnage for the year.....	1,454,750
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour)....	16
Average rate of speed adopted by freight trains, including stops, (miles per hour).....	10
Weight of first class passenger engines.....	20 tons.
Weight of freight engines.....	15 to 20 "

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	1,440,000 tons.
Petroleum, pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural prod cts, merchandize, manufactures, live stock, lumber and other articles....	14,750 tons.
Total.....	1,454,750 tons.

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

For first class through passengers.....	About 3½ cts.
For first class way passengers.....	" 3¼ "

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight (per ton per mile).....	12 cents.
For through coal: none carried but our own.	
For local freight (per ton per mile).....	12 to 14 "
For local coal: none carried.	

RAILROAD REPORT.

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EXPENSES.

Maintaining the road or real estate of the corporation:

Total..... \$156,781 58

Repairs of machinery:

Total..... \$286,799 23

Operating the road:

Total..... \$199,253 35

Receipts:

From passengers \$28,077 83
 From freight 29,246 70
 Total..... 57,324 53

Summary of payments:

For construction and equipment..... \$162,450 73
 For maintaining and operating the road..... 642,834 16

For dividends, interest, miscellaneous, surplus funds, State tax on capital stock and tonnage and United States tax. None of the items especially applicable to the railroad account, but applied generally to the canal, railroad and coal accounts of the company.

ACCIDENTS

KILLED—passengers None.
 employees 3
 others 2
 Total..... 5

INJURED—passengers..... None.
 employees 5
 others 3
 Total..... 8

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.

Nov. —. Whitman Brown, master machinist, run over while standing upon track, by lumber car, and killed.

1866.

Jan. 11. F. Kaufman, killed while walking on the track ; not in employ of company.

Feb. 3. — Bolander, killed while on coal train ; not in employ of company ; also, John Wisner had leg broke, and John Gray injured in back, both brakemen.

Feb. 12. C. Turner Headman, run over by car, foot of plane 2 ; died from his injuries.

March 2. Patrick ———, a boy, leg crushed on plane 4 ; not in employ of company.

April 28. John Hamilton, water boy, run over by coal car on plane No. 7, and killed.

May 3. T. Lee, ankle crushed by car on plane No 1 ; not in employ of company.

May 17. P. Russell, laborer on track, run over by coal cars, foot crushed.

June 9. T. Jefferson, foot crushed by cars ; employed as brakeman.

Oct. 11. Stephen Mills, headman, run over by coal cars on plane No. 2 ; leg broken.

Oct. 19. — M'Glaughlin, a boy, run over by cars on plane No. 4 ; leg crushed ; not in employ of company.

RAILROAD REPORT.

75

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. S. Heniman	New York city.
Chas. N. Talbot.....	New York city.
Edward J. Woolsey.....	New York city.
Geo. Talbot Olyphant.....	New York city.
Samuel B. Schieffelin.....	New York city.
Abiel A. Low.....	New York city.
Robert L. Kennedy.....	New York city.
James M. Halsted.....	New York city.
Le Grand B. Cannor	New York city.
John L. Aspinwall.....	New York city.
James R. Taylor.....	New York city.
Thomas Dickson.....	New York city.
O. De F. Grant.....	New York city.
Geo. Talbot Olyphant, President.....	New York city.
Thomas Dickson, Vice President and General Sup't	Scranton, Pa.
Richard H. Nodyne, Secretary	New York city.
Isaac N. Seymour, Treasurer.....	New York city.
R. Manvill, Superintendent	Carbondale, Pa.

(No. 16.)

DELAWARE, LACKAWANNA AND WESTERN.

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

Personally appeared John Brisbin, president, and Andrew J. Odell, treasurer, of the Delaware, Lackawanna and Western railroad company, and in due form of law made oath, that the statements contained 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 23d day of January, 1867. }

W. H. FULLER,
Commissioner for Pennsylvania in the State of New York.

STOCK AND DEBT.

Capital stock as authorized by law—sufficient to complete the road as originally intended.

Amount paid in, as by last report.....	\$10,247,050 00
Total amount now paid in of capital stock	11,288,600 00
Funded debt, as per last report.....	3,491,500 00
Total amount now of funded debt.....	3,370,500 00
Floating debt, as by last report	742,585 48
The amount now of floating debt	717,221 83
Total amount now of floating and funded debt ..	4,087,721 83
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 20, 1866, 10 per cent. ; January 22, 1866, 5 per cent. ; July 10, 1866, 5 per cent.	
Number of shares of stock	225,772

RAILROAD REPORT.

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Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared: January 20, \$10,247,050; January 22, \$11,263,600; July 10, \$11,288,600.	

COST OF ROAD AND EQUIPMENT

	By last report.	By present report.
Construction.....	\$7,583,706 06	\$9,687,427 66
Equipment.....	2,668,113 49	2,912,416 92
Total	<u>10,251,819 55</u>	<u>12,599,844 58</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	30 "
Length of sidings	40 "
Gauge of road	6 feet.
Weight of rail per yard on main track.....	65 pounds.
Branch roads owned by the company and their length	None.
Roads worked or leased by the company, viz: none within the State. .	
Number of engine houses and shops: 4 engine houses and 4 shops.	
Number of engines	87
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).....	252 house and 445 flat
Number of coal cars, four wheel cars, (average cost of each \$250).....	5,038
Number of iron bridges, (total length in feet)....	None.

Number of wooden bridges, (total length in feet 2,960)	13
Number of stone bridges, (total length in feet 160)	4
Number of railroads crossed	None.
Number of stations 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, exclu- sive of road way : cannot say.	
Number of tunnels, (length of each, 2,280, 560 and 700 feet respectively).....	3
How is track laid and on what foundation? 80 miles ballasted, remainder on natural earth.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	172,407
Number of miles run by freight trains.....	202,166
Number of miles run by coal trains.....	1,535,202
Number of through passengers for the year on main road.....	6,096
Number of passengers (all classes) carried in cars,	200,486
Number of tons of 2,000 lbs. of through freight for the year on main road.....	8,124
Gross amount of tonnage for the year.....	1,920,874
Average rate of speed adopted by ordinary passen- ger 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
Weight of first class passenger engines	65,700 lbs.
Weight of freight engines.....	73,200 "
Weight of coal engines.....	78,800 "

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1,608,616
Bituminous coal	117

RAILROAD REPORT.

Pig iron	6,487
Railroad iron	28,075
Other iron or castings	3,330
Iron and other ores	83,306
Lime and limestone	36,284
Agricultural products	33,320
Merchandize	29,068
Manufactures	9,625
Live stock	3,705
Lumber	76,475
Other articles	2,466
Total	1,920,874

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

For first class through passengers, from Great Bend to Delaware river	3 ⁴ / ₁₀
For first class through passengers, from Great Bend to N. Hampton	3 ^{0.6} / ₁₀
For first class way passengers	3 ⁶ / ₁₀
For second class through passengers: have none.	
For second class way passengers: have none.	

The rate per ton (of 2,000 pounds) per mile charged for freight:

Rates are varied from time to time as circumstances require.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass Transportation.	Freight Transport'n.
Repairs or maintenance of way, including buildings.....	\$516,253 03	\$51,625 20	\$464,626 83
Taxes on real estate	12,547 06	1,264 71	11,282 35
Total	528,800 09	52,879 91	475,919 18
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$261,715 53	\$26,171 55	\$235,543 98
Repairs of passenger and baggage cars.....	18,056 60	18,056 60	.....
Repairs of freight cars.....	347,498 97	.....	347,498 97
Repairs of tools and machinery in shops.....	8,000 00	800 00	7,200 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	11,100 25	1,110 02	9,990 23
Total	646,371 35	46,678 17	600,233 18
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$8,533 50	\$853 35	\$7,680 15
Agents and clerks.....	24,443 51	2,444 35	21,999 16
Labor, (loading and unloading freight)	6,156 26	.....	6,156 26
Porters, watchmen and switch tenders.....	4,669 11	466 91	4,202 20
Wood and water station attendance.....	9,024 29	902 42	8,121 87
Conductors, baggage masters and brakemen.....	154,808 63	15,480 86	139,327 77
Engineers and firemen	154,722 84	15,472 26	139,250 58
Fuel and cost of preparing for use.....	369,422 18	36,942 22	332,479 96
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	88,410 70	8,841 07	79,569 63
Loss and damage of goods and baggage.....	9,108 86	.....	9,108 86
Damages to property, including damage by fire, and cattle killed on road.....	7,359 84	735 98	6,623 86
General superintendence.....	3,063 32	308 35	2,774 99
Contingencies	8,758 16	875 81	7,882 35
Total	848,501 20	.....	.....

Receipts :

From passengers	\$244,170 57
From freight	2,466,797 36
From mail transportation	9,238 93
From interest	15,237 20
From miscellaneous	3,052 14
Total	<u>2,738,496 20</u>

Summary of payments :

For construction and equipment	\$2,348,025 03
For maintaining and operating the road	2,023,671 64
For dividends	2,152,315 00
For interest	385,401 39
For State tax on capital stock and tonnage	205,121 95
For United States tax	204,819 37
Total	<u>7,319,354 38</u>

Cost of Transportation :

Cannot say.

ACCIDENTS.

KILLED —employees	8
others	3
Total	<u>11</u>
INJURED —employees	<u>13</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.

Nov. 3. Hugh Reynolds, a brakeman, while in the act of coupling cars, at Scranton, caught his hand between bumpers, mashing it, and cutting off two fingers.

Nov. 15. John Austin, conductor freight train, while connecting engine with train, got caught between bumpers; mashing his thigh, not badly.

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Nov. 21. Jacob Eicke, brakeman on freight train, in the act of disconnecting cars, caught his foot in the guard rail, part of train passed over him, mangling his legs, but breaking no bones.

1866.

Jan. 15. Martin Ketrick, a laborer on track, was instantly killed, at Greenville. Observing the way freight approaching him on the down track, stepped over on up track, when was run over by an opposing train.

Feb. 21. James O'Donnell, laborer on track, in attempting to cross the track, at Scranton, while intoxicated, was run over by a passenger train, and instantly killed.

Feb. 21. Erastus S. Finn, a conductor, was seriously injured by a coal train running off track, at Pocono. Was not on duty at the time of accident.

Feb. 25. Mathew Gatsill, a brakeman, was instantly killed, near Scranton, by a coal train striking a rock, which had fallen on track, throwing engine and part of train off; was caught between engine and tender.

Feb. 26. A man, name unknown, was killed by wood train, near Scranton, while attempting to cross track ahead of train.

March 8. L. D. Kenmerer, conductor Summit train, slightly hurt, coupling cars, at Scranton.

March 12. A lad, named W. W. Hayward, Jr., aged 10 years, was run over, and instantly killed, near the Pine Brook colliery, in endeavoring to jump on train, while in motion.

March 16. Elias Pickle, brakeman, severely burnt, near Henryville; cause, train broke in two, and run back and collided with another train, upsetting a stove, which was in a caboose attached to the train. The conductor, William Blake, and C. G. Newmau, brakeman, also slightly injured by the same accident.

March 20. Patrick Ratchford, brakeman on a mine train, while coupling cars in yard, at Scranton, had his feet mangled badly.

April 3. Joseph Keller, brakeman coal train, while coupling cars, at Pocono, had three of his fingers severely injured.

May 7. John Martingue, a carpenter employed on new round house, fell from the highest part of the building, and instantly killed, by striking his head on a bolt below.

May 22. Judson Smith, brakeman freight train, while applying

the brakes, slipped, falling between the cars, which ran over him, cutting off both his legs. Got well.

July 4. Patrick Mitchell, a brakeman, had one of his legs cut off by a mine train running off track, and running over him; was employed on train.

July 11. Patrick Rupe, while standing on track, near rolling mill, to avoid one train, was run over by another train, cutting off both legs, and bruising him otherwise; died shortly afterwards.

August 11. Engine "Henry Young," attached to coal train standing at Water Gap, exploded, scalding the engineer, J. P. Seely, badly, and E. A. Seely, brakeman, so that he died five days afterwards.

Sept. 22. An Englishman, named Cox, walking on Lackawanna bridge, in the night, was run over by an engine, and instantly killed.

Oct. 2. Edward Noble, brakeman on coal train, in passing from train to engine, at Stroudsburg, fell between the cars, and instantly killed.

Oct. 8. Engine "Keystone," attached to wood train, when near Abington, exploded, killing the engineer, Jas. A. Dixon, and slightly injuring Peter Hammer, fireman, and E. S. Finn, conductor.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William E. Dodge.....	New York.
Moses Taylor.....	New York.
George Bulkley.....	New York.
John I. Blair.....	Blairstown, N. J..
Henry Young.....	New York.
Rufus R. Graves.....	New York.
Lowell Holbrook.....	New York.
Simeon B. Chittenden.....	New York.
Samuel Wetmore.....	New York.
Samuel Sloan.....	New York..
George Bliss.....	New York.
Percy R. Pyne.....	New York.
Edward Minturn.....	New York.
William Walter Phelps.....	New York..
John Brislin, President.....	Scranton, Pa.
A. J. Odell, Secretary and Treasurer.....	New York..

(No. 17.)

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.*

Affirmed and subscribed before me, }
 this 25th day of November, 1866. }

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.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock.....	1,825
Par value of each share.....	\$50 00

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$529,000 00	\$259,000 00
Equiped 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 sidings	1,800 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	45 and 55 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by company	None.
Number of engine houses and shops	1
Number of wooden bridges, (total length in feet)	6
Number of stone bridges, (total length in feet)...	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, exclu- sive of road way.....	\$2,000 00
Number of tunnels, (length of each).....	None.
How is track laid and on what foundation? Wooden ties, six by eight inches, and six inch stone ballast.	

EXPENSES.

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

EAST BRANDYWINE AND WAYNESBURG

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James M'Clune.....	Philadelphia.
John Wood.....	Philadelphia.
L. F. Roberts.....	Loags.
Joseph M. M'Clure.....	Downingtown.
Samuel Jones, Sr.....	Rockville.
William Morton.....	Honeybrook.
William P. Buchanan.....	Honeybrook.
Joseph Davis.....	Honeybrook.
George W. Werntz.....	Honeybrook.
John S. Parker.....	Wallace.
David Shelmire.....	Downingtown.
Thomas Millard.....	Loags.
John Cornog, President.....	Wallace.
Thomas Millard, Secretary.....	Loags.
John G. Lewis, Treasurer.....	Honeybrook.

(No. 18.)

EAST MAHANoy.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS :

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 27th day of November, 1866. }

DAVID BEITLER,
Alderman and ex officio J. P.

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	392,550 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	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	None.
Date and rate per cent. per annum of dividend or dividends : 3 per cent. in January ; 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 divi- dends were declared	<u>\$392,550 00</u>

EAST MAHANÓY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$391,603 93	\$391,603 93
Equipped by Philadelphia and Reading railroad company, lessees.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Barnesville to Waste House Run	8 miles.
Length of road laid	8 "
Length of sidings	2 ⁴ / ₁₀₀ "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	60 lbs.
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 road way	\$600 00
Number of tunnels, (length of each, 3,500 feet) ..	1
How is track laid and on what foundation? Gravel bed, coal dirt ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Will be returned by Philadelphia and Reading railroad company, lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie.....	Philadelphia.
S. J. Reeves.....	Philadelphia.
D. R. Bennett.....	Philadelphia.
E. H. Trotter.....	Philadelphia.
John Welsh.....	Philadelphia.
O. W. Trotter.....	Philadelphia.
T. A. Biddle.....	Philadelphia.
James N. Stone.....	Philadelphia.
G. M. Troutman.....	Philadelphia.
Samuel Welsh	Philadelphia.
Joseph Harrison.....	Philadelphia.
Geo. W. Cole.....	Tamaqua.
Alex. J. Derbyshire, President.....	Philadelphia.
Joseph L. Willson, Secretary and Treasurer.....	Philadelphia.

(No. 19.)

EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Berks County, } ss :

Personally appeared E. M. Clymer, president, and Wm. M. Hiest-
 ter, 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 28th day of December, 1866. }

WASHINGTON RICHARDS, *Alderman.*

STOCK AND D. BT.

Capital stock as authorized by law, with power to increase.....	\$700,000 00
Amount of stock subscribed.....	654,400 00
Amount paid in, as by last report.....	604,400 00
Total amount now paid in of capital stock.....	654,400 00
Funded debt as per last report.....	598,400 00
Total amount now of funded debt.....	574,900 00
Floating debt, as by last report.....	44,888 30
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	574,900 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.....	None.
Number of shares of stock.....	14,000
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared.....	None.

EAST PENNSYLVANIA

COST OF ROAD AND EQUIPMENT

	By last report.	By present report.
Construction	\$1,273,765 42	\$1,342,081 21
Equipment	161,588 54	227,658 71
Total cost	<u>1,435,353 96</u>	<u>1,569,739 92</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Reading to Allentown	36 miles.
Length of road laid	36 "
Length of double track of road	None.
Length of sidings	6 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	52, 57 and 60 lbs.
Branch roads owned by the company, and their length, viz: one, Temple branch, 1½ miles long.	
Roads worded or leased by the company	None.
Number of engine houses and shops	3
Number of engines	10
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,300)	8
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,525) ..	5
Number of freight cars, rated as eight wheel cars, (average cost of each \$580)	91
Number of coal cars, rated as eight wheel cars, (average cost of each)	None.
Number of iron bridges, (total length 19 feet)	1
Number of wooden bridges, (total length 80 feet,) ..	2
Number of stone bridges, (total length 250 feet) ...	13
Number of railroads crossed	None.
Number of stations on main road	13
Number of water stations on main road	5
Number of tunnels	None.
How is track laid, and on what foundation? 10 inch broken stone ballast, and 8 feet ties.	

RAILROAD REPORT.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	117,755
Number of miles run by freight trains.....	81,657
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road.....	91,192
Number of passengers (all classes) carried in cars,	231,611
Number of tons of 2,000 lbs. of through freight for the year on main road.....	75,556
Gross amount of tonnage for the year.....	321,376
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 tons.
Weight of freight engines.....	24 and 30 "

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	28,835
Bituminous coal.....	7,597
Petroleum, pig iron, railroad iron, other iron or castings.....	33,310
Iron and other ores.....	146,442
Lime and limestone.....	None.
Agricultural products.....	3,255
Merchandise and manufactures.....	29,196
Live stock.....	62,319
Lumber and slate.....	10,422
Total.....	321,376

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.....	None.
For second class way passengers	None.

EXPENSES.

Maintaining the road or real estate of the corporation :

Total	<u>\$49,491 76</u>
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Repairs of machinery :

Repairs of engines and tenders.....	\$24,630 97
Repairs of passenger and baggage cars	9,844 28
Repairs of freight cars	2,342 61
Repairs of tools and machinery in shops	926 10
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,400 00
Total	<u>40,143 96</u>

Operating the road :

Office expenses, stationery, &c	\$4,475 15
Agents and clerks	12,971 28
Labor—loading and unloading freight	2,100 46
Porters, watchmen and switch tenders	2,494 38
Conductors, baggage masters and brakemen	14,802 84
Engineers and firemen	13,384 14
Fuel and cost of preparing for use.....	29,303 50
Oil and waste for engines and tenders, passenger, baggage and freight cars	6,938 80
Loss and damage of goods and baggage	1,500 50
Use of freight cars.....	17,005 99
Damages to property, including damages by fire, and cattle killed on road.....	1,801 90
General superintendence	7,580 00
Contingencies	7,049 93
Total	<u>121,408 87</u>

Receipts :

From passengers.....	\$170,243 15
From freight.....	262,270 71
From mail transportation.....	1,800 00
From miscellaneous.....	11,763 97
Total.....	<u>446,077 83</u>

ACCIDENTS

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

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

1866.

April 3. Aaron Schnable, killed by passenger train, near Topton, at midnight; was lying across the track, supposed intoxicated.

May 2. John Barr, conductor, was fatally injured, near Lyons; freight train was thrown off track; died three days after the accident.

Oct. 23. John Spitler, brakeman, fell off freight train, while shifting, at Blandon, train passing over him, crushed arm and leg; died same evening.

April 6. Wm. Fink, severely injured, at Allentown, in shifting; fell off car and was pushed by brake.

May 26. Frank Brown, passenger, jumped off train, near Blandon, when train was in full speed; was severely cut and bruised.

EAST PENNSYLVANIA

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
A. E. Borie.....	Philadelphia.
Chas. E. Smith.....	Philadelphia.
Robert B. Cabecn.....	Philadelphia.
F. B. Gowen.....	Philadelphia.
Horatio T. oxler.....	Reading.
Chas. H. Hunter.....	Reading.
John S. Richards.....	Reading.
David M'Knight.....	Reading.
E. M. Clymer, President.....	Reading.
Wm. M. Hiester, Secretary and Treasurer.....	Reading.
C. Stolz, Superintendent.....	Reading.

(No. 20.)

ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Thomas Kimber, Jr., president, and Wm. C. Longstreth, treasurer, of the Elmira and Williamsport 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)

THOS. KIMBER, JR., *President.*WM. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, }
 this 7th day of November, 1866. }

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.....	1,620,000 00
Total amount now of funded debt.....	1,620,000 00
Floating debt, as per 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

ELMIRA AND WILLIAMSPORT

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	\$2,268,000 00	\$2,268,000 00
Equipment	352,000 00	352,000 00
Total cost	<u>2,620,000 00</u>	<u>2,620,000 00</u>

CHARACTERISTICS OF P O B.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of road laid	78 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	<u>56 pounds.</u>

This road is leased by 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.
Wm. D. Lewis	Philadelphia.
C. Macalester.....	Philadelphia.
Alex. S. Diven	Elmira, N. Y.
Robert J. Mercer	Philadelphia.
Wm. C. Longstreth.....	Philadelphia.
Thomas Kimber, Jr., President	Philadelphia.
L. P. Geiger, Secretary.....	Philadelphia.
Wm. C. Longstreth, Treasurer	Philadelphia.

(No. 21.)

ELMIRA AND WILLIAMSPORT.

[Northern Central railroad company lessees, for the year ending
December 31, 1866.]

STATE OF PENNSYLVANIA, }
County, } SS:

Personally appeared J. D. Cameron, president, and J. N. Du Barry, general superintendent, of the Northern Central 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. D. CAMERON, *President.*J. N. DU BARRY, *Gen. Sup't.*

Sworn and subscribed before me, }
this 19th day of February, 1867. }

C. A. SNYDER, *Notary Public.*

STOCK AND DEBT.

See report of Elmira and Williamsport railroad company.

COST OF ROAD AND EQUIPMENT.

See report of Elmira and Williamsport railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport to Elmira	78 miles.
Length of road laid, Williamsport to Elmira	78 "
Length of sidings	16 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	56 pounds.
Number of engine houses and shops	2
Number of engines	18

7 RAILROAD REP.

Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,000)	1
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 \$300)	521
Number of wooden bridges, (total length in feet 4,936)	49
Number of railroads crossed	1
Number of stations on main road	6
Number of wood and water stations on main road,	9
How is track laid, and on what foundation? Ties two feet apart; rail breaking joints; partly gravel ballast; some stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	96,668
Number of miles run by freight and coal trains	188,475
Number of through passengers for the year on main road	11,998
Number of passengers (all classes) carried in cars,	84,516
Number of tons of 2,000 lbs. of through freight for the year on main road	174,177
Gross amount of tonnage for the year	206,562
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	10
Weight of first class passenger engines	30 tons
Weight of freight engines	38 "

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal	114,229
Petroleum	186
Pig iron	6,543

RAILROAD REPORT.

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Railroad iron	1,832
Other iron or castings	4,384
Iron and other ores	10
Lime and limestone	1,763
Agricultural products	32,577
Merchandize	6,226
Manufactures	5,487
Live stock	1,515
Lumber	22,237
Other articles	9,573
Total	<u>206,262</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transport'n
Repairs or maintenance of way, including buildings	\$106,050 27	\$42,420 10	\$63,630 17
Total	106,050 27	42,420 10	63,630 17
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$50,916 83	\$6,558 10	\$44,358 73
Repairs of passenger and baggage cars.....	1,224 68	1,224 68	
Repairs of freight cars.....	40,941 48		40,941 48
Repairs of tools and machinery in shops.....	5,918 49	2,367 39	3,551 10
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	143,804 25	57,521 70	86,282 55
Total	242,805 73	67,671 87	175,133 86
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$4,561 03	\$1,749 47	\$2,811 56
Agents and clerks.....	15,603 22	5,278 03	10,325 19
Labor—loading and unloading freight.....	4,012 24	136 32	3,875 92
Porters, watchmen and switch tenders	8,759 55	3,503 82	5,255 73
Wood and water station attendance.....	3,749 99	1,499 99	2,250 00
Conductors, baggage masters and brakemen.....	24,092 60	9,403 25	14,689 35
Engineers and firemen.....	18,335 17	4,023 02	14,312 15
Fuel and cost of preparing for use.....	58,801 69	13,195 12	45,606 57
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	13,763 19	2,126 54	11,636 65
Loss and damage of goods and baggage	6,556 87	300 00	6,256 87
Use of freight cars.....	33,538 39	8,651 41	24,886 98
Shoveling snow	1,812 45	724 98	1,087 47
Damages to property, including damage by fire, and cattle killed on road.....	50 00		50 00
General superintendence.....	7,585 05	3,038 97	4,546 08
Contingencies, including U. S. tax, tonnage tax, and tax of three-fourths of one per cent. on gross receipts	46,894 35	14,070 97	31,723 38
Total	247,606 79	68,296 89	179,309 90

RAILROAD REPORT.

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Receipts:

From passengers	\$133,251 13
From freight	348,371 95
From mail transportation	11,550 00
From expresses	16,765 84
From miscellaneous	7,591 73
Total	<u><u>517,530 65</u></u>

Summary of payments:

For real estate	\$2,797 92
For maintaining and operating the road	596,461 79
For miscellaneous—rent	165,000 00
Total	<u><u>764,259 71</u></u>

ACCIDENTS.

KILLED —employes	2
others	1
Total	<u><u>3</u></u>

NAMES AND RESIDENCE OF OFFICERS.

See report of Elmira and Williamsport railroad company.

(No. 22.)

ENTERPRISE.

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

Personally appeared Thomas Baumgardner, president, and Peter C. Hollis, treasurer, of the Enterprise 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) THOS. BAUMGARDNER, *President.*
 P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of December, A. D. 1866. }

JOHN WHITE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed	339,625 00
Amount paid in, as by last report	None.
Total amount now paid in.....	99,625 00
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as per last report.....	None.
Number of shares of stock.....	13,585
Par value of each share	<u>\$25 00</u>

The above company has lately entered into existence. A location for part of its road, from the junction of the Mahanoy and Broad Mountain railroad, in Northumberland county, to the town of Shamokin, has already been made, and two sections have been placed under contract. No more detailed report can therefore be made at present.

RAILROAD REPORT.

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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas Baumgardner.....	Lancaster, Pa.
Peter C. Hollis.....	Philadelphia.
Franklin B. Gowen.....	Pottsville.
Charles Sinnickson.....	Philadelphia.
Thomas Miles.....	Philadelphia.
Thomas Baumgardner, President	Lancaster, Pa.
Peter C. Hollis, Secretary and Treasurer	Philadelphia.
Joseph Byers, Superintendent.....	Mahanoy Plane, Pa.

(No. 22.)

ERIE AND PITTSBURG.

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

Personally appeared W. 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 4th day of December, 1866. }

E. CAMPHAUSEN, *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	664,300 00
Total amount now paid in of capital stock	664,300 00
Funded debt, as per last report.....	1,250,000 00
Total amount now of funded debt.....	1,248,704 43
Floating debt, as by last report	300,000 00
The amount now of floating debt.....	435,296 61
Total amount now of floating and funded debt ..	1,684,001 04
Rate per cent. per annum of interest on funded debt.....	7 per cent.
No dividends declared.	
Number of shares of stock.....	20,000
Par value of each share	<u>\$50</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,696,920 99	\$1,842,920 95
Equipment.....	477,015 98	554,628 14
Total cost.....	<u>2,173,936 97</u>	<u>2,397,549 09</u>

RAILROAD REPORT.

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CHARACTERISTICS OF ROAD:

Length of main line of road, from Girard to New Castle	81 .6 miles.
Length of road laid.....	81 .6 "
Length of double track of road	None.
Length of sidings	6 .2 miles.
Gauge of road	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length, viz: branch of two miles, from junction C., P. and A. railroad, near Erie, to Erie dock, on Lake Erie.	
Roads worked or leased by the company, viz: by contract with the C., P. and A. railroad company, 17 miles of their track is used, between Erie and Girard.	
Number of engine houses and shops.....	6
Number of engines	15
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)	4
Number of freight cars, rated as eight wheel cars, (average cost of each \$800)	45
Number of coal cars, rated as eight wheel cars, (average cost of each \$800)	397
Number of iron bridges	None.
Number of wooden bridges, (total length in feet 1,168)	9
Number of stone bridges	None.
Number of railroads crossed	5
Number of stations on main road	21
Number of wood and water stations on main road,	8
Value of real estate held by the company, exclusive of road way.....	\$225,000 00
Number of tunnels	None.
How is track laid and on what foundation? Oak cross-ties and gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	87,134
Number of miles run by freight trains.....	204,467
Number of miles run by working trains.....	22,301
Number of through passengers for the year on main road.....	6,842
Number of passengers (all classes) carried in cars,	185,413
Number of tons of 2,000 lbs. of through freight for the year on main road.....	39,957
Gross amount of tonnage for the year.....	321,074
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
Weight of first class passenger engines.....	32 tons.
Weight of freight engines.....	32 "

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	None.
Bituminous coal.....	210,058
Petroleum.....	1,768
Pig iron.....	21,338
Railroad iron.....	815
Other iron or castings.....	4,904
Iron and other ores.....	25,027
Lime and limestone.....	99
Agricultural products.....	5,833
Merchandise.....	33,503
Manufactures.....	1,944
Live stock.....	609
Lumber.....	13,880
Other articles.....	1,296
Total.....	<u>321,074</u>

RAILROAD REPORT.

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

For first class through passengers	3 cents.
For first class way passengers	<u><u>$3\frac{5}{10}$</u></u> "

The rate per ton (of 2,000 pounds) per mile charged for freight :

Average charge per ton per mile	<u><u>$2\frac{58}{100}$</u></u> cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transport'n.
Repairs or maintenance of way, including buildings	\$114,954 40	\$34,486 28	\$80,468 12
Taxes on real estate	2,466 66	740 00	1,726 66
Total	117,421 06		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$31,541 50	9,462 45	22,079 05
Repairs of passenger and baggage cars	10,025 43	10,025 43	
Repairs of freight cars	22,336 62		22,336 62
Repairs of tools and machinery in shops	7,542 75	2,262 83	5,279 92
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	23,453 66	7,036 10	16,417 56
Total	114,809 93		
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$5,174 12	1,552 24	3,621 88
Agents and clerks	16,933 20	5,079 96	11,853 24
Labor, (loading and unloading freight)	6,591 61	901 31	5,690 30
Porters, watchmen and switch tenders	1,136 11	340 83	795 28
Wood and water station attendance	1,468 47	440 54	1,027 93
Conductors, baggage masters and brakemen	24,615 41	5,927 68	18,687 73
Engineers and firemen	22,210 62	5,076 51	17,134 11
Fuel and cost of preparing for use	37,132 92	6,497 63	30,635 29
Oil and waste for engines and tenders, passenger, baggage and freight cars	10,314 26	2,518 39	7,795 87
Loss and damage of goods and baggage	4,517 63		4,517 63
Use of freight cars	3,207 33		3,207 33
General superintendence	12,669 94	3,800 97	8,868 97
Contingencies	25,119 25	7,535 77	17,583 48
Total	171,090 87	103,684 92	270,726 97

RAILROAD REPORT.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds	<u><u>\$9,375 00</u></u>
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Receipts :

From passengers	\$177,801 87
From freight	422,109 29
From mail transportation.....	6,225 00
From miscellaneous, including use of freight cars,	12,429 51
Total	<u><u>618,565 67</u></u>

Summary of payments :

For construction and equipment.....	\$223,612 12
For maintaining and operating the road.....	383,411 89
For dividends	None.
For interest	105,334 64
For miscellaneous	9,590 50
For State tax on capital stock and tonnage.....	8,712 13
For United States tax	23,215 46
Total	<u><u>692,486 74</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average..	2 cents.
Cost per ton freight per mile, proximate average,	<u><u>1½ "</u></u>

ACCIDENTS.

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

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

1866.

June 22. James Lynch, freight brakeman, while standing on top of car, was struck by overhead bridge, and instantly killed.

Aug. 20. R. S. Loper, telegraph operator, killed, in attempting to get on passing engine —, on Dock branch.

June 22. Hannorah O'Brien, killed, at Jamestown, by working train.

May 14. — Johnson, on track, intoxicated ; killed by working train.

June 28. Timothy Rourke, killed, by attempting to get off a moving train.

Sept. 1. J. B. M'Roberts, freight brakeman, hurt, in coupling cars.

Oct. 25. J. G. Donlin, freight brakeman, hurt, in coupling cars.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. L. Scott.....	Erie, Pa.
Jno. Hearn.....	Erie, Pa.
M. Courtright.....	Erie, Pa.
Jno. P. Vincent.....	Erie, Pa.
Jno. F. Tracy.....	Chicago, Ill.
Jas. Pierce.....	Sharpsville, Pa.
Jno. H. Walker.....	Erie, Pa.
W. L. Scott, President.....	Erie, Pa.
D. W. Fitch, Secretary.....	Erie, Pa.
D. W. Fitch, Treasurer.....	Erie, Pa.
J. J. Lawrence, Superintendent.....	Erie, Pa.

(No. 24.)

ERIE AND NORTH-EAST.

STATE OF PENNSYLVANIA, }
Erie County, } ss :

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

(Signed) JOHN A. TRACY, *President.*
 W. S. BROWN, *Treasurer.*

Sworn and subscribed before me, }
 this 30th day of November, 1866. }

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	Nothing.
The amount now of floating debt	Nothing.
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 dividend or dividends: February 1, 5 per cent., cash; Au- gust 1, 5 per cent., cash, and 15 per cent. Buffalo and State Line railroad bonds.	
Number of shares of stock	12,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends 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
Equipment: in common with Buffalo and State Line railroad.		

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.....	6 miles.
Gauge of road	4½ feet.
Weight of rail per yard on main track.....	56 and 60 lbs.
Branch roads owned by the company, and their length	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines, (owned in common with Buffalo and State Line railroad, estimated value \$684,000)	38
Number of first class passenger cars, (estimated value \$92,000).....	23
Number of baggage and mail cars, (estimated value \$20,000)	8
Number of freight and coal cars, (estimated value \$721,000)	721
This company own one-fourth of above property, and the Buffalo and State Line railroad company three-fourths of the same.	
Number of iron bridges, (total length in feet)....	None.
Number of wooden bridges, (total length in feet)	4
Number of stone bridges, (total length in feet)....	3
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

RAILROAD REPORT.

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Number of tunnels, (length of each,)..... None.
 How is track laid, and on what foundation?
 Gravel and ties.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	57,905
Number of miles run by freight and coal trains..	110,918
Number of passengers (all classes) carried in cars,	570,358
Gross amount of tonnage for the year	732,355 tons.
Average rate of speed adopted by ordinary pas- senger 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.....	10
Weight of first class passenger engines	31 tons.
Weight of freight engines.....	28 to 32 tons.

The amount of freight, specifying the quantity in tons :

Vegetable food	72,507
Animal food	265,277
Agricultural products.....	100,533
Merchandise	129,337
Manufactures	60,876
Lumber and other forest products	41,705
Other articles	62,120
Total.....	<u>732,355</u>

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

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

ERIE AND NORTH-EAST

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile	2 cents.
For through coal, per ton per mile	2 "
For local freight, per ton per mile	2 "
For local coal, per ton per mile	2 " <u> </u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Total	\$153,554 56 <u> </u>
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Repairs of machinery :

Total	\$96,066 40 <u> </u>
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Operating the road :

Total	\$388,617 85 <u> </u>
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Receipts :

Total	\$620,937 90 <u> </u>
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Summary of payments :

For maintaining and operating the road, including U. S. and Penn'a tax	\$460,238 81
For dividends	150,000 00
For interest	28,000 00
Total	<u>638,238 81</u>

Cost of Transportation.

The Erie and North-East railroad is operated in common with the Buffalo and State Line railroad ; no separate accounts kept.

ACCIDENTS.

KILLED—others	<u>1</u>
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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

August —. John M'Culloch, killed at Erie station; was laying on track, and was not seen by engineer in time to prevent running over him.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
John A. Tracy	Erie, Pa.
John H. Walker.....	Erie, Pa.
William L. Scott.....	Erie, Pa.
Prescott Metcalf.....	Erie, Pa.
Alanson Robinson.....	New York city.
Charles H. Lee.....	Silver Creek.
John A. Tracy, President.....	Erie, Pa.
William S. Brown, Secretary and Treasurer.....	Erie, Pa.
Robert N. Brown, Superintendent.....	Buffalo, N. Y.

One vacancy occasioned by the death of Dean Richmond, Batavia, N. Y.

Report Recd. July 18.

(No. 25.)

FARMERS'

STATE OF PENNSYLVANIA, }
 _____ County, } ss :

Personally appeared Wm. H. Coffin, president, and C. D. Deshler, assistant treasurer, of the Farmers' 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. H. COFFIN, *President.*
 C. D. DESHLER, *Ass't Treasurer.*

Sworn and subscribed before me, }
 this 1st day of December, 1866. }

JOS. S. HOOVER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	300,000 00
Amount paid in, as by last report	None.
Total amount now paid in of capital stock	300,000 00
Funded debt, as per last report	None.
Total amount now of funded debt	200,000 00
Floating debt, as by last report	None.
The amount now of floating debt	51,205 33
Total amount now of floating and funded debt ..	251,205 33
Rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per ann m of dividend or dividends	None.
Number of shares of stock	20,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	None.

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	None.	\$351,431 41
Equipment	None.	56,125 49
Total cost		407,536 90

CHARACTERISTICS OF ROAD.

Length of main line of road, from Oil City to Petroleum Centre	7 $\frac{3}{4}$ miles
Length of road laid	7 $\frac{3}{4}$ "
Length of double track of road	None.
Length of sidings	1 $\frac{1}{5}$ $\frac{8}{8}$ $\frac{0}{0}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	57 pounds.
Branch roads owned by the company and their length	None.
Roads worked or leased by the company, viz: Kersey oil and mineral company, 3 $\frac{1}{2}$ miles.	
Number of engine houses and shops: 1 engine house; shops, none.	
Number of engines	4
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,000.)	4
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,300.)	2
Number of freight cars, rated as eight wheel cars, (average cost of each \$858 75,)	23
Number of coal cars, rated as eight wheel cars, (average cost of each,)	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet 296,)	1
Number of stone bridges	None.
Number of railroads crossed	1
Number of stations on main road	7
Number of wood and water stations on main road,	1

Value of real estate held by the company, exclusive of road way.....	\$10,000 00
Number of tunnels	None.
How is track laid and on what foundation? Broken joints ; earth and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	1,240
Number of miles run by freight trains	389
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road.....	3,244
Number of passengers (all classes) carried in cars,	18,919
Number of tons of 2,000 lbs. of through freight for the year on main road.....	1,013
(Gross amount of tonnage for the year	5,216
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)...	15
Average rate of speed adopted by express trains, including stops	15
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	30 tons.
Weight of freight engines	30 "

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	100
Bituminous coal	1,760
Petroleum	2,570
Pig iron	None.
Railroad iron.....	None.
Other iron or castings.....	43
Iron and other ores	None.
Lime and limestone.....	1
Agricultural products	34
Merchandize	47
Manufactures	515

RAILROAD REPORT.

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Live stock	None.
Lumber	122
Other articles	24
	<hr/>
Total	<u>5,216</u>

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

For first class through passengers	8 cents.
For first class way passengers	10 “
For second class through passengers	None.
For second class way passengers	<u>None.</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile	37½ cents.
For through coal, per ton per mile	15 “
For local freight, per ton per mile	53 “
For local coal, per ton per mile	24 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n.
Repairs or maintenance of way, including buildings.....	None.		
Taxes on real estate	None.		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$10 07	\$3 35	\$6 72
Repairs of passenger and baggage cars	20 07	6 62	13 45
Repairs of freight cars.....	50 00	16 66	33 34
Repairs of tools and machinery in shops	None.		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	120 00	40 00	80 00
Total	200 14	66 63	133 51
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$185 00	\$61 66	\$123 34
Agents and clerks.....	328 37	109 45	218 92
Labor—loading and unloading freight.....	33 83	11 27	22 56
Porters, watchmen and switch tenders	26 00	8 66	17 34
Wood and water station attendance	None.		
Conductors, baggage masters and brakemen.....	1,041 03	347 01	694 02
Engineers and firemen	915 84	305 28	610 56
Fuel and cost of preparing for use.....	300 00	100 00	200 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	30 00	10 00	20 00
Loss and damage of goods and baggage.....	None.		
Use of freight cars.....	None.		
Shoveling snow.....	None.		
Damages to property, including damage by fire, and cattle killed on road.....	None.		
General superintendence	300 00	100 00	200 00
Contingencies.....	170 00	56 66	113 34
Total	3,330 21	1,109 99	2,220 08

RAILROAD REPORT.

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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$300,000 00
From sale of bonds	12,000 00
From other sources	None.
Total	<u>312,000 00</u>

Receipts :

From passengers	\$7,090 85
From freight	10,668 36
From mail transportation	None.
From use of freight cars	None.
From interest	None.
From miscellaneous	None.
Total	<u>17,759 21</u>

Summary of payments :

For construction and equipment	\$407,536 90
For maintaining and operating the road	3,530 21
For dividends	None.
For interest	None.
For miscellaneous	None.
For surplus funds	None.
For State tax on capital stock and tonnage	None.
For United States tax	None.
Total	<u>411,067 11</u>

Total amount of surplus fund..... None.

Cost of Transportation.

Cost per passenger per mile, proximate average..	2 cents.
Cost per ton freight per mile, proximate average,	<u>12 "</u>

No accidents.

FARMERS'

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Bishop	3 Beaver st., New York.
Geo. H. Bissell	3 Beaver st., New York.
Christopher Meyer	New Brunswick, N. J.
Isaac Miller	Clyde, N. Y.
S. A. Hetfield	Rouseville, Penn'a.
J. B. Geggie	Oil City, Penn'a.
C. A. Cooper	Franklin, Penn'a.
M. C. Martin	Petroleum Centre, Pa.
Wm. H. Coffin	Rouseville, Pa.
W. H. Coffin, President.....	Rouseville, Pa.
James Bishop, Secretary.....	3 Beaver st., New York.
Jas. A. Williamson, Treasurer.....	3 Beaver st., New York.
R. G. Taylor, Superintendent	Oil City, Pa.
C. D. Deshler, Auditor	Oil City, Pa.
C. D. Deshler, Ass't Treasurer.....	Oil City, Pa.

(No. 26.)

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 1st day of November, 1866. }
 GEO. W. LITMAN, *Prothonotary.*

STOCK AND DEBT.

Capital stock as authorized by law: \$750,000; may be increased to \$1,500,000.	
Amount of stock subscribed, about	\$100,000 00
Amount paid in, as by last report, about	90,000 00
Total amount now paid in of capital stock: the old company was sold out under a mortgage; present company's capital was fixed under the act of As- sembly, at \$107,400	
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt...	None.
Date and rate per cent. per annum of dividend or dividends: dividends March and September, each \$1 90 per share.	
Number of shares of stock	2,148
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>\$107,400 00</u>

FAYETTE COUNTY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, about.....	<u>\$130,000 00</u>	<u>\$130,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Uniontown to Connellsville	12 $\frac{4.6}{100}$ miles.
Length of road laid.....	12 $\frac{4.6}{100}$ "
Length of double track of road	None.
Length of sidings, about	2,000 feet.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	43 pounds.
Number of engine houses and shops.....	One of each.
Number of wooden bridges, (total length in feet, cannot tell,).....	22
Number of stations on main road	5
Number of wood and water stations on main road : one water station ; wood stations wherever convenient.	
Value of real estate held by the company, exclusive of road way : say \$1,000 ; grounds attached to depot.	
Number of tunnels, (length of each).....	None.
How is track laid, and what foundation? On cross-ties, bedded in stone, and filled in with stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Our road is leased for 99 years, to the P. and C. railroad company, who pay us an annual rent ; they, of course, must answer all questions not answered by us.

Receipts on Construction and Equipment Account :

From stockholders, about	\$90,000 00
From sale of bonds	30,000 00
From other sources : supposed about \$10,000 from donations and receipts of the road, after partially and wholly finished.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel A. Gilmore	Uniontown.
John Huston.....	Uniontown.
Ewing Brownfield	Uniontown.
Armstrong Hadden.....	Uniontown.
Alfred Patterson.....	Pittsburg.
N. Ewing, President.....	Uniontown.
Wm. H. Bailey, Secretary	Uniontown.
Armstrong Hadden, Treasurer.....	Uniontown.

(No. 27.)

GETTYSBURG.

STATE OF PENNSYLVANIA, }
 County of Adams, } ss:

On this — day of February, 1867, personally appeared Robert M'Curdy, who being duly sworn according to law, doth depose and say, that the Gettysburg railroad company was reduced to insolvency on the 10th day of June, 1862, and he was duly appointed, by the court of common pleas of Adams county, sequestrator of said Gettysburg railroad company, and on that day gave the bond required by law and the order of the court, and took possession of said road, and has been managing it since that time as sequestrator, and is still managing the same, under the order and direction of said court: That the said company is still insolvent, and the earnings of said road are distributed under the decree of said court, from time to time, to the payment of the over-due coupons on the first mortgage bonds of said company: That no payments have been made on the floating debt, nor any dividends on the stock, during the period aforesaid: That the president and directors of said company have no control over or management of the affairs of said company, nor are the reports of the employees or agents of the company made to them or their treasurer, but that their position is a nominal one: That the accounts of the earnings and receipts of the company are made by the sequestrator, and settled, from time to time, in the court aforesaid: That, under these circumstances, the president and directors and treasurer of said company cannot make such a report as is contemplated and required by the act of Assembly of April 4, 1859, requiring railroad companies to make uniform reports to the Auditor General.

R. M'CURDY, *Sequestrator.*

Sworn and subscribed before me, }
 this 18th day of February, 1867. }

A. J. COOVER, *J. P.*

(No. 25.)

HANOVER BRANCH.

STATE OF PENNSYLVANIA, }
 York County, } ss:

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

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

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

JESSE FRYSSINGER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	121,000 00
Amount paid in, as by last report.....	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.....	5,800 00
The amount now of floating debt.....	4,800 00
Total amount now of floating and funded debt..	4,800 00
Date and rate per cent. per annum of dividend or dividends: October 26, five per cent.	
Number of shares of stock.....	2,337
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared.....	<u>\$116,850 00</u>

HANOVER BRANCH

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$185,327 57	\$191,500 00
Equipment.....	38,745 00	42,210 10
Total cost.....	<u>224,073 57</u>	<u>233,710 10</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Hanover Junction.....	12 $\frac{1}{5}$ miles.
Length of road laid.....	12 $\frac{1}{5}$ "
Length of double track of road.....	None.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 pounds.
Roads worked or leased by the company, viz: Gettysburg railroad and 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 \$2,166 66,)...	3
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$300 00,).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$400 00,).....	10
Number of coal cars, (rated as eight wheel 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 roadway.....	\$4,600 00
Number of tunnels.....	None.
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 trains. No account kept.	
Number of miles run by freight trains. No account kept.	
Number of miles run by coal trains. No account kept.	
Number of through passengers for the year on main road.....	24,956
Number of passengers (all classes) carried in cars.....	30,226
Number of tons of 2,000 lbs. of through freight for the year on main road.....	39,249
Gross amount of tonnage for the year.....	43,982
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	16
Weight of first class passenger engines.....	<u>19 to 25 tons.</u>

The amount of freight, specifying the quantity in tons:

Freight is mainly transported in individual cars, and is not classified. Total—43,982 tons.

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

For first class through passengers.....	4½ cents.
For first class way passengers.....	<u>4½ " "</u>

The rate per ton (of 2,000 pounds) per mile charged for freight:

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

For local freight—from.....	<u>2 to 4 cents,</u>
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$13,092 48
Taxes on real estate.....	83 71
Total.....	<u>13,176 19</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$8,548 27
Repairs of passenger and baggage cars.....	1,278 42
Total	<u>9,826 69</u>

Operating the road :

Office expenses, stationery, &c.....	\$152 71
Agents and clerks.....	500 00
Labor—loading and unloading freight.....	392 50
Conductors, baggage masters and brakemen....	2,227 98
Engineers and firemen.....	2,379 34
Fuel and cost of preparing for use.....	11,050 22
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,241 88
Loss and damage of goods and baggage.....	1 62
Use of freight cars.....	1,275 18
General superintendence.....	317 00
Contingencies.....	364 70
Total	<u>19,904 12</u>

Receipts :

From passengers.....	\$16,152 56
From freight.....	2,385 07
From mail transportation.....	650 00
From use of cars and motive power.....	11,160 80
From miscellaneous.....	3,987 86
Total	<u>55,801 29</u>

Summary of payments :

For construction and equipment.....	\$11,377 36
For maintaining and operating the road.....	33,080 31
For dividends.....	33 00
For interest.....	159 60
For miscellaneous.....	950 00

RAILROAD REPORT.

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For State tax on capital stock and tonnage.....	\$459 01
For United States tax.....	1,176 20
Total	<u><u>47,202 48</u></u>

Total amount of surplus fund, (stock in Littlestown railroad company,).....	<u><u>\$10,900</u></u>
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No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joseph Dellone.....	Hanover, Penn'a.
Joseph Althoff.....	Hanover, Penn'a.
Reuben S. Young.....	Hanover, Penn'a.
Henry Wirt.....	Hanover, Penn'a.
David M. Wortz.....	M'Sherrystown, Penn'a.
John L. Jenkins.....	M'Sherrystown, Penn'a.

(No. 29.)

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Wistar Morris, president *pro tem.*, and Geo. Taber, treasurer, of the Harrisburg, Portsmouth, Mt. 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) WISTAR MORRIS, *President pro tem.*
 GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, }
 this 19th day of November, 1866. }

SAM'L L. CLEMENT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized, by law	\$2,500,000 00
Amount of stock subscribed	1,182,550 00
Amount paid in, as by last report	1,182,550 00
Total amount now paid in of capital stock	1,182,550 00
Funded debt, as per last report	700,000 00
Total amount now of funded debt	700,000 00
Total amount now of floating and funded debt ..	700,000 00
Rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends: 7 per cent., paid January and July.	
Number of shares of stock	23,651
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>\$1,182,550 00</u>

CHARACTERISTICS OF ROAD.

Included in the Pennsylvania railroad company's return.

Summary of payments :

For dividends	\$82,778 50
For interest	42,000 00
For surplus funds.....	<u>18,000 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Joseph B. Myers	Philadelphia.
Edward C. Knight.....	Philadelphia.
Washington Butcher.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
James Magee.....	Philadelphia.
John Hulme.....	Philadelphia.
James Young.....	Middletown, Pa.
J. Edgar Thomson, President.....	Philadelphia.
George Taber, Secretary and Treasurer.....	Philadelphia.

Report Recd. July 17, 1866

(No. 30.)

HAZLETON.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Franklin Peale, president, and Charles C. Longstreth, treasurer, of the Hazleton railroad company, and being duly affirmed, declared that the statements in the following report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN PEALE, *President.*
 CHAS. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, }
 this 28th day of January, 1867. }

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 annum of dividends : February 1, and August 13, 1866, 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	<u>\$1,615,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line, from Hazleton to Penn Haven, say	14 $\frac{11}{1000}$ miles.
Length of road laid.....	Same.
Length of double track of road, about.....	8 miles.
Weight of rail per yard on main track.....	50 and 57 lbs.
Branch roads owned by the company, and their length: Clifton branch, say 4 miles; Ashburton branch, say 3 miles.	
Amount of tons of coal carried: October 1, 1865, to October 1, 1866, in tons of 2,240 lbs.....	<u><u>1,083,174$\frac{2}{3}$</u></u>

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings, estimated.....	\$55,000 00
Taxes on real estate, estimated.....	<u><u>7,000 00</u></u>

Summary of payments:

For dividends.....	\$161,500 00
For interest on bonds.....	<u><u>9,000 00</u></u>

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
Franklin Peale.....	Philadelphia.
J. Gillingham Fell.....	Philadelphia.
Jesse R. Burden.....	Philadelphia.
Edward Roberts.....	Philadelphia.
Franklin A. Comly.....	Philadelphia.
William A. Ingham.....	Philadelphia.
Francis Jenkins.....	New York.
Joshua W. Woolston.....	Philadelphia.
Enoch Lewis.....	Philadelphia.
Franklin Peale, President.....	Philadelphia.
Charles C. Longstreth, Secretary and Treasurer.....	Philadelphia.
Ario Pardee, Superintendent.....	Hazleton.

(No. 31)

HEMPFIELD.

STATE OF PENNSYLVANIA, }
 _____ 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, from the report of the superintendent.

(Signed) C. M. REED, *President.*
 JOSEPH HENDERSON, *Treasurer.*

Sworn and subscribed before me, }
 this 30th day of November, 1866. }

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, (on \$1,000,000 00 mortgage bonds as collateral,)	500,000 00
Total amount now of funded debt, (on \$1,000,000 00 mortgage bonds as collateral,)	500,000 00
Floating debt, as by last report, say	100,000 00
The amount now of floating debt, say	100,000 00
Total amount now of floating and funded debt ..	600,000 00
Date and rate per cent. per annum of dividend or dividends	None ever made.
Number of shares of stock	940,182
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	None declared.

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COST OF ROAD AND EQUIPMENT.

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

CHARACTERISTICS OF ROAD

Length of main line of road, from Wheeling, W. Va., to Greensburg, Pa.	76 miles.
Length of road laid, from Wheeling to Washington	32 "
Length of double track of road and sidings	1 $\frac{17}{5}$ $\frac{21}{8}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company and their length	None.
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,)	2
Number of baggage, mail and express cars, (rated as eight wheel cars,)	1
Number of freight cars, (rated as eight wheel cars,)	14
Number of coal cars, (rated as eight wheel cars,)	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet 665,)	12
Number of stone bridges, (total length in feet 250,)	1
Number of railroads crossed	None.
Number of stations on main road	6
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of roadway	\$104,899 96
Number of tunnels, (total length 3,073 feet,)	6
How is track laid, and on what foundation? On cross-ties and stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains	23,685
Number of passengers (all classes) carried in cars,	23,542
Gross amount of tonnage for the year, (of 2,000 pounds,)	12,206 $\frac{1187}{1000}$
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,)	<u>16</u>

The amount of freight, specifying the quantity in tons :

Mixed trains—total	<u>12,206 $\frac{1187}{1000}$</u>
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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 “
For second class through passengers.....	5 “
For second class way passengers.....	<u>5 “</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings	\$20,956 13
Taxes on real estate—included in expense account.	<u> </u>

Repairs of machinery :

Total	<u>\$14,035 63</u>
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Operating the road :

Total	<u>\$17,728 23</u>
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Receipts :

From passengers.....	\$24,564 39
From freight	23,022 65

RAILROAD REPORT.

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From mail transportation.....	\$3,234 00
From miscellaneous.....	4,870 73
 	<hr/>
Total.....	55,691 77
	<hr/> <hr/>

Summary of payments :

For maintaining and operating the road.....	\$52,719 99
For State tax on capital stock and tonnage— included in expense account.	
United States tax—included in expense account.	<hr/> <hr/>

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. M. Reed.....	Washington, Pa.
W. M'Kennan.....	Washington, Pa.
T. Sweeny.....	Wheeling, W. Va.
S. Brady.....	Wheeling, W. Va.
Joseph Henderson.....	Washington, Pa.
J. C. Clarke.....	Greensburg, Pa.
J. C. Acheson.....	Wheeling, W. Va.
C. M. Reed.....	President.
Jos. Henderson.....	Secretary and Treasurer.
W. D. Burton.....	Superintendent.

(No. 32.)

HUNTINGDON AND BROAD TOP MOUNTAIN.

STATE OF PENNSYLVANIA, }
 _____ 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 28th day of December, 1866. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT

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

Amount of stock subscribed, 12,343 shares common, and 3,815 shares preferred.

Amount paid in, as by last report, \$494,380 03 common; \$190,750 preferred.

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

Funded debt, as per last report, (includes purchase of Bedford railroad,) \$1,436,082 50

Total amount now of funded debt. 1,462,142 50

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

Number of shares of stock, 12,343 shares common, 3,815 preferred.

Par value of each share \$50 00

RAILROAD REPORT

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost, (included in construction account on books,).....	\$2,089,327 76	\$2,188,498 67

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.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track	60 and 56 lbs.
Branch roads owned by the company and their length, viz: Shoup's Run, 9¼ miles; Six Mile Run, 4½ miles, and Sandy Run, 1 mile.	
Roads worked or leased by the company	None.
Number of engine houses and shops: 5 engine sheds and 1 machine shop.	
Number of engines	16
Number of first class passenger cars, (rated as eight wheel cars,).....	3
Number of baggage, mail and express cars, (rated as eight wheel cars,)	3
Number of freight cars, (rated as eight wheel cars,)	6
Number of coal cars, (rated as eight wheel cars,)	70
Number of iron bridges	None.
Number of wooden bridges.....	40
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	13
Number of wood and water stations on main road,	8
Number of tunnels	None.
How is track laid, and on what foundation? On sandstone ballast, and substantial white oak cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains	155,824
Number of passengers (all classes) carried in cars,	36,458
Number of tons of 2,000 lbs. of through freight for the year on main road	301,568
Gross amount of tonnage for the year	301,568
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) ...	18
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines	28 tons.
Weight of freight engines	32 "

The amount of freight, specifying the quantity in tons :

Bituminous coal	285,783
Petroleum	132
Pig iron	1,348
Railroad iron	980
Other iron or castings	505
Iron and other ores	3,408
Lime and Limestone	484
Agricultural products	596
Merchandize	3,036
Live stock	144
Lumber	5,017
Other articles	136
Total	<u>301,568</u>

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 "
For second class through passengers	4 "
For second class way passengers	4 "

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The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile	4 cents.
For through coal, per ton per mile	2 "
For local freight, per ton per mile	8 "
For local coal, per ton per mile	<u>3 "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transport'n.
Repairs or maintenance of way, including buildings	\$70,753 87		
Total	70,753 87		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$51,267 65		
Repairs of passenger, baggage and freight cars.....	6,508 99	\$2,025 74	\$4,483 25
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	378 17		
Total	58,154 81		
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$1,324 17	312 10	1,012 07
Agents and clerks.....	7,386 49	101 00	7,285 49
Porters, watchmen and switch tenders, wood and water station attendance.....	546 79		546 79
Conductors, baggage masters and brakemen.....	19,450 51	3,784 31	15,666 20
Engineers and firemen.....	13,020 69	3,632 15	9,388 54
Fuel and cost of preparing for use.....	14,033 58		14,033 58
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	5,248 75		5,248 75
Loss and damage of goods and baggage.....	923 97	297 41	626 56
Use of freight cars.....	1,244 50		1,244 50
General superintendence.....	2,820 00		2,820 00
Contingencies	2,403 01	587 79	1,815 22
Total	68,402 46		

Receipts :

From passengers.....	\$28,021 45
From freight.....	209,960 04
From mail transportation and express.....	2,946 00
From miscellaneous.....	9,978 60
Total.....	<u>250,906 09</u>

ACCIDENTS.

KILLED—others.....	<u>1</u>
INJURED—employees.....	<u>1</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 :

1866.

Sept. —. Unknown, walking on track between Hopewell and Piper's run—passenger train.

George Boyce, carpenter, injured in handling brigde timbers; flesh torn off arm.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. Wilson.....	Philadelphia.
John Devereux.....	Philadelphia.
James W. Paul.....	Philadelphia.
James Long.....	Philadelphia.
Edward Roberts.....	Philadelphia.
Wm. Cummings.....	Philadelphia.
S. J. Christian.....	Philadelphia.
Gustavus Engleste.....	Philadelphia.
S. M. Wain.....	Philadelphia.
D. Haddock, Jr.....	Philadelphia.
A. P. Wilson.....	Huntingdon.
L. T. Watson, President.....	Philadelphia.
J. P. Aertsen, Secretary and Treasurer.....	Philadelphia.
O. Ayers, Superintendent.....	Huntingdon.

• (No. 33.)

IRONTON.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss :

Personally appeared Eli J. Saeger, president, and Charles Stewart 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 7th day of November, 1866. }

R. CLAY HAMERSLY, *J. P.*

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.....	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.....	3,500 00
Total amount now of floating and funded debt...	203,500 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.....	\$254,991 51	\$255,712 05
Equipment.....	20,054 50	24,446 17
Total cost.....	<u>257,046 01</u>	<u>280,158 22</u>

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CHARACTERISTICS OF ROAD.

Length of main line of road, from Cupley to Iron- ton and Orefield.....	10 miles.
Length of road laid.....	11 "
Length of sidings.....	2 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 and 57 lbs.
Number of engine houses and shops.....	1
Number of engines.....	2
Number of first class passenger cars, (rated as eight wheel cars,).....	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	None.
Number of freight cars, (rated as eight wheel cars,).....	None.
Number of coal cars, (rated as eight wheel cars,).....	None.
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, exclu- sive of roadway.....	\$359,130 47
How is track laid, and on what foundation? On sills, ballasted with furnace cinder.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Gross amount of tonnage for the year, (of 2,240 pounds,).....	<u>123,701.07</u>
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The amount of freight, specifying the quantity in tons :

Anthracite coal, (2,240 pounds,).....	4,997.15
Iron ores.....	92,263.06
Limestone.....	25,551.06
Other articles—about.....	889
Total	<u><u>123,700.27</u></u>

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, per ton per mile.....	3 to 15 cents.
For through coal, per ton per mile.....	3 to 10 "
For local freight, per ton per mile.....	3 to 5 "
For local coal, per ton per mile.....	3 to 10 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including construction of buildings.....	\$7,396 27
Taxes on real estate.....	987 20
Total.....	<u>8,383 47</u>

Repairs of machinery:

Repairs of engines and tenders—total.....	<u>\$4,391 67</u>
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Operating the road:

Labor—loading and unloading freight.....	\$4,035 17
Fuel and cost of preparing for use—about.....	2,168 00
Total.....	<u>6,203 17</u>

Receipts:

From freight.....	\$39,772 59
From miscellaneous.....	1,679 53
Total.....	<u>56,452 12</u>

Summary of payments:

For construction and equipment.....	\$720 54
For maintaining and operating the road, including repairs to engines.....	25,601 50
For miscellaneous.....	778 35
For State tax on capital stock, tonnage, gross receipts and bonds.....	<u>3,925 57</u>

The items, office expenses, stationery, clerks, general superintendence, interest, etc., are all applied generally to the railroad, mines and quarries account of the company; none specially to the railroad.

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. L. Kennedy.....	New York.
H. M. Alexander.....	New York.
Eli J. Saeger.....	Allentown, Pa.
R. M'Allister.....	Allentown, Pa.
Chas. Stewart Wurts, M. D.....	Philadelphia, Pa.
E. J. Saeger, President.....	Allentown.
Dr. C. S. Wurts.....	Secretary and Treasurer.
Wm. Andrews.....	Superintendent.
R. M'Allister.....	General Manager.

(No. 24.)

JAMESTOWN AND FRANKLIN.

STATE OF PENNSYLVANIA, }
Mercer County, } SS:

Personally appeared William 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 29th day of November, 1866. }

THOS. FOSTER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	606,600 00
Amount paid in, as by last report	402,900 00
Total amount now paid in of capital stock	569,952 50
Funded debt, as per last report	104,000 00
Total amount now of funded debt	500,000 00
Total amount now of floating and funded debt ..	500,000 00
Rate per cent. per annum of interest on funded debt	7 per cent.
Number of shares of stock	20,000 00
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$917,329 55	\$1,227,606 20

RAILROAD REPORT.

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CHARACTERISTICS OF ROAD.

Length of main line of road, from Jamestown to Franklin	40 miles.
Length of road laid	33 "
Length of sidings	1 ^{7.5} / ₂ "
Gauge of road	4 ^{1.0} / ₂ feet.
Weight of rail per yard on main track	55 and 60 lbs.
Branch roads owned by the company and their length, viz: Coal Branch, 1 ^{5.0} / ₂ miles.	
Number of engine houses and shops	4
Number of engines	2
Number of wooden bridges, (total length in feet 810,)	8
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,	5
Value of real estate held by the company, exclusive of road way	\$35,000 00
How is track laid and on what foundation? Upon cross-ties, with gravel ballast.	

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

Owing to the non-completion of the road, the accounts are not yet adjusted with individuals, subscribers and subscription agents, so as to enable us to make an accurate return to some of the questions.

Summary of payments:

For interest	\$32,250 00
For State tax on capital stock and tonnage	626 14
For United States tax	1,871 48
	1,871 48

The company have leased the road to the Cleveland, Painesville and Ashtabula railroad company, who operate the road as far as completed with their equipment.

ACCIDENTS.

KILLED—employees	1
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JAMESTOWN AND FRANKLIN

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. 19, 1865. Michael O'Brian, killed coupling cars in Jamestown yard.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. S. M'Calmont.....	Franklin, Pa.
J. Bleakley.....	Franklin, Pa.
J. Miles Girard.....	Franklin, Pa.
A. Stone, Jr.....	Cleveland, Ohio.
W. Collins.....	Cleveland, Ohio.
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.

(No. 35.)

LACKAWANNA AND BLOOMSBURG.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss :

Personally appeared James Archbald, president, and John P. Ilesley, 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 17th day of November, 1866. }

P. J. CONYNE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,900,000 00
Amount of stock subscribed	1,335,000 00
Amount paid in, as by last report	1,335,000 00
Total amount now paid in of capital stock	1,335,000 00
Funded debt, as per last report	2,276,725 00
Total amount now of funded debt	2,401,645 00
Floating debt, as by last report	121,408 73
The amount now of floating debt	68,880 00
Total amount now of floating and funded debt ..	2,470,525 00
Rate per cent. per annum of interest on funded debt, (except \$200,000 00, 10 per cent.,)	7 per cent.
No dividends declared.	
Number of shares of stock	26,700
Par value of each share	\$50 00

LACKAWANNA AND BLOOMSBURG

COST OF ROAD AND EQUIPMENT

	By last report.	By present report.
Construction.....	\$3,735,612 94	\$3,789,831 08
Equipment	40,714 24	22,314 96
Total	<u>3,776,327 18</u>	<u>3,812,146 04</u>

CHARACTERISTICS OF ROAD

Length of main line of road, from Scranton to Northumberland	80 miles.
Length of road laid	80 "
Length of double track of road: no double track, but 21 miles with three rails.	
Length of sidings.....	13½ miles.
Gauge of road, (21 miles both 6 feet and 4 feet 8½ inches,)	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	21
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: one at grade, and pass under Catawissa railroad.	
Number of stations on main road	28
Number of wood and water stations on main road,	9

RAILROAD REPORT.

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Number of tunnels None.
 How is track laid and on what foundation? Gravel
 ballast and cross-ties.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains.....	126,435
Number of miles run by freight trains.....	70,240
Number of miles run by coal trains.....	298,075
Number of through passengers for the year on main road.....	4,127
Number of passengers (all classes) carried in cars,	263,018
Number of tons of 2,000 lbs. of through freight for the year on main road.....	7,677
Gross amount of tonnage for the year.....	646,929
Average rate of speed adopted by ordinary passen- ger 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.....	465,180
Pig iron, railroad iron, other iron or castings, iron and other ores.....	47,864
Lime and limestone.....	84,993
Agricultural products, merchandize, manufactures, live stock, lumber, and other articles.....	48,892
Total.....	646,929

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

For first class through passengers.....	3	cents 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, per ton per mile	2 "
For local freight, per ton per mile	4 "
For local coal, per ton per mile	2½ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings,	\$176,782 56
Taxes on real estate	2,806 06
Total	<u>179,588 62</u>

Repairs of machinery :

Repairs of engines and tenders	\$53,492 23
Repairs of passenger, baggage and freight cars ..	89,471 57
Total	<u>142,963 80</u>

Operating the road :

Office expenses, stationery, &c	\$4,496 71
Agents and clerks, labor—loading and unloading freight	23,711 64
Porters, watchmen and switch tenders	2,806 31
Conductors, baggage masters and brakemen	32,629 69
Engineers and firemen	35,914 45
Fuel and cost of preparing for use	46,837 91
Oil and waste for engines and tenders, passenger, baggage and freight cars	16,981 42
Loss and damage of goods and baggage	3,662 71
Use of freight cars	21,318 50
Damages to property, including damage by fire, and cattle killed on road	1,497 16
General superintendence	8,333 32
Contingencies	13,125 77
Total	<u>211,315 59</u>

RAILROAD REPORT.

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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds	\$24,920 00
	<u> </u>

Receipts:

From passengers.....	\$154,219 21
From freight	653,496 63
From mail transportation.....	5,994 90
From miscellaneous.....	5,167 06
	<u> </u>
Total.....	818,877 80
	<u> </u>

Summary of payments:

For construction and equipment.....	\$35,818 36
For maintaining and operating the road	533,868 01
For interest	176,062 23
For miscellaneous	73,218 32
For State tax on capital stock and tonnage.....	7,070 84
For United States tax.....	17,760 04
	<u> </u>
Total.....	843,797 80
	<u> </u>

ACCIDENTS.

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

Dec. 13. Man, named Newberry, being intoxicated, jumped from cars, before arriving at platform, at Cameron; had heel crushed.

1866.

Jan. 7. Engine "Monitor" exploded, instantly killing Daniel Cully, engineer, and Silas Travis, fireman.

July 21. Man, named Benj. Bets, walking on track, near Plymouth, was struck by engine of passenger train; hip injured.

Aug. 3. Coal train run into by engine of train following; conductor and brakeman in caboose asleep; conductor, James Roat, had leg broken and hip bruised, brakeman, Frank Holgate, had leg broken.

Oct. 13. E. A. Pringle, car repairer, fell from cars, on coal train, near Kingston; train passed over him, injuring him so that he died in a few hours.

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.....	Scranton, Pa.
Jos. H. Scranton.....	Scranton, Pa.
J. J. Albright.....	Scranton, Pa.
A. H. Reynolds.....	Kingston, Pa.
Samuel Hoyt.....	Kingston, Pa.
Thos. F. Atherton.....	Wilkesbarre, Pa.
John C. Phelps.....	Wilkesbarre, Pa.
Payne Pettebone.....	Wyoming, Pa.
D. G. Driesbach.....	Beach Haven, Pa.
Jas. Archbald, President.....	Scranton, Pa.
John P. Ilsley, Secretary and Treasurer.....	Kingston, Pa.
H. A. Fonda, Superintendent.....	Kingston, Pa.

(No. 26.)

LEHIGH AND DELAWARE WATER GAP.

OFFICE NO. 122 SOUTH SECOND STREET, }
Philadelphia, October 8, 1866. }

J. F. HARTRANFT, ESQ., *Auditor General, Harrisburg, Pa.:*

DEAR SIR:—Your circular of 24th ult., with accompanying interrogatories, is received, and I beg to inform you that as no portion of our line is completed, I am unable to make any further report on behalf of this company.

Very respectfully,

W. B. WHITNEY, *Secretary.*

(No. 27.)

LEHIGH AND LACKAWANNA.

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	89,000 00
Floating debt, as by last report	90,000 00
The amount now of floating debt	<u>105,000 00</u>

CHARACTERISTICS OF ROAD

Length of main line of road, from Bethlehem to Stroudsburg	36 miles.
Length of road graded	<u>22½ "</u>

We have laid no track, owing to the delay in the construction of the Lehigh river bridge by the Lehigh coal and navigation company, and consequently are nearly in the position we were a year ago.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Brodhead.....	Bethlehem, Pa.
William Chapman.....	Chapman Quarries.
A. T. Geissenha'ner.....	Bethlehem.
Conrad Shimer.....	Bethlehem.
Augustus Wolle.....	Bethlehem.
Charles Brodhead, President.....	Bethlehem.
Augustus Wolle, Secretary.....	Bethlehem.
Conrad Shimer, Treasurer.....	Bethlehem.

Report recd. July 22, 1866
no. of the Road in operation

(No. 38.)

LEHIGH AND MAHANAY.

PHILADELPHIA, *October 3, 1866.*J. F. HARTRANFT, Esq., *Auditor General:*

DEAR SIR:—In response to your circular enclosing forms for the annual report of this company, I have to state that the Lehigh and Mahanoy railroad company has been merged into the Lehigh Valley railroad company, by action of the respective boards of directors and of the stockholders of each company, in accordance with the laws of this State.

I presume that their report will cover all the facts in relation to our road, now the Lehigh and Mahanoy Branch of the Lehigh Valley railroad.

Yours respectfully,

CHARLES HARTSHORNE, *President.*

(No. 39)

LEHIGH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
 _____ 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 17th day of November, 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	\$2,431,311 00	\$4,335,277 00
Equipment	397,600 00	744,944 00
Total cost	<u>2,828,911 00</u>	<u>5,080,221 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilkesbarre to Easton	91 miles.
Length of road laid	43 "
Length of double track of road	3 "
Length of sidings	11 "
Gauge of road	4 feet 8½ in.

Weight of rail per yard on main track.....	46, 57 and 60 lbs.
Branch roads owned by the company and their length, viz: Lehigh and Susquehanna, back track, 13 miles; Nescopeck Branch, nearly finished, 8 miles.	
Roads worked or leased by the company, viz:	
Nanticoke railroad.....	25 miles.
Number of engine houses and shops: Three engine houses and two repair shops.	
Number of engines.....	20
Number of first class passenger cars, (rated as eight wheel cars,).....	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	None.
Number of freight cars, rated as eight wheel cars, (average cost of each \$800,).....	64
Number of coal cars, rated as eight wheel cars, (average cost of each \$450,).....	1,085
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet 400,).....	6
Number of stone bridges.....	None.
Number of railroads crossed.....	2
Number of stations on main road.....	12
Number of wood and water stations on main road,	9
Number of tunnels, (length of each 1,745 and 400 feet,).....	2
How is track laid, and on what foundation? Gravel and broken stone, wooden cross-ties.	

MOVINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	29,730
Number of miles run by freight trains.....	14,865
Number of miles run by coal trains.....	151,532
Number of through passengers for the year on main road.....	27,840
Number of passengers (all classes) carried in cars,	36,610
Gross amount of tonnage for the year.....	729,779

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour)	20
Average rate of speed adopted by express trains, including stops, (miles per hour)	20
Average rate of speed adopted by freight trains, including stops, (miles per hour)	15
Weight of first class passenger engines	28 tons.
Weight of freight engines	30 "

The amount of freight, specifying the quantity in tons :

Anthracite coal	702,830
Bituminous coal	None.
Petroleum	None.
Pig iron	445
Railroad iron	1,784
Lime and limestone	216
Merchandize and manufactures	757
Lumber	23,747
Total	729,779

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	3 "
For second class way passengers	3 "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, including use of cars, per ton per mile	4 cents.
For through coal, per ton per mile	2½ "
For local freight, per ton per mile	4 "
For local coal, per ton per mile	2½ "

RAILROAD REPORT.

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EXPENSES

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$49,712 25
Taxes on real estate.....	500 00
 Total.....	 <u>50,212 25</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$11,520 14
Repairs of freight and coal cars.....	31,642 75
Repairs of tools and machinery in shops.....	4,700 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,276 23
 Total.....	 <u>50,139 12</u>

Operating the road :

Office expenses, stationery, &c.....	\$371 29
Agents and clerks.....	7,500 00
Labor—loading and unloading freight.....	500 00
Porters, watchmen and switch tenders.....	2,002 65
Wood and water station attendance, conductors, brakesmen, engineers and firemen.....	50,826 00
Fuel and cost of preparing for use.....	28,191 61
Oil and waste for engines and tenders and freight cars.....	3,633 60
Use of freight and coal cars.....	26,408 49
General superintendence.....	4,800 00
Contingencies.....	6,000 00
 Total.....	 <u>130,233 64</u>

Receipts :

From passengers.....	\$21,352 15
From freight and coal.....	330,491 48

From mail transportation.....	\$652 06
From use of freight cars.....	48,581 00
	<hr/>
Total.....	401,076 69
	<hr/> <hr/>

Summary of payments :

For construction and equipment.....	\$2,251,310 00
For maintaining and operating the road.....	230,585 01
For United States tax.....	6,161 03
	<hr/>
Total.....	2,488,056 04
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Cost of transportation :

Cost per passenger per mile, proximate average..	1 $\frac{22}{100}$ cents.
Cost per ton freight per mile, proximate average,	1 $\frac{60}{100}$ "
	<hr/> <hr/>

ACCIDENTS.

KILLED —passengers.....	None.
employees.....	None.
others.....	4
	<hr/>
Total.....	4
	<hr/> <hr/>

INJURED —passengers.....	None.
employees.....	None.
others.....	1
	<hr/>
Total.....	1
	<hr/> <hr/>

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

1865.

Nov. 20. Edward Palmer, aged 7 years, arm broken while attempting to get on coal cars, while in motion.

1866.

May 15. Patrick Nugan, killed on plane No. 2; was riding on coal cars, contrary to orders, and fell off.

Aug. 15. John Foley, aged 35 years, while under influence of liquor, run over by engine, at White Haven, and killed.

Oct. 4. Patrick M'Cabe, aged 27 years, was intoxicated, and riding on safety car, contrary to orders; fell off, and was killed.

Oct. 5. William Artwood, aged 30 years, intoxicated and lying on the track at night, was run over by passenger train and killed.

NAMES AND RESIDENCE OF OFFICERS OF THE LEHIGH COAL AND NAVIGATION COMPANY

Directors.	Post office address.
John Farnum.....	Philadelphia.
Richard Richardson.....	Philadelphia.
Andrew Manderson.....	Burlington, N. J.
Jacob P. Jones.....	Philadelphia.
Francis C. Yarnall.....	Philadelphia.
Samuel E. Stokes.....	Philadelphia.
Francis R. Cope.....	Philadelphia.
Frederick Graff.....	Philadelphia.
Fisher Hazard.....	Mauch Chunk, Pa.
Charles L. Borie.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
James S. Cox, President.....	Philadelphia.
William F. Biddle, Vice President.....	Philadelphia.
Francis Mitchell, Secretary.....	Philadelphia.
Solomon Shepherd, Treasurer.....	Philadelphia.
John Leisenring, Superintendent.....	Mauch Chunk, Pa.

(No. 40.)

LEHIGH LUZERNE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

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

(Signed) WM. A. INGHAM, *President.*

EDWARD ROBERTS, JR., *Treasurer.*

Sworn and subscribed before me, this }
 7th day of November, 1866. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	344,650 00
Amount paid in, as by last report	312,350 00
Total amount now paid in of capital stock	344,650 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.
Rate per cent. per annum of interest on funded debt.....	None
Date and rate per cent. per annum of dividend or dividends: January 15, 4½ per cent.; July 16, 10 per cent.	
Number of shares of stock	6,893
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>\$312,350 00</u>

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$337,799 64	\$356,870 07
Equipment furnished by the parties who lease the road.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hazleton rail-road to Milensville	9½ miles.
Length of road laid	15½ "
Length of double track of road	2 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	57 pounds.
Branch roads owned by the company and their length	3
Roads worked or leased by the company	None.
Value of real estate held by the company, exclusive of road way	None.
Number of tunnels, (length of each 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, AND TOTAL MILES RUN.

Number of miles run by passenger, freight trains, &c. : no account kept other than for coal.	
Gross amount of tonnage for the year, (2,000 lbs.,)	<u>616,257</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal—total	<u>616,257</u>
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EXPENSES.

Kept by the parties who lease the road.

Receipts :

From freight on coal	<u>\$67,324 51</u>
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Summary of payments:

For maintaining and operating the road, (estimated),	\$12,000 00
Dividends	45,290 75
Miscellaneous	2,000 00
State tax on capital stock, (tonnage tax paid by Hazleton railroad company,)	1,702 96
United States tax	1,702 96
	2,141 68
Total	63,135 39

NAMES AND RESIDENCE OF OFFICERS

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

(No. 41.)

LEHIGH VALLEY.

[For the year ending October 31, 1866.]

STATE OF PENNSYLVANIA, }
 _____ County, } SS:

Personally appeared Wm. W. Longstreth, president, and L. Chamberlain, treasurer, of the Lehigh Valley 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) WM. W. LONGSTRETH, *President.*
 L. CHAMBERLAIN, *Treasurer.*

Affirmed and subscribed before me, }
 this 7th day of January, 1867. }

W. W. DOHERTY, *Alderman.*

STOCK AND DEBT.

Amount paid in as by last report	\$6,632,250 00
Total amount now paid in of capital stock	9,408,200 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, 12½ per cent.; April, 2½ per cent.; July, 2½ per cent.; October, 2½ per cent.	
Number of shares of stock	188,164
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: January, \$6,632,650 00; April, \$7,262,350 00; July, \$9,408,200 00; October, \$9,408,200 00.	

LEHIGH VALLEY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$7,804,067 82	\$9,941,432 01
Equipment.....	2,037,526 14	3,052,790 34
Total cost	<u>9,841,593 96</u>	<u>12,994,222 35</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg, N. J., to White Haven	71 miles.
Length of road laid.....	71 "
Length of double track of road	68 "
Length of sidings	62 "
Gauge of road	4 feet 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; Black Creek to Mount Carmel.....	40 miles.
Number of engine houses and shops: 15 engine houses, 6 shops.	
Number of engines	86.
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,330,)	19
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,800,)	8
Number of freight cars, rated as eight wheel cars, (average cost of each \$600,)	246
Number of coal cars, rated as eight wheel cars, (average cost of each \$520,)	3,221
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	4
Number of stations on main road	28
Number of wood and water stations on main road: 8 coal and wood, 21 water.	

Number of tunnels	None.
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	231,020
Number of miles run by freight trains	174,657
Number of miles run by coal trains	672,734
Number of passengers (all classes) carried in cars,	552,804
Number of tons of 2,000 lbs. of through freight for the year on main road	1,339,670
Gross amount of tonnage for the year	3,050,624
Average rate of speed adopted by ordinary pas- senger 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
Weight of first class passenger engines	52,000 lbs.
Weight of freight engines	73,000 lbs.

The amount of freight, specifying the quantity in tons of 2,000 pounds:

Anthracite coal	2,282,251
Bituminous coal	11,969
Petroleum	37,839
Pig iron	183,192
Railroad iron	27,396
Other iron or castings	422
Iron and other ores	204,744
Lime and limestone	112,451
Agricultural products, merchandize and manufac- tures: 3,633,100 tons, 1 mile, or 51,170 tons, 71 miles.	
Live stock, from East Pennsylvania junction to Easton	61,579

Lumber	77,604
Other articles	51,177
Total	<u>3,050,624</u>

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

For first class through and way passengers	<u>3½ cents.</u>
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, (heavy), per ton per mile....	3 cents.
For through coal, per ton per mile	2½ "
For through lumber, per ton per mile	3 "
For local freight, (heavy,) per ton per mile	4 "
For local coal, per ton per mile	3 "
For through freight on lumber, from Mauch Chunk to Easton, per ton per mile	<u>3.60 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build-ings	\$405,324 97
Tax on real estate	5,161 38
Total	<u>410,486 35</u>

Repairs of machinery :

Repairs of engines and tenders	\$114,964 61
Repairs of passenger and baggage cars	26,168 65
Repairs of freight and coal cars	288,288 30
Total	<u>429,421 56</u>

Operating the road :

Office expenses, stationery, &c	\$9,453 44
Agents and clerks	45,755 07

RAILROAD REPORT.

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Porters, watchmen and switch tenders	\$46,281 91
Conductors, baggage masters and brakemen.....	114,573 41
Engineers and firemen	100,482 27
Fuel and cost of preparing for use.....	196,313 84
Oil and waste for engines and tenders, passenger, baggage and freight cars	63,037 25
Use of freight cars.....	19,087 94
General Superintendence	23,750 00
Total.....	618,735 13

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders—total.....	\$1,323,100 00
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Receipts :

From passengers	\$330,372 00
From freight	566,758 36
From mail transportation.....	8,491 41
From use of freight cars	3,196 58
From coal	2,809,861 64
Total.....	3,718,679 99

Summary of payments :

For construction and equipment.....	\$1,045,863 43
For maintaining and operating the road	1,458,643 04
For dividends.....	1,481,050 00
For interest	89,127 37
For miscellaneous	22,280 95
For State tax on capital stock and tonnage.....	61,222 43
For United States tax.....	160,357 21

ACCIDENTS.

KILLED—passengers.....	None.
employees	13
others	6
Total.....	19

INJURED—passengers	None.
employees	17
others	6
	<hr/>
Total	23
	<hr/> <hr/>

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

1865.

Nov. 9. John Thomas, employee, fell under engine, at South Easton, and had one foot severely injured.

Nov. 30. Casper Pfeffer, a deaf boy, nine or ten years of age, was run over, and instantly killed, at Easton.

Dec. 5. Charles Gishner, employee, badly squeezed by cars, at Packerton.

Dec. 23. Jacob Myers, employee, scalded in a collision, at Bethlehem ; died January 1, 1866.

Dec. 26. Michael Thyune, employee, run over by gravel train, and killed, at Easton.

1866.

Jan. 8. E. Spencer and Wm. Dunbar, employees, slightly injured in a collision, near Allentown furnace.

Jan. 15. Owen Shoemaker, employee, leg broken and head cut, by being run over, at Mauch Chunk.

Jan. 18. Reuben Andy, employee, killed at Weatherly ; head struck engine house, while passing on engine.

Jan. 25. Unknown woman, thrown from track and over a fence, by passenger train ; only slightly hurt ; near Allentown.

Feb. 17. David Hall, run over and instantly killed, by freight train, at Allentown.

March 22. James Davis, employee, in attempting to cross track, killed, by engine, at Mauch Chunk.

March 31. Enos Gruble, employee, run over and killed, by engine, at South Easton.

April 3. Erwin Klinetop, employee, while intoxicated and lying on track, was killed by coal train, near Lehighton.

April 13. John Case, employee, while asleep on track, was run over and killed, by iron train, at Coplay.

May 21. James Murphy, employee, struck by loaded coal car, and ankle dislocated, at Mud run.

June 4. James Ross, employee, struck by end of broken switch rope, and one rib broken, at Hickory run.

June 8. Frank Reichard, newsboy, heel crushed; was sitting with feet between cars, when train started, at Easton.

June. 8. John M. Bachman, employee; while sitting on track, a coal car, detached from train just passed, ran over and killed him instantly, at Lehigh Gap.

June 12. Isaac Williams, employee, knocked down by coal train, and arm injured severely, at Bridgeport.

June 15. Wm. Clader, deaf and dumb boy, knocked down by gravel train, and thumb cut off, while crossing track, at Allentown.

June 22. John Leisenring, passenger, jumped out of baggage car, thinking train was off track, and broke both his legs, between Coplay and White Hall.

June 27. Richard Keiper, employee, caught between cars, while switching, and very severely injured, at Bethlehem.

July 12. Joel Burrett, employee, thrown from gravel train, by loose plank, and leg badly broken, near Drake's creek.

July 13. Joseph Wray, employee, while walking on track, was struck by engine, and fatally injured, at Shipping Post.

Aug. 8. Oliver Kurtz and Patrick Calery, employees, thrown from train, by wheel breaking under a car, and severely bruised, at Mud run.

Aug. 10. Jeremias Haffey was crossing track behind his wagon, when it was struck by coal train, and threw him down, fatally injuring him, at Coplay.

Aug. 10. James Riel, while walking on track, was run over by engine, and instantly killed, near Bethlehem.

Aug. 13. Wm. M'Ginley, employee, attempted to cross track, in front of coal train, was fatally injured, near Beaver Meadow.

Aug. 13. Dominick Gableu and Patrick Cavanagh, employees, going to their work, on hand car, when gravel train ran into them, killing Gableu, and severely injuring Cavanagh, at Lehigh tannery.

Aug. 24. Thomas Doyle, employee, while walking home, on track, was struck by engine, and instantly killed, near Penn Haven.

Aug. 25. John Labar, employee; while repairing cars, at Weatherly, the cars were started, and ran over him, killing him instantly.

Sept. 1. Frank Hoxworth, boy, tried to get on a coal train, in motion, slipped between the cars, and was fatally injured, at Allentown.

Sept. 7. Unknown man, while getting out of way of coal train, was struck by freight train, and badly injured in head, at Laury's.

Sept. 13. Thomas Kiechline, in jumping from freight train, fell under it, and was fatally injured, at White Hall.

Sept. 14. Charles Geshler, employee, hand crushed, while coupling cars, at Easton.

Sept. 17. Unknown man, while intoxicated, and crossing over Delaware bridge, caught his foot in guard rail, and was run over, and instantly killed, by coal train.

Sept. 28. Dennis Mulhaven, employee, hand crushed severely, while coupling cars, at East Mauch Chunk.

Sept. 28. James M'Guire, employee, attempted to jump on passenger train, was thrown down, and slightly injured, at Allentown.

Oct. 3. John Hildebrand, employee, while lying on track, was run over by passenger train, and fatally injured, near Lime ridge.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Asa Packer.....	Mauch Chunk, Pa.
John Taylor Johnston.....	New York.
William H. Gatzmer.....	Philadelphia.
J. Gillingham Fell.....	Philadelphia.
Elisha A. Packer.....	New York.
Ashbel Welch.....	Lambertville, N. J.
John N. Hutchinson.....	Easton, Pa.
Edward H. Trotter.....	Philadelphia.
David Thomas.....	Catasauqua, Pa.
Josiah O. Stearns.....	Elizabeth, N. J.
Joseph H. Dulles.....	Philadelphia.
Charles Hartshorne.....	Philadelphia.
W. W. Longstreth, President.....	Philadelphia.
L. Chamberlain, Secretary and Treasurer.....	Philadelphia.
Robert H. Sayre, Superintendent.....	Bethlehem.

(No. 42.)

LITTLE SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John F. Blandy, 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. BLANDY, *President.*
 JOSEPH L. WILSON, *Treasurer.*

Sworn and subscribed before me, }
 this 22d day of November, 1866. }

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	905,000 00
Total amount now of funded debt	885,000 00
Floating debt, as by last report	73,554 81
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	885,000 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: July, 2 per cent.	
Number of shares of stock	52,922
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	\$2,646,100 00

LITTLE SCHUYLKILL NAVIGATION

COST OF ROAD AND EQUIPMENT

	By last report.	By present report.
Construction	\$1,466,283 14	\$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.
Length of road laid	28½ "
Length of double track of road	8 "
Length of sidings	16 ^{6.5} "
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, viz: three miles	2
Roads worked or leased by the company, viz: East Mahanoy railroad.	
Number of engine houses and shops: two engine houses, one shop.	
Number of engines	None.
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (rated as eight wheel cars,)	None.
Number of coal cars, (rated as eight wheel cars,)	None.
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	\$1,598,965 38
Number of tunnels, (length of each 900 feet,)	1.
How is track laid and on what foundation? Coal dirt ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

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.
A. E. Borie.....	Philadelphia.
Samuel J. Reeves.....	Philadelphia.
A. J. Derbyshire.....	Philadelphia.
Daniel R. Bennett.....	Philadelphia.
C. F. Shoener.....	Philadelphia.
Henry Duhring.....	Philadelphia.
John F. Blandy, President.....	Philadelphia.
Joseph L. Wilson, Secretary and Treasurer.....	Philadelphia.

(No. 42.)

LITTLESTOWN.

STATE OF PENNSYLVANIA, }
 _____ County, } ss :

Personally appeared Ephraim Meyers, president, and George Stonesifer, treasurer, of the Littlestown 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) EPHRAIM MEYERS, *President.*
 GEORGE STONESIFER, *Treasurer.*

Sworn and subscribed before me, }
 this 1st day of November, 1866. }

S. S. BISHOP, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	53,750 00
Amount paid in, as by last report	46,225 00
Total amount now of funded debt	34,750 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	No dividends.
Number of shares of stock	695
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	None declared.

This road has been recently sold, and purchased by the holders of the mortgage bonds.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$59,400 00
Land damage, buildings, &c	16,600 00
Total cost	<u>76,000 00</u>

RAILROAD REPORT.

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CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Littlestown	7½ miles.
Length of sidings	2 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	50 and 56 lbs.
Branch roads owned by the company and their length, viz	None.
Roads worked or leased by the company, viz:	None.
Number of engine houses and shops	1
Number of first class passenger cars, (rated as eight wheel cars,)	1
Number of baggage, mail and express cars, rated as eight wheel cars,)	None.
Number of freight cars, rated as eight wheel cars,)	None.
Number of coal cars, (rated as eight wheel cars,)	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet 120,)	3
Number of stone bridges	None.
Number of railroads crossed	None.
Number of stations on main road	2
Number of wood and water stations on main road: one at each end of the road.	
Value of real estate held by the company, exclusive of road way	\$600 00
Number of tunnels	None.
How is track laid and on what foundation? Earth and stone, on ties of wood.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	5,768
Number of miles run by freight trains	5,768
Number of through passengers for the year on main road	Can't answer.
Number of tons of 2,000 lbs. of through freight for the year on main road	438.99

Gross amount of tonnage for the year	1,129.09
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,)	20
Weight of first class passenger engines: none owned by the company.	
Weight of freight engines: none owned by the company.	

The amount of freight, specifying the quantity in tons :

Anthracite coal	982
Bituminous coal	Very little.
Petroleum	None.
Pig iron	None.
Railroad iron	None.
Other iron or castings	None.
Iron and other ores	438.99
Lime and limestone	None.
Agricultural products	11,381.07
Merchandise	369
Manufactures	None.
Live stock	None.
Lumber	14,149
Total	1,157,533

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 "
For second class through passengers	4 "
For second class way passengers	4 "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight	3 cents.
For through coal	5 "
For local freight	3 "
For local coal	5 "

RAILROAD REPORT.

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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build-ings	\$2,150 00
Taxes on real estate	7 00
Total	2,157 00

Repairs of machinery :

This road is worked by the Hanover Branch railroad, the motive power and passenger cars being furnished by that company. The freight cars are furnished by the Northern Central railway company, this company paying for the use of freight cars, one-half a cent per ton per mile.

Operating the road :

Office expenses, stationery, &c	\$5 00
Agents and clerks	360 00
Fuel and cost of preparing for use	100 00
Use of freight cars	84 00
Shoveling snow	10 00
General superintendence	None.
Total	559 00

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From other sources, (for exchange of railroad iron,)	\$2,000 00
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Receipts :

From passengers	\$1,402 15
From freight	3,292 98
From mail transportation	400 00
From use of freight cars	Nothing.
Miscellaneous	85 00
Total	5,180 13

Summary of payments :

For maintaining and operating the road, including repairs	\$4,256 80
Surplus funds	2,500 00
For State tax on capital stock and tonnage	10 42
For United States tax	110 00
Total	<u>4,877 22</u>
Total amount of surplus fund	<u><u>\$2,500 00</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average ..	4 cents.
Cost per ton freight per mile, proximate average ..	<u>3 "</u>

ACCIDENTS.

INJURED—employees, one, slightly—total 1

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 :

One of the employees of the road, a brakeman, was caught between two freight cars whilst in the act of coupling them, and severely bruised; no bones broken.

N. B.—This road is entirely operated by the Hanover Branch road, doing a very small business, which accounts for the lateness of sending in this report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ephraim Myers	Littlestown.
George Stonesipher	Littlestown.
Jacob Wirt	Littlestown.
Joseph Barker	Littlestown.
Jas. L. Shorb	Littlestown.
Jas. L. Small	Littlestown.
Wm. M'Sherry	Littlestown.
Ephraim Myers, President	Littlestown.
Wm. M'Sherry, Secretary	Littlestown.
George Stonesipher, Treasurer	Littlestown.
Ephraim Myers, Superintendent	Littlestown.

(No. 44.)

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 13th day of November, 1866. }

LEONARD S. JOHNS, *Notary Public.*

STOCK AND DEBT.

Capital stock as 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	72,166 67
Total amount now of funded debt	62,166 67
Floating debt, as by last report	1,166 38
The amount now of floating debt	674 86
Total amount now of floating and funded debt ..	62,841 53
Rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Par value of each share	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment—total cost	<u>\$91,011 44</u>	<u>\$91,011 44</u>

LITTLE SAW MILL RUN

CHARACTERISTICS OF ROAD.

Length of main line of road, from Ohio river to mines	3 miles.
Length of road laid	3 "
Length of sidings	1 "
Gauge of road	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track	50 lbs.
Branch roads owned by the company and their length	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	3
Number of engines	3
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None.
Number of freight cars, (rated as eight wheel cars,)	None.
Number of coal cars, (rated as four wheel cars,) ..	45
Number of iron bridges	None.
Number of wooden bridges	2
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,	None.
Value of real estate held by the company, exclusive of road way	\$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 passenger trains	None
Number of miles run by freight trains	None.
Number of miles run by coal trains, about	12,000
Number of through passengers for the year on main road	None.

RAILROAD REPORT.

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Number of passengers (all classes) carried in cars,	None.
Number of tons of 2,000 lbs. of through freight for the year on main road.....	<u>123,056</u>

The amount of freight, specifying the quantity in tons :

Bituminous coal—total.....	<u>123,056</u>
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EXPENSES.

Maintaining the road or real estate of the corporation :

[Nearly half of this was expended on T rail.]

Repairs or maintenance of way, including build- ings.....	\$12,073 92
Taxes on real estate.....	633 63
Total.....	<u>12,707 55</u>

Repairs of machinery :

Repairs of engines and tenders	\$4,727 50
Repairs of freight cars	1,310 98
Repairs of tools and machinery in shops	1,630 76
Total.....	<u>7,669 24</u>

Operating the road :

Office expenses, stationery, &c	\$52 83
Agents and clerks	755 40
Labor—loading and unloading freight	2,143 14
Engineers and firemen, oil, fuel and watchmen in- cluded.....	4,575 44
Oil for freight cars.....	133 50
Tipple and crib work.....	2,809 59
Damages to property, including damage by fire, and cattle killed on road	140 60
General superintendence	1,196 00
Contingencies.....	394 37
Total.....	<u>12,200 87</u>

LITTLE SAW MILL RUN

Receipts:

From freight.....	\$46,445 43
From interest.....	103 42
From miscellaneous.....	5,613 88
Total.....	<u>52,162 73</u>

Summary of payments:

For maintaining and operating the road.....	\$32,577 66
For interest.....	5,013 33
For miscellaneous.....	12,315 30
For State tax on capital stock and tonnage.....	2,194 08
For United States tax.....	1,305 29
Total.....	<u>53,405 66</u>
Total amount of surplus fund.....	<u>\$5,398 82</u>

ACCIDENTS.

INJURED—others.....	<u>1</u>
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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows:

April 10, 1866. Lizzie Smith, a little girl about 12 years of age, lost her foot by running across the road when the locomotive was just coming out of the engine house, at the mines.

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 45.)

LORBERRY CREEK.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

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 18th day of November, 1866. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$52,050 00
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.
The amount now of floating debt	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.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	1,041
Par value of each share	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report!
Construction and equipment	<u>\$82,050 00</u>	<u>\$82,050 00</u>

LORBERRY CREEK

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 feet 8½ in.
Weight of rail per yard on main track	60 pounds.
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.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet 20,)	1
Number of stone bridges	None.
Number of wood and water stations on main road,	None.
How is track laid, and on what foundation? On graded surface.	

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.
N. Pratt M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
Geo. Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Chas. E. Smith, President.....	Philadelphia.
Wm. H. Webb, Secretary.....	Philadelphia.
S. Bradford, Treasurer.....	Philadelphia.
G. A. Nicolls, Superintendent.....	Reading.

(No. 46)

LYKENS VALLEY.

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

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

(Signed) GEO. E. HOFFMAN, *President.*
 F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, }
 this 22d day of November, 1866. }

FREDERICK BULL,
Commissioner for Pennsylvania in New York.

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
Funded debt, as per last report	None.
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	None.
Date and rate per cent. per annum of dividend or dividends: February, 1866, 4½ per cent; August, 4½ per cent.	
Number of shares of stock	30,000
Par value of each share	\$20 00
Amount of capital on which the respective divi- dends were declared	<u>\$600,000 00</u>

LYKENS VALLEY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$600,000 00</u>	<u>\$700,000 00</u>

CHARACTERISTICS OF ROAD

Length of main line of road, from Millersburg to Williamstown colliery.....	21 miles.
Length of road laid.....	21 "
Length of double track of road.....	3 "
Length of sidings.....	3 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company and their length, viz: Inclined plane at Wiconisco.....	½ mile.
Number of engine houses and shops.....	2
Number of engines.....	3
Number of first class passenger cars, rated as four wheel cars, (average cost of each \$500,).....	2
Number of baggage, mail and express cars, rated as four wheel cars, (average cost of each \$100,).....	1
Number of freight cars, rated as four wheel cars, (average cost of each \$300,).....	1
Number of iron bridges.....	1
Number of wooden bridges.....	3
Number of stone bridges.....	None.
Number of railroads crossed.....	1
Number of stations on main road.....	1
Number of wood and water stations on main road,.....	3
Value of real estate held by the company, exclusive of roadway.....	\$10,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties, on broken stone.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

This road is under contract of lease to the Summit Branch railroad company, for 999 years, and no returns relative to these queries are now made to this office.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

Answers to these questions must be made by the Summit Branch railroad company, who receive all the income, and pay all expenses of working the road and repairing the same, and all taxes, except the United States income tax, paying to the Lykens Valley railroad company, yearly rent for their road, sixty-two thousand five hundred dollars, in equal monthly instalments.

Summary of payments:

Dividends, two, each \$27,000 00..... \$54,000 00

NAME AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Gratz.....	Philadelphia.
Chas. E. Lex.....	Philadelphia.
Alexander H. Grant.....	New York.
Edward H. Owen.....	New York.
Alexander M. Lawrence.....	New York.
Isaac A. Storm.....	New York.
John M. Crane.....	New York.
George E. Hoffman, President.....	Philadelphia.
R. A. Platt, Secretary and Treasurer.....	New York.

*Report of the
Leahy to the Auditor General*

(No. 47.)

M'CAULEY MOUNTAIN AND BLACK CREEK.

PHILADELPHIA, *December 14, 1866.*Gen. J. F. HARTRANFT, *Harrisburg, Pa.:*

DEAR SIR:—Accompanying this you will receive back the interrogatories submitted to the M'Cauley Mountain and Black Creek railroad company, some of which are answered.

The organization of the company has been suspended for some time past, and the remaining stockholders have made and signed a certificate to that effect, as well as answered as to the nature of the stock.

It is the only report that can be made under existing circumstances, and hope that it will answer the requirements of the act.

Yours respectfully,

WM. AYRES,

On behalf of the Stockholders.

STOCK AND DEBT.

Amount of stock subscribed	\$75,000 00
Amount paid in as by last report.....	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 reve- nue).....	7 per ct.
Number of shares of stock.....	1,500
Par value of each share	\$50 00

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$160,500 00</u>	<u>\$160,500 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from M'Cauley Mountain to Catawissa railroad	5½ miles.
Length of road laid.....	5½ miles.
Gauge of road.....	4 feet 8½ in.

(No. 48.)

MAHANAY AND BROAD MOUNTAIN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss =

Personally appeared Charles E. Smith, president, and Richard S. 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.*
 RICHARD T. BROCK, *Treasurer.*

Sworn and subscribed before me, }
 this 28th day of December, 1866. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited..
Amount of stock subscribed	\$1,338,850 00
Amount paid in, as by last report	921,615 00
Total amount now paid in of capital stock	1,335,815 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.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock	26,777
Par value of each share	\$50 00

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,166,698 66	\$1,582,410 17
Equipped by Philadelphia and Reading railroad company.		✓

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mill Creek Junction to Locustdale	12½ miles.
Length of road laid	61¾ "
Length of double track of road and sidings	49¼ "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	62 and 64 lbs.
Branch roads owned by the company, (length 19 miles,)	1
Number of engine houses and shops	8
Number of iron bridges	11
Number of wooden bridges	20
Number of stone bridges	10
Number of stations on main road	7
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of road way	\$63,832 60
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 the road or real estate of the corporation:

Repairs or maintenance of way, including buildings	\$113,390 66
Tax on real estate	380 30
Total	113,770 96

MAHANAY AND BROAD MOUNTAIN

RECEIPTS ON CONSTRUCTION ACCOUNT, DURING YEAR ENDING NOV. 30, 1866.

From stockholders..... \$414,200 00

Receipts :

From passengers..... \$12,489 70

From freight..... 88,279 22

Total..... 100,768 92

Summary of payments :

For construction..... \$415,721 51

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Charles E. Smith, President.....	Philadelphia.
R. S. Brock, Secretary and Treasurer.....	Philadelphia.

(No. 49.)

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 foregoing 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 26th day of November, 1866. }

JACOB KOHLER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	28,300 00
Amount paid in as by last report	24,209 27
Total amount now paid in of capital stock	24,874 27
Funded debt, as per last report	100,000 00
Total amount now of funded debt	100,000 00
Floating debt, as by last report	38,132 61
The amount now of floating debt	4,200 00
Total amount now of floating and funded debt ..	104,200 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	No dividend.
Number of shares of stock	566
Par value of each share	<u>\$50 00</u>

MIFFLIN AND CENTRE COUNTY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$167,284 69	\$167,900 00
No equipment.	=====	=====

CHARACTERISTICS OF ROAD

Length of main line of road, from Lewistown station to Milroy	12½ miles.
Length of road laid	6 ³ / ₁₀ miles.
Length of double track of road	None.
Length of sidings, about	5,000 ft.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	45 lbs.
Branch roads owned by the company and their length, viz.	None.
Roads worked or leased by the company, viz.	None.
Number of engine houses and shops	1
Number of wooden bridges, (total length in feet about 1,240,)	6
Number of stone bridges, (total length in feet,)	None.
Number of railroads crossed	None.
Number of stations on main road	7
Number of wood and water stations on main road : one water station.	
Value of real estate held by the company, exclusive of road way	\$2,500 00
Number of tunnels, (length of each,)	None.
How is the track laid, and on what foundation ?	
Wooden cross-ties, with stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

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

RAILROAD REPORT.

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NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
John A. Wright.....	Philadelphia.
R. H. Lee.....	Lewistown.
Abner Thompson.....	Lewistown.
F. G. Franciscus.....	Lewistown.
F. E. Locke.....	Lewistown.
James H. Mann.....	Lewistown.
John Wilson.....	Reedsville.
H. P. Taylor.....	Reedsville.
Wm. Willis.....	Lewistown.
James Thompson.....	Milroy.
Ner Thompson.....	Milroy.
Wm. A. M'Manigle.....	Milroy.
Samuel Maclay, President.....	Milroy.
S. T. Thompson, Secretary.....	Milroy.
R. M. Kinsloe, Treasurer.....	Reedsville.

Wm. A. M'Manigle

(No. 50.)

'MILL CREEK AND MINE HILL NAVIGATION.

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

Before me, W. W. Dougherty, 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.

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

Sworn and subscribed this 8th day of }
 December, A. D. 1866, before me. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$323,375 00
Amount of stock subscribed	323,375 00
Amount paid in, as by last report	323,375 00
Total amount now paid in of capital stock	323,375 00
Funded debt, as per last report	None.
Total amount now of funded debt.....	None.
Floating debt, as per last report.....	None.
The amount now of floating debt	None.
Date of each dividend: January and July, 1866.	
Rate per cent. per annum of each dividend.....	10 per cent.
Amount of capital on which the respective dividends have been declared.....	<u>\$323,375 00</u>

This road is permanently leased to the Philadelphia and Reading railroad company, and is worked by said company as a branch of their main road. The company has no other income than the yearly rental derived from the lease.

RAILROAD REPORT.

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NAMES AND RESIDENCE OF OFFICERS.

<i>Directors.</i>	<i>Post office address.</i>
Charles E. Smith.....	Philadelphia.
Samuel Norris.....	Philadelphia.
Geo. F. Tyler.....	Philadelphia.
A. E. Borie.....	Philadelphia.
Henry Pratt M'Kean.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
Peter C. Hollis, Secretary and Treasurer.....	Philadelphia.

(No. 51.)

MINE HILL AND SCHUYLKILL HAVEN.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

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

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

Affirmed and subscribed before me, }
 this 7th day of November, 1866. }

WILLIAMS OGLE, *J. P.*

STOCK AND DEBT

Capital stock as authorized by law	\$3,775,600 00
Amount of stock subscribed	3,775,600 00
Amount paid in, as by last report	3,708,200 00
Total amount now paid in of capital stock	3,775,600 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.
Rate per cent. per annum of interest on funded debt	No per cent.
Date and rate per cent. per annum of dividend or dividends: January, 4 per cent. on \$3,708,200 00; July, 4 per cent. on \$3,740,800 00.	
Number of shares of stock	75,512
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: \$3,708,200 00, January, and \$3,740,800 00, July, 1866.	

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$3,708,200 00	\$3,740,800 00

CHARACTERISTICS OF ROAD.

Length of main line of road and all branches, about	135 miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	<u>60 and 62 lbs.</u>

Cars and engines transferred to Philadelphia and Reading railroad company, to which the road and its equipment has been transferred, under lease for 999 years, from May 12, 1864.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Mason.....	Philadelphia.
John Livezey.....	Philadelphia.
M. L. Dawson.....	Philadelphia.
Joshua W. Ash.....	Philadelphia.
Alexander J. Derbyshire.....	Philadelphia.
Frederick Fraley.....	Philadelphia.
Wistar Morris.....	Philadelphia.
James H. Cresson.....	Philadelphia.
Pemberton S. Hutchinson.....	Philadelphia.
John C. Cresson, President.....	Philadelphia.
William Biddle, Secretary.....	Philadelphia.
Samuel Mason, Treasurer.....	Philadelphia.

Reported by

(No. 52.)

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

(Signed)

J. R. WHITE, *President.*WM. ROBINSON, JR., *Treasurer.*

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

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 divi- dends were declared	<u>\$200,000 00</u>

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 miles.
Length of double track of road and sidings.....	4 miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track—about...	50 lbs.
Branch roads owned by the company and their length, viz.....	None.
Roads worked or leased by the company, viz.....	None.
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, AND TOTAL MILES RUN.

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: 118,443 tons of 2,000 pounds.

The amount of freight, specifying the quantity in tons:

The total tonnage of the year was 118,443 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.

The rate per ton (of 2,000 pounds) per mile charged for freight:

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

Summary of payments:

Dividends	\$12,000 00
State tax on capital stock and tonnage.....	600 00
United States tax.....	631 58
Total	\$13,231 58
Total amount of surplus fund	\$5,111 54

MOUNT CARBON

NAMES AND RESIDENCE OF OFFICERS.

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

Received Jan 17.

(No. 53.)

MOUNT CARBON AND PORT CARBON.

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

Before me, W. W. Dougherty, 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 8th day of }
 December, A. D. 1866, before me. }

W. W. DOUHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock.....	\$282,350 00
Amount of stock subscribed	282,350 00
Amount paid in, as by last report	282,350 00
Funded debt, as per last report	None.
Total amount now of floating debt.....	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	None.
Date of each dividend: January and July, 1866.	
Rate per cent. per annum of each dividend.....	12 per cent.
Amount of capital stock on which the respective dividends have been declared.....	<u>\$282,350 00</u>

This road is leased to the Philadelphia and Reading railroad company, and is worked as a branch of that road—said company paying a stipulated annual rental, in equal half yearly payments, out of which dividends are paid.

MOUNT CARBON AND PORT CARBON

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 54.)

NANTICOKE.

STATE OF PENNSYLVANIA, }
Luzerne County, } SS :

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 15th day of January, 1867. }

C. A. ZIEGLER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	475,000 00
Amount paid in, as by last report	204,210 00
Total amount now paid in of capital stock	475,000 00
Funded debt, as per last report	47,000 00
Total amount now of funded debt	151,000 00
Floating debt, as by last report	None.
The amount now of floating debt	83,931 83
Total amount now of floating and funded debt ..	234,931 83
Rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	9,500 issued.
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>No dividend.</u>

COST OF ROAD AND EQUIPMENT.

Construction	By last report. <u>\$251,000 00</u>
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Newport to Scranton, about.....	30 miles.
Length of road laid.....	25 $\frac{2}{10}$ "
Length of sidings and branches.....	9 $\frac{1}{10}$ "
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track: part sixty and part fifty-seven pounds.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops: one engine house.	
Number of engines.....	None.
Number of wooden bridges.....	5
Number of railroads crossed.....	2
Number of wood and water stations on main road,	2
How is track laid, and on what foundation? Gravel ballast and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

The road is maintained and operated by the Lehigh coal and navigation company, under a lease.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Brown.....	White Haven.
Hendrick B. Wright.....	Wilkesbarre.
John Farnum.....	Philadelphia.
Joseph Lippincott.....	Philadelphia.
John Leisenring.....	Mauch Chunk.
A. C. Laning.....	Wilkesbarre.
Fisher Hazard.....	Mauch Chunk.
Stanley Woodward.....	Wilkesbarre.
L. D. Shoemaker.....	Wilkesbarre.
W. F. Biddle.....	Philadelphia.
Francis C. Yarnall.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
Charles Parrish, President.....	Wilkesbarre.
James P. Dennis, Secretary and Treasurer.....	Wilkesbarre.
John F. Unger, Superintendent and Engineer.....	Wilkesbarre.

(No. 55.)

NESQUEHONING VALLEY.

STATE OF PENNSYLVANIA, } ss :
 _____ County, }

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

(Signed) J. B. MOORHEAD, *President.*
 JAMES S. COX, *Treasurer.*

Sworn and subscribed before me, }
 this 14th day of January, 1867. }

W. W. DOHERTY, *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	63,890 00
Total amount now paid in of capital stock	63,890 00
Number of shares of stock	6,100
Par value of each share	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$36,117 17</u>	<u>\$36,117 17</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mauch Chunk to Hometown	13 miles.
Length of double track of road: no road laid yet.	
Gauge of road, (intended to be,)	<u>4 ft. 8½ in.</u>

NESQUEHONING VALLEY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. B. Moorhead.....	Philadelphia.
Jacob P. Jones	Philadelphia.
S. E. Stokes.....	Philadelphia.
S. V. Merrick.....	Philadelphia.
James S. Cox.....	Philadelphia.
W. G. Moorhead	Philadelphia.
I. V. Williamson.....	Philadelphia.
F. R. Cope	Philadelphia.
John Lelsenring.....	Mauch Chunk.
A. Manderson.....	Burlington, N. J.
W. H. Talcott.....	Jersey city.
W. F. Biddle.....	Philadelphia.
Samuel Hepburn.....	Carlisle.
J. B. Moorhead, President.....	Philadelphia.
James S. Cox, Secretary and Treasurer.....	Philadelphia.

(No. 58.)

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.*

Affirmed and subscribed before me, }
 this 3d day of January, 1867. }

SAMUEL HAMILTON, *Notary Public.*

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	170,800 00
Total amount now paid in of capital stock	198,250 00
Funded debt, as per last report	201,500 00
Total amount now of funded debt	188,300 00
Floating debt, as by last report	5,000 00
The amount now of floating debt, (estimated,) ...	5,000 00
Total amount now of floating and funded debt ..	193,300 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, 2½ per cent.; April, 3 per cent.; July, 3 per cent.; October, 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: \$169,184 00, January; \$179,214, April; \$185,266, July; \$192,162, October.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$366,618 28</u>	<u>\$390,025 06</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Homewood	14 $\frac{2}{100}$ miles.
Length of road laid	14 $\frac{2}{100}$ miles.
Length of sidings	1 $\frac{1}{2}$ mile.
Gauge of road	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track	56 pounds.
Number of engine houses and shops	2
Number of engines	1
Number of wooden bridges, (total length in feet,)	6
Number of stone bridges, (total length in feet,)	2
Number of stations on main road	7
Number of wood and water stations on main road,	3
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 is leased to and operated by the Pittsburg, Fort Wayne and Chicago railway company.

(No. 57.)

NORTHERN CENTRAL.

STATE OF PENNSYLVANIA, }
 _____ County, } SS :

Personally appeared J. D. Cameron, president, and J. N. Du Barry, general superintendent, of the Northern Central 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. D. CAMERON, *President.*
 J. N. DU BARRY, *General Superintendent.*

Sworn and subscribed before me, }
 this 19th day of February, 1867. }

C. A. SNYDER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$8,000,000 00
Amount of stock subscribed	4,518,900 00
Total amount now paid in of capital stock	4,518,900 00
Funded debt, as per last report	4,850,000 00
Total amount now of funded debt.....	5,424,500 00
The amount now of floating debt.....	669,782 45
Total amount now of floating and funded debt..	6,094,282 45
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: February 20, 1866; May, 21, 1866; August 29, 1866; November 26, 1866; two per cent. each.	
Number of shares of stock	90,378
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: \$4,377,994, February; \$4,518,250, May and August; \$4,518,350, November.	

NORTHERN CENTRAL

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$9,018,613 29
Real estate	492,944 65
Equipment	1,382,961 41
	<hr/>
Total cost	10,894,519 35
	<hr/> <hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore to Sunbury	138 miles.
Length of road laid, from Baltimore to Sunbury ..	138 "
Length of double track of road, from Baltimore to York	56 "
Length of sidings	36 "
Gauge of road	4 ft. 8½ 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; Shamokin Valley and Pottsville, 28 miles; Elmira and Williamsport, 78 miles.	
Number of engine houses and shops	4
Number of engines	66
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,000.)	54
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,200,)	37
Number of freight cars, rated as eight wheel cars, (average cost of each \$600,)	1,265
Number of coal cars, rated as eight wheel cars, (average cost of each \$300,)	1,451
Number of iron bridges, (total length in feet 1,366,)	25
Number of wooden bridges, (total length in feet 11,553,)	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

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Number of tunnels, (length of each 300 feet,) 1
 How is track laid, and on what foundation? Stone
 ballast, ties two feet apart, rail breaking joints,
 with double lip wrought chairs.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	458,614
Number of miles run by freight and coal trains . .	637,323
Number of through passengers for the year on main road	1,020
Number of passengers (all classes) carried in cars,	625,081
Number of tons of 2,000 lbs. of through freight for the year on main road	99,080
Gross amount of tonnage for the year	891,693
Average rate of speed adopted by ordinary pas- senger 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
Weight of first class passenger engines	30 tons.
Weight of freight engines	38 "

The amount of freight, specifying the quantity in tons of 2,000 pounds, (including Wrightsville branch:)

Anthracite and bituminous coal	340,607
Petroleum	11,733
Pig iron	29,431
Railroad iron	21,729
Other iron or castings	19,909
Iron and other ores	52,164
Lime and limestone	54,689
Agricultural products	99,087
Merchandise	80,892
Manufactures	17,765
Live stock	13,083

NORTHERN CENTRAL

Lumber	135,476
Other articles	43,278
Total	<u>919,843</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.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transporta ⁿ .
Repairs or maintenance of way, including buildings.....	\$502, 194 46	\$200, 877 78	\$301, 316 68
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$179, 228 23	\$68, 131 44	\$111, 096 79
Repairs of passenger and baggage cars	53, 088 98	53, 088 98	.....
Repairs of freight cars.....	108, 108 75	.....	108, 108 75
Repairs of tools and machinery in shops	20, 088 11	8, 035 24	12, 052 87
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	96, 081 76	38, 432 70	57, 649 06
Total	456, 595 83	167, 688 36	288, 907 47
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$19, 361 94	\$7, 744 78	\$11, 617 16
Agents and clerks.....	47, 881 68	19, 152 07	28, 729 01
Labor—loading and unloading freight.....	12, 661 09	532 48	12, 129 21
Porters, watchmen and switch tenders	27, 784 33	11, 243 73	16, 540 60
Wood and water station attendance	12, 494 59	4, 997 84	7, 496 75
Conductors, baggage masters and brakemen.....	94, 105 33	35, 860 85	58, 244 48
Engineers and firemen	79, 074 08	24, 478 30	54, 595 73
Fuel and cost of preparing for use.....	176, 147 56	50, 959 35	125, 188 21
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	31, 489 39	12, 883 81	18, 605 58
Loss and damage of goods and baggage.....	24, 075 45	2, 878 25	21, 197 20
Use of freight cars.....	39, 910 42	5, 328 62	34, 581 80
Shoveling snow.....	882 88	353 15	529 73
Damages to property, including damage by fire, and cattle killed on road.....	2, 287 24	914 89	1, 372 35
General superintendence	17, 032 93	6, 813 17	10, 219 76
Contingencies, including United States tax, tonnage tax, and tax of $\frac{3}{4}$ of one per cent. on gross receipts.....	256, 839 20	102, 735 68	154, 103 52
Total	842, 028 68	286, 877 57	555, 151 09

NORTHERN CENTRAL

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT

From stockholders.....	\$400 00
From sale of bonds.....	724,500 00
From other sources.....	339,060 20
Total.....	1,063,960 20

Receipts:

From passengers.....	\$786,664 88
From freight.....	1,869,293 50
From mail transportation.....	25,449 99
From expresses.....	69,329 20
From interest.....	5,020 12
From miscellaneous.....	208,275 25
Total.....	2,964,032 94

Summary of payments:

For construction and equipment.....	\$551,072 42
For maintaining and operating the road.....	1,800,818 95
For dividends.....	361,466 00
For interest.....	385,608 06
For miscellaneous.....	577,995 19
For sinking fund.....	53,000 00
For State tax on capital stock.....	6,679 17
For United States tax on dividends.....	20,349 62
Total.....	3,756,989 41

Cost of transportation:

Cost per passenger per mile, proximate average, (including cost of mail and express.).....	3 $\frac{19}{100}$ cents.
Cost per ton freight per mile, proximate average,	2 $\frac{94}{100}$ "

ACCIDENTS.

KILLED —passengers	None.
employees	10
others	8
	—
Total	18
	==
INJURED —passengers	None.
employees	19
others	12
	—
Total	31
	==

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
George Small.....	Baltimore, Md.
B. F. Newcomer.....	Baltimore, Md.
S. M. Shoemaker	Baltimore, Md.
Edward C. Biddle.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
John A. Wright.....	Philadelphia, Pa.
Henry Welsh.....	York, Pa.
William Colder.....	Harrisburg, Pa.
A. E. Kapp.....	Northumberland, Pa.
J. D. Cameron, President	Harrisburg, Pa.
Robert S. Hollins, Secretary	Baltimore, Md.
John S. Leib, Treasurer.....	Baltimore, Md.
J. N. DuBarry, General Superintendent.....	Harrisburg, Pa.
S. Little, Auditor.....	Baltimore, Md.
Ed. S. Young, General Passenger Agent.....	Baltimore, Md.
J. M. Drill, General Freight Agent	Baltimore, Md.

(No. 58.)

NORTH LEBANON.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss :

Personally appeared A. Wilhelm, 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) A. WILHELM, *President.*
 JACOB WEIDLE, *Treasurer.*

Sworn and subscribed before me, }
 this 22d day of December, 1866. }

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	20,750 00
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.
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, May and July, 10 per cent. per annum.	
Number of shares of stock	6,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>\$300,000 00</u>

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction	\$263,816 13	\$276,741 76
Equipment	42,890 10	42,890 10
Total cost	306,706 23	319,631 86

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cornwall to Union canal	8 miles.
Length of road laid	7 $\frac{2711}{280}$ "
Length of double track of road and sidings	1 $\frac{1}{2}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	50 pounds.
Branch roads owned by the company and their length, viz	3
Number of engine houses and shops	1
Number of engines	8
Number of first class passenger cars, (rated as eight wheel cars,)	None.
Number of baggage, mail and express cars, (rated as eight wheel cars,)	None
Number of freight cars, rated as eight wheel cars, (average cost of each \$440,)	60
Number of coal cars, rated as eight wheel cars, (included in freight,)	None.
Number of iron bridges	12
Number of wooden bridges	1
Number of stone bridges, (total length in feet, about 30,)	1
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 road way	\$500 00
Number of tunnels	None.
How is track laid, and on what foundation? Broken limestone.	

NORTH LEBANON

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by freight engines, about . . .	6,500 miles.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) . . .	<u>12</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal	45,510
Pig iron	25,160
Iron ore	163,328
Copper ore	192
Lime and limestone	9,427
Total	<u>243,617</u>

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight and coal, (per ton per mile,) . . .	3 cents.
For local freight and coal	<u>3 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation, and repairs of machinery, are included in repair account.

Total	<u>\$25,866 00</u>
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Operating the road :

Office expenses, stationery &c., about	\$50 00
Agents, clerks and officers of road	1,800 00
Porters, watchmen and switch tenders	468 00
Engineers and firemen	2,652 00
Fuel and cost of preparing for use	4,806 39
Oil and waste for engines and tenders. passenger, baggage and freight cars	716 69
Total	<u>10,493 08</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

Total, all other sources	<u>\$41,418 05</u>
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RAILROAD REPORT.

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Receipts:

From freight, &c.—total \$41,418 05

Summary of payments:

For construction and equipment account	\$1,916 40
For maintaining and operating the road	25,866 00
For dividends	30,000 00
For miscellaneous	1,026 89
For surplus funds, including oil, contingencies, &c.,	15,206 24
For State tax on capital stock and tonnage.	5,125 87
For United States tax	1,463 91
Total	<u><u>80,605 40</u></u>

Cost of transportation:

Cost per ton freight per mile, proximate average,
about ½ cent.

NAMES AND RESIDENCE OF OFFICERS.

<i>Officers.</i>	<i>Post office address.</i>
A. Wilhelm, President.....	Lebanon, Pa.
John W. Mish, Secretary.....	Lebanon, Pa.
Jacob Weidle, Treasurer	Lebanon, Pa.
Beale Few, Superintendent.....	Lebanon, Pa.

Report made by

(No. 59)

NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS :

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

(Signed)

F. A. COMLY, *President.*

WILLIAM WISTER, *Treasurer.*

Sworn and affirmed and subscribed before }
 me, this 15th day of December, 1866. }

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	3,124,737 50
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	3,124,737 50
Rate per cent. per annum of interest on funded debt	6 ⁴ / ₁₀₀ per ct.
Date and rate per cent. per annum of dividend or dividends	None.
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.....	\$5,671,163 84	\$5,754,963 01
Equipment	665,004 47	665,221 72
	<hr/>	<hr/>
Total cost		6,420,184 73
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Bethlehem	55 miles.
Length of road laid.....	69 $\frac{8}{10}$ miles.
Length of double track of road, about.....	1 $\frac{3}{10}$ miles.
Length of sidings	13 $\frac{3}{10}$ miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track—from....	56 to 64 lbs.
Branch roads owned by the company and their length, viz: two	1 $\frac{8}{10}$ to 10 $\frac{1}{10}$ m's.
Roads worked or leased by the company, viz....	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 00,).....	13
Number of freight cars, rated as eight wheel cars, (average cost of each \$550 00,)	244 $\frac{1}{2}$
Number of coal cars, rated as eight wheel cars, (average cost of each \$260 00,).....	429
Numbr 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, (steam roads,).....	2
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 road way.....	\$467,050 69
Number of tunnels, (length of each, 2,160 and 500 feet.).....	2
How is track laid and on what foundation? Large cross-ties, wrought iron chairs, and broken stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	213,288
Number of miles run by freight and coal trains..	132,300
Number of through passengers for the year on main road.....	67,044
Number of passengers (all classes) carried in cars,	653,508
Number of tons (of 2,000 pounds) of through freight for the year on main road.....	192,915
Gross amount of tonnage for the year	335,191
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, (miles per hour,)	23
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	9
Weight of first class passenger engines	53,000 lbs.
Weight of freight engines	67,000 lbs.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	157,301
Bituminous coal	646
Petroleum	238
Pig iron	24,717
Railroad iron.....	344
Other iron or castings.....	7,892
Iron and other ores	22,464
Lime and limestone.....	13,416
Agricultural products	20,499
Merchandize	37,561
Manufactures	11,494

RAILROAD REPORT.

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Live stock	636
Lumber	20,396
Other articles	17,587
	<u>335,191</u>
Total	<u>335,191</u>

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

For first class through and way passengers, average	2.87 cents.
For second class passengers	None.

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight	3.83 cents.
For through coal	2.50 cents.
For local freight, (proximate average,)	6 cents.
For local coal, (proximate average,)	3.75 cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transport'n
Repairs or maintenance of way, including buildings	\$145,202 95	\$87,066 10	\$58,136 85
Taxes on real estate.....	4,382 01		
Total	149,584 96		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$30,903 85	18,509 64	12,394 21
Repairs of passenger and baggage cars.....	7,855 08	7,855 08	
Repairs of freight cars.....	13,231 72		13,231 72
Repairs of tools and machinery in shops.....	5,855 86		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	3,758 57		
Total	61,606 08		
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$4,393 82		
Agents and clerks.....	18,198 00	4,794 32	13,403 68
Labor—loading and unloading freight.....	11,232 22		11,232 22
Porters, watchmen and switch tenders.....	6,403 44		
Wood and water station attendance.....	3,391 08	2,057 23	1,333 85
Conductors, baggage masters and brakemen.....	31,960 48	14,839 20	17,111 28
Engineers and firemen.....	28,293 90	12,733 25	16,560 65
Fuel and cost of preparing for use.....	57,150 33	26,171 21	30,979 12
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,711 42		
Loss and damage of goods and baggage.....	2,070 53		
Use of freight cars.....	6,720 98		6,720 98
Shoveling snow.....	448 18		
General superintendence and contingencies, including horse power and repairs of coal cars.....	132,559 00		
Total	808,523 38		

RAILROAD REPORT.

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Receipts :

From passengers.....	\$330,059 46
From freight.....	552,369 89
From mail transportation.....	3,215 00
From interest.....	3,884 75
Miscellaneous.....	12,683 98
Total.....	<u>902,213 17</u>

Summary of payments :

For construction and equipment.....	\$84,016 43
For maintaining and operating the road.....	519,713 42
For interest.....	208,348 72
For State tax on gross receipts.....	4,724 19
For State tax on tonnage.....	5,462 51
For United States tax.....	<u>13,074 74</u>

Cost of transportation :

Cost per passenger per mile, (proximate average,)	1.96 cents.
Cost per ton freight per mile, (proximate average,)	<u>2.17 cents.</u>

ACCIDENTS.

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

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

Feb. 23. James Boyd, mule driver, killed by being run over on city track, by the car he was driving.

Feb. 24. Daniel Billiard, brakeman, killed by falling from train, near Rockhill.

March 17. Jeremiah Esbaugh, got on coal car to ride; fell off, and was killed near Rockhill.

June 22. Ephraim Stein, found dead on the road near Saucon lime works; supposed to have been killed by night train.

Sept. 4. Ellwood Whitcomb, brakeman, killed by falling from train near Souder's station.

Oct. 22. Richard Dolda, locomotive engineer, badly hurt by engine being upset, caused by running over a cow; and Charles Slack, a passenger, had an arm broken, by standing on platform car, against the rules of the road.

Names and Residence of Officers.

Directors.	Post office address.
John Jordan, Jr.....	Philadelphia.
J. Gillingham Fell.....	Philadelphia.
S. Morris Walm.....	Philadelphia.
Wm. C. Ludwig.....	Philadelphia.
Ellwood Shannon.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Alfred Hunt.....	Philadelphia.
William C. Kent.....	Philadelphia.
Charles W. Wharten.....	Philadelphia.
Alfred C. Harmer.....	Philadelphia.
Jacob Reigel.....	Philadelphia.
F. A. Comly, President.....	Philadelphia.
Edward Armstrong, Secretary.....	Philadelphia.
William Wister, Treasurer.....	Philadelphia.
S. W. Roberts, Superintendent.....	Philadelphia.

(No. 60)

OIL CREEK.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared S. W. Steward, president, and John F. McPherson, 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) S. W. STEWARD, *President.*

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

Sworn and subscribed before me, }
 this 27th day of November, 1866. }

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

STOCK AND DEBT.

Capital stock as authorized by law, (with right to increase,)	\$100,000 00
Total amount now paid in of capital stock	753,150 00
Funded debt, as per last report	556,000 00
Total amount now of funded debt.....	556,000 00
Floating debt, as by last report	353,469 38
The amount now of floating debt.....	None
Total amount now of floating and funded debt..	556,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Number of shares of stock	15,063
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,611,043 56	\$2,031,952 49
Equipment.....	340,309 79	426,993 28
Total cost.....	<u>1,951,353 35</u>	<u>2,458,945 79</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Corry to Petroleum Centre.....	37 miles.
Length of road laid.....	37 "
Length of sidings.....	7 "
Gauge of road, (three rails; one 4 feet 8½ inches, the other 6 feet.)	
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	6
Number of engines.....	15
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,500,).....	10
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,500,).....	4
Number of freight cars, rated as eight wheel cars, (average cost of each \$750,).....	128
Number of wooden bridges, (total length in feet 600,).....	3
Number of stations on main road.....	12
Number of wood and water stations on main road,.....	8
Value of real estate held by the company, exclusive of road way.....	\$1,500 00
How is track laid, and on what foundation? Wooden cross-ties, ballasted with gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	51,063
Number of miles run by freight trains.....	122,760
Number of passengers (all classes) carried in cars,.....	259,426
Number of tons of 2,000 pounds of through freight for the year on main road.....	333,913
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20 miles.
Average rate of speed adopted by express trains, (including stops,).....	20 "
Average rate of speed adopted by freight trains, (including stops,).....	12 "
Weight of first class passenger engines.....	<u>32 tons.</u>

RAILROAD REPORT.

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The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal	16,497
Petroleum, (1,192,910 barrels,)	202,795
Other iron or castings	4,160
Empty barrels, (1,028,192,)	51,410
Lime and limestone	535
Agricultural products	14,990
Merchandise and manufactures	16,897
Lumber	12,647
Other articles	13,984
Total	333,915

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

For first class way passengers	3½ cents.
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$121,870 11
Tax on real estate	2,495 72
Total	124,365 83

Repairs of machinery :

Repairs of engines and tenders	\$82,696 31
Repairs of passenger and baggage cars	21,712 08
Repairs of freight cars	14,958 81
Repairs of tools and machinery in shops	1,277 96
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	8,025 34
Total	128,670 50

Operating the road

Office expenses, stationery, &c	\$16,281 99
Agents and clerks	53,273 20

Labor—loading and unloading freight	\$47,002 55
Porters, watchmen and switch tenders.....	4,648 91
Wood and water station attendance	6,642 65
Conductors, baggage masters and brakemen....	43,796 69
Engineers and firemen	45,238 17
Fuel and cost of preparing for use.....	76,157 22
Oil and waste for engines and tenders, passenger, baggage and freight cars	4,663 32
Loss and damage of goods and baggage	27,511 26
Use of freight cars.....	9,617 69
Damages to property, including damage by fire, and cattle killed on road	27,162 18
General superintendence	20,524 62
Contingencies	36,028 06
Total.....	423,548 51

Receipts :

From passengers	\$179,099 88
From freight.....	1,231,560 92
From mail transportation.....	1,991 40
From miscellaneous	11,543 75
Total.....	1,424,195 95

Summary of payments :

For construction and equipment.....	\$507,592 42
For maintaining and operating the road	676,584 84
For interest	38,920 00
For miscellaneous	56,973 22
For surplus funds.....	84,613 43
For State tax on capital stock and tonnage.....	8,139 28
For United States tax.....	51,372 76
Total.....	1,424,195 95

ACCIDENTS.

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

1866.

Aug. 16. Peter Ridgway, passing from one car to another, while the train was in motion, fell between the cars, and was killed.

Aug. 28. Michael Clark, brakeman, fell from train, near Miller farm, and was killed.

Sept. 11. Carrie M. Rose, passenger, had arm out of window, while the train was in motion, below Titusville, struck an obstruction, and had her arm broken.

Nov. 14. E. D. Slade, crossing track in front of a moving train, at Boyd farm, was run over, and fatally injured; died shortly after.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Dean Richmond.....	Buffalo, N. Y.
Thomas A. Scott.....	Philadelphia.
Charles H. Lee.....	Silver Creek, N. Y.
H. L. Lansing.....	Buffalo.
Wm. G. Fargo.....	Buffalo.
W. A. Baldwin.....	Erie.
E. Yardley.....	Erie.
A. L. Tyler.....	Erie.
John A. Wilson.....	Williamsport.
Joseph D. Potts.....	Williamsport.
John Butterfield.....	Utica.
Thomas Struthers.....	Warren, Pa.
S. W. Steward, President.....	Corry.
John F. M'Pherson, Secretary and Treasurer.....	Corry.
H. F. Sweetser, Superintendent.....	Corry.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

OFFICE OF PENN'A AND N. Y. CANAL AND RAILROAD Co., }
Athens, Pa., January 1, 1867. }

HON. J. F. HARTRANFT, *Auditor General*:

DEAR SIR:—We have received your last blank form for the report of canals and railroads. It is very difficult for us to make a report; in fact we cannot make a full one, as we are yet in a transition state. Under the law approved March 20, 1865, "To authorize the North Branch canal company to change its name, style and title to the Pennsylvania and New York canal and railroad company, and to construct a railroad along and upon the towing path or berme bank of the canal," we have taken the necessary preliminary steps to make the change, and are now constructing a railroad along our canal, from Towanda north. The new company has not settled upon the amount of stock that it will issue, hence has issued no stock. No bonds have been issued, and all money spent upon the work is now in the shape of a floating debt. Under this state of things we do not see how we can make a satisfactory report, and submit the above for your consideration.

Yours truly,

C. F. WELLES, JR., *President*.

(No. 62.)

PENNSYLVANIA COAL COMPANY.

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

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

JOHN EWEN, *President.*GEO. A. HOYT, *Treasurer.*

Sworn and subscribed before me, }
 this 14th day of November, 1866. }

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.....	400,000 00
The amount now of floating debt.....	350,000 00
Total amount now of floating and funded debt...	947,500 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: Feb. 1, 1866, 5 per cent.; May 1, 1866, 5 per cent.; Aug. 1, 1866, 5 per cent., and Nov. 1, 1865, 5 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.....	<u>\$3,200,000 00</u>

PENNSYLVANIA COAL COMPANY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$2,000,000 00</u>	<u>\$2,000,000 00</u>

CHARACTERISTICS OF ROAD.

Gravity road, worked by 23 stationary engines, for the transportation of the company's coal.

Length of main line of road, from Hawley to Port Griffith	47 miles.
Length of road laid.....	100 miles.
Length of double track of road	47 miles.
Length of sidings.....	6 miles.
Gauge of road.....	4 feet 3½ in.
Weight of rail per yard on main track	15 and 36 lbs
Branch roads owned by the company, and their length, viz: Branch from Hawley to Lackawaxen, 15, ⁸ / ₁₀ miles in length; leased and worked by the Erie railway company.	
Roads worked or leased by the company, viz.....	None.
Number of engine houses and shops: 23 stationary engine houses, 1 machine shop, 3 car shops.	
Number of engines—none but stationary engines.	
Number of passenger cars.....	4
Number of freight cars, (24 flat, and 10 house,)...	34
Number of coal cars	1,975
Number of iron bridges	None.
Number of wooden bridges	28
Number of stations on main road	5
Number of tunnels, (length of each 800 feet,)...	1
How is track laid and on what foundation? Cross-ties, and sleepers on ground.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of tons (of 2,000 pounds) of through freight for the year on main road.....	583,443
Gross amount of tonnage for the year	593,403
Average rate of speed adopted by freight trains, including stops, (miles per hour)	<u>10</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	584,784
Other iron or castings.....	34
Lime and limestone.....	17
Agricultural products.....	178
Merchandize.....	2,119
Lumber.....	6,271
Total.....	<u>593,403</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ewen.....	New York.
Isaac L. Platt.....	New York.
Wm. F. Havemeyer.....	New York.
Jonathan Thome.....	New York.
Wm. R. Griffith.....	New York.
Charles Morgan.....	New York.
John Q. Jones.....	New York.
Geo. L. Brown.....	New York.
E. Judson Hawley.....	New York.
John Ewen, President.....	New York.
E. H. Mead, Secretary.....	New York.
Geo. A. Hoyt, Treasurer.....	New York.
John B. Smith, Superintendent.....	Dunmore, Pa.

(No. 61.)

PERKIOMEN.

STATE OF PENNSYLVANIA, }
 Montgomery County, } ss:

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 7th day of December, 1866. }

JOHN M. HUNSICKER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	39,900 00
Total amount now paid in of capital stock	11,599 20
Number of shares of stock	798
Par value of each share	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$10,714 20
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Pauling's bridge to Emaus	36½ miles.
Length of road laid	None.
Gauge of road	<u>4 feet 8½ in.</u>

The road is being surveyed and placed in course of construction.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Boyd.....	Norristown.
G. D. Hunsicker.....	Lower Providence.
Henry Longaker.....	Freeland.
J. W. Sunderland.....	Freeland.
A. H. Leipt.....	Skippackville.
Jacob Schwenk.....	Schwenk's store.
Aaron Schwenk.....	Zieglersville.
David Stoneback.....	Zieglersville.
S. D. Rudy.....	Perkiomenville.
Philip Super.....	Pennsburg.
George Graber.....	Pennsburg.
H. M. Sigmund.....	Pennsburg.
A. D. Markley, President.....	Norristown.
D. M. Casselberry, Secretary.....	Lower Providence.
A. B. Longaker, Treasurer.....	Norristown.

(No. 65.)

PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia 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, 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.*

Affirmed and subscribed before me, }
 this 3d day of December, 1866. }

J. PLANKINTON,
Alderman and J. P., Thirteenth ward.

STOCK AND DEBT.

Capital stock as authorized by law, (with power to crease,)	\$400,000 00
Amount of stock subscribed, (including amount loan converted,)	1,491,850 00
Amount paid in, as by last report. (including amount loan converted,)	1,476,300 00
Total amount now paid in of capital stock, (including amount loan converted,)	1,491,850 00
Funded debt, as per last report	183,000 00
Total amount now of funded debt	159,800 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of funded debt	159,800 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, 5 per cent.; (\$3,000 loan, converted since October dividend.)	

RAILROAD REPORT

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Number of shares of stock, (October 30, 1866,)...	29,837
Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared: \$1,478,250 00 in April; \$1,488,850 00 in October.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,139,078 84	\$1,139,078 84
Equipment.....	268,489 12	268,489 12
Total cost.....	1,407,567 96	1,407,567 96

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 ³⁰ / ₃₁ "
Gauge of road.....	4 feet 8 ¹ / ₂ in.
Weight of rail per yard on main track.....	50, 57 and 58 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	19
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 \$460,)	112
Number of coal cars, (rated as eight wheel cars.)	None.
Number of iron bridges	1
Number of wooden bridges.....	16

Number of stone bridges.....	9
Number of railroads crossed: Three city railways cross this road.	
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 ¹ / ₁₀
Number of tunnels.....	None.
How is track laid, and on what foundation? With 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.....	216,855
Number of miles run by freight (mixed trains) and coal trains.....	58,024
Number of through passengers for the year on main road.....	383,280
Number of passengers (all classes) carried in cars,	2,469,354
Number of tons of 2,000 pounds through freight for the year on main road.....	32,865
Gross amount of tonnage for the year.....	371,202
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.....	43,600 lbs.
Weight of freight engines.....	43,600 "

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	233,138
Bituminous coal.....	22,837
Petroleum, (included in merchandize.)	
Railroad iron, and other iron or castings.....	42,128
Iron and other ores.....	4,221

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Lime and limestone.....	23,178
Agricultural products, merchandize and manufactures.....	22,688
Live stock.....	450
Lumber.....	896
Other articles.....	21,666
Total.....	371,202

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

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

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through and local freight, (per ton per mile,) average.....	8 $\frac{1}{2}$ cents.
For through coal, (per ton per mile,).....	None.
For local coal, (per ton per mile,).....	5 $\frac{1}{8}$ cents.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$92,389 19
Taxes on real estate.....	3,129 89
Total.....	95,519 08

Repairs of machinery :

Repairs of engines and tenders.....	\$27,390 48
Repairs of passenger and baggage cars.....	27,327 96
Repairs of freight cars.....	8,438 95
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.....	67,157 39

Operating the road :

Office expenses, stationery, advertising, tickets, &c.,	\$5,031 03
Agents and clerks	6,278 00
Labor—loading and unloading freight	14,582 00
Porters, watchmen and switch tenders	7,445 50
Wood and water station attendance	4,901 00
Conductors, baggage masters and brakemen....	19,569 96
Engineers and firemen	23,425 64
Fuel and cost of preparing for use.....	60,341 22
Oil and waste for engines and tenders, passenger, baggage and freight cars	9,460 02
Damages to property, including damage by fire, and cattle killed on road	1,114 39
General superintendence	6,199 98
Contingencies, (including gas, water rent, bridge tolls, stamps, &c.).....	11,594 22
Total.....	<u><u>169,942 96</u></u>

Receipts :

From passengers	\$388,130 57
From freight	186,590 69
From mail transportation.....	500 00
From interest	1,185 12
From miscellaneous.....	28,939 53
Total.....	<u><u>605,345 91</u></u>

Summary of payments :

For equipment and maintenance of rolling stock,	\$25,280 00
For maintaining and operating the road	332,619 43
For dividends	132,753 50
For interest.....	10,873 47
For miscellaneous	28,605 38
For surplus funds.....	48,804 71
For State tax on capital stock, tonnage and earn- ings.....	12,255 84
For United States tax on dividend and surplus...	16,411 91
Total.....	<u><u>607,604 24</u></u>

ACCIDENTS

KILLED—passengers	1
others	7
	—
Total	8
	—
INJURED—others	2
	—

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

1866.

Jan. 6. A child of H. N. Ashmun was injured, by collision of wagon and engine, at Tenth street, and died from effects of injury.

April 2. John L. Thomas fell from the platform of a passenger car, near Venango street, was run over, and died from effects of injury.

Feb. 10. Cornelius M'Donough fell on the track, under an engine, near School lane, and was killed.

June 16. Hugh Gilmore, a boy, aged 10 years, in attempting to jump on to coal car, at Conshohocken, fell, was run over by car, and died from effects of injury.

July 4. Kline Graver was run over, in a deep cut, on Chestnut Hill railroad, by 10.40 P. M. train, and it is doubtful whether he was killed by the engine, or by a fall from a high embankment into the deep cut.

June 22. Neal Collins, a deaf man, was run over by the 5.45 P. M. train, near Nicetown, and died from the effects of the injury.

July 26. Mrs. Frazier, in attempting to cross the track, ahead of an engine, was slightly injured.

July 30. John Schuyler was on the track, and run over by an engine, near Falls lane; he was intoxicated, and fell on the track, in front of engine.

Aug. 16. James Jagers was run over, and instantly killed, by the midnight train, in Manayunk; he was intoxicated, and probably asleep on the track.

Oct. 3. A carriage came in collision with an engine, at School lane ; Mrs. Uber, one of the occupants of the carriage, was injured, though not dangerously.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
C. Colket.....	Philadelphia.
J. J. Woodward	Philadelphia.
J. Warner Johnson.....	Philadelphia.
S. Morris Waln.....	Philadelphia.
Wm. H. Slingluff.....	Norristown.
Wm. Musser.....	Philadelphia.
J. V. Williamson.....	Philadelphia.
Joseph Swift.....	Philadelphia.
Wm. Harman.....	Philadelphia.
C. Ellis.....	Philadelphia.
Wm. H. Hart.....	Philadelphia.
Joseph Perot	Philadelphia.
E. C. Dale, President.....	Philadelphia.
A. E. Dougherty, Secretary and Treasurer.....	Philadelphia.
W. S. Wilson, Superintendent.....	Philadelphia.

(No. 66.)

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

(Signed)

H. WOOD, *Superintendent.*JOSEPH HUDDELL, *Treasurer.*

Sworn and subscribed before me, }
 this 21st day of January, 1867. }

WM. DAVIS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed	225,000 00
Amount paid in as by last report	218,100 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.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	4,362
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$991,843 20	\$1,025,182 24
Equipment	66,997 30	70,164 16
Total cost.....	<u>1,058,840 50</u>	<u>1,095,346 40</u>

CHARACTERISTICS OF ROAD

Length of main line of road, from junction W. C. & P. R. R. to Baltimore	90 miles.
Length of road laid	39 miles.
Length of double track.....	None.
Length of sidings, about	2 miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track	50 and 57 lbs.
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 \$2,500,)	4
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 \$550 00,).....	63
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.....	20
Number of wood and water stations on main road,	3
Number of tunnels	None.
How is track laid and on what foundation? On sand and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	45,809
Number of miles run by freight trains	41,740

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Number of miles run by coal trains.....	None.
Number of passengers (all classes) carried in cars,	103,491
Gross amount of tonnage for the year	49,388
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	16
Average rate of speed adopted by express trains, including stops	None.
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	18 tons.
Weight of freight engines.....	26 "
<i>The rate of fare for passengers charged for the respective classes per mile, as follows :</i>	
For first class through passengers.....	3½ cents.
For first class way passengers.....	4 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$38,425 37
Taxes—United States, State and local	9,223 27
Total	<u>47,648 64</u>

Operating the road :

Motive power.....	\$27,557 89
Maintenance of cars	7,279 93
Transportation of passengers	6,280 19
Transportation of freight.....	22,672 74
General expenses	4,029 96
Total	<u>67,820 71</u>

Receipts :

From passengers	\$71,083 52
From freight	76,034 79

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From mail transportation.....	\$1,650 00
Miscellaneous	450 04
Total	149,218 35

Summary of payments :

For construction and equipment.....	\$36,505 90
For maintaining and operating the road.....	115,469 35
For dividends	None.
For interest	9,329 25
For State tax on capital stock and tonnage and United States tax, (included in expenses.)	
Total.....	161,304 50

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
Philip Quigley.....	Wilmington, Del.
David Woelper.....	Chadd's Ford, Del. co., Pa.
Josiah Phillips.....	Kennet Sq., Chester co., Pa.
Milton Conard.....	West Grove, Chester co., Pa.
Jas. A. Strawbridge	Elkview, Chester co., Pa.
Samuel Dickey.....	Oxford, Chester co., Pa.
James R. Ramsey.....	Oxford, Chester co., Pa.
Daniel Stubbs.....	Nottingham, Chester co., Pa.
Sam'l J. Dickey.....	Hopewell Mills, Chest. co., Pa.
Dr. S. B. Stubbs	Rising Sun, Cecil co., Md.
Jacob Tome	Port Deposit, Cecil co., Md.
Sam'l M. Felton, President.....	Philadelphia.
Joseph Huddell, Secretary and Treasurer.....	Philadelphia.
Henry Wood, Superintendent.....	Philadelphia.

(No. 67.)

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

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

(Signed) HERMAN J. LOMBAERT, *Vice President.*
 THOMAS T. FIRTH, *Treasurer.*

Sworn and subscribed before me, }
 this 1st day of February, 1867. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Amount paid in, as by last report	\$20,000,000 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.....	11,438,855 75
Floating debt, as by last report	983,880 08
The amount now of floating debt	445,500 00
Total amount now of floating and funded debt ..	11,884,355 75
Rate per cent. per annum of interest on funded debt, and on debt due the State.....	5 ³ / ₁₀₀ per cent.
Debt due State.....	6,600,000 00
Date and rate per cent. per annum of dividend or dividends: May 1, 1866, 5 per cent.; November 1, 1866, 4 per cent.	
Number of shares of stock	400,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	\$20,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$17,514,586 55	\$14,388,008 26
Real estate		3,376,216 63
Equipment	3,375,023 85	3,371,214 93
Total cost	<u>20,889,610 40</u>	<u>21,135,439 82</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pittsburg, (including Harrisburg and Lancaster railroad,)	354 $\frac{9}{10}$ miles.
Length of road laid	354 $\frac{3}{10}$ "
Length of double track of road	345 $\frac{1}{10}$ "
Length of sidings	121 $\frac{2}{10}$ "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	64 and 67 lbs.
Branch roads owned by the company and their length, viz: Hollidaysburg, 7 $\frac{2}{10}$ miles; Indiana, 19 miles; Delaware extension, 5 $\frac{5}{10}$ miles; Steubenville extension, 1 $\frac{2}{10}$ miles.	
Roads worked or leased by the company, viz: East Brandywine and Waynesburg, 17 miles; Harrisburg and Lancaster, 54 $\frac{1}{10}$ miles; Mifflin and Centre County, 6 $\frac{9}{10}$ miles; Tyrone and Clearfield, 23 $\frac{5}{10}$ miles; Bald Eagle Valley, 51 $\frac{2}{10}$ miles; Ebensburg and Cresson, 11 miles; Western Pennsylvania, 63 $\frac{1}{10}$ miles; Philadelphia and Erie, 287 $\frac{4}{10}$ miles.	
Number of engine houses and shops	8
Number of engines	362
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,500,)	141
Number of second class passenger cars, (rated as eight wheel cars,)	43
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,000,)	80

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Number of freight cars, rated as eight wheel cars, (average cost of each \$750.).....	4,878
Number of coal cars, rated as eight wheel cars, (average cost of each \$600.)	728
Number of iron bridges, (total length in feet 12,097,).....	141
Number of wooden bridges, (total length in feet 8,595,).....	48
Number of stone bridges, of 24 feet span and up- ward.....	17
Number of railroads crossed.....	4
Number of stations on main road: 85 passenger and 52 freight.	
Number of wood and water stations on main road: 28 wood and 63 water.	
Number of tunnels, (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 upon broken stone ballast.	

Harrisburg and Lancaster railroad company is considered as part of main line, in giving characteristics of road.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	1,775,472
Number of miles run by freight trains.....	5,304,554
Number of miles run by maintenance of way trains	273,240
Number of through passengers for the year on main road.....	22,961
Number of passengers (all classes) carried in cars, Number of tons of 2,000 lbs. of through freight for the year on main road.....	2,673,568
Gross amount of tonnage for the year.....	480,784
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour.)	3,452,718
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	20
	25

Average rate of speed adopted by freight trains, including stops, (miles per hour,)	IF
Weight of first class passenger engines, (pounds,)	65,000
Weight of freight engines, (pounds,)	75,000

The amount of freight, specifying the quantity in tons :

Anthracite coal	220,780
Bituminous coal	1,192,401
Petroleum	167,328
Pig iron	129,206
Railroad iron	64,111
Other iron or castings	74,982
Iron and other ores	74,730
Lime and limestone	89,080
Agricultural products	353,194
Merchandise	231,403
Manufactures	75,023
Live stock	185,545
Lumber	291,022
Other articles	37,554
Total	<u>3,186,359</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 :

For through freight and coal, and local freight and coal	<u>2²³/₁₀₀ cents.</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transport'n.
Repairs or maintenance of way, including buildings	\$2,388,719 34	\$716,015 80	\$1,670,703 54
Taxes on real estate	63,852 77	19,155 83	44,696 94
Iron rails.....	917,698 59	275,309 58	642,389 01
Total	3,368,270 70	1,010,481 21	2,357,789 49
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$897,805 75	\$269,341 72	\$628,464 03
Repairs of passenger and baggage cars.....	294,177 97	294,177 97	.....
Repairs of freight cars.....	731,319 32	.....	731,319 32
Repairs of tools and machinery in shops.....	102,916 77	30,875 05	72,041 72
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	311,001 41	93,300 42	217,700 99
Total repairs of machinery	2,337,221 22	657,695 16	1,649,526 06
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$206,909 13	\$62,099 74	\$144,899 39
Agents and clerks.....	516,504 97	154,951 49	361,553 48
Labor, (loading and unloading freight,).....	167,285 23	50,185 57	117,099 66
Porters, watchmen and switch tenders.....	70,310 90	21,093 27	49,217 63
Wood and water station attendance.....	27,126 25	8,137 88	18,988 37
Conductors, baggage masters, brakemen and dispatchers.....	785,338 25	235,601 47	549,736 78
Engineers and firemen.....	443,393 03	133,017 91	310,375 12
Fuel and cost of preparing for use.....	670,404 64	201,121 39	469,283 25
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	270,837 08	81,251 12	189,585 96
Loss and damage of goods and baggage.....	182,637 14	54,791 14	127,846 00
Use of freight cars.....	35,064 58	10,519 37	24,545 21
Shoveling snow.....	16,182 12	4,854 64	11,327 48
Damages to property, including damage by fire, (and cattle killed on road, not liable by law,).....	125,401 47	37,620 44	87,781 03
General superintendence.....	91,094 54	27,328 36	63,766 18
Contingencies, including U. S. tax and State tonnage tax.....	1,302,290 92	390,687 28	911,603 64
Total expenses for maintaining road for 1866	10,616,362 17	3,171,437 44	7,444,924 73
Extraordinary expenses, rated 30 and 70 per cent.....	2,174,547 10	581,688 36	1,592,858 74
	12,790,909 27	3,753,125 80	9,037,783 47

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$20,000,000 00
From sale of bonds.....	11,438,855 75
From other sources.....	None.
Total.....	<u>31,438,855 75</u>

Receipts :

From passengers.....	\$3,946,466 75
From freight.....	11,709,293 59
From mail transportation.....	82,730 00
From interest.....	133,406 36
From miscellaneous.....	845,392 50
Total.....	<u>16,717,289 20</u>

Summary of payments :

For construction and equipment.....	\$21,135,439 82
For maintaining and operating the road.....	12,456,212 46
For dividends.....	1,737,969 00
For interest.....	698,574 99
For miscellaneous—paid State on account main line and interest.....	460,000 00
For State tax on capital stock and tonnage—	
For tonnage tax.....	\$71,716 83
For State tax.....	98,676 50
	<u>170,393 33</u>
For United States tax.....	262,979 98
For United States tax on dividends and surplus.....	<u>210,247 27</u>
	473,227 25
Total.....	<u>37,131,816 85</u>

Cost of transportation :

Cost per passenger per mile, proximate average..	2 $\frac{28}{100}$ cents.
Cost per ton freight per mile, proximate average,	<u>1 $\frac{41}{100}$ cents.</u>

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ACCIDENTS.

Recapitulation of report of personal injuries during the year 1866.

MONTH.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
January.....		3	4	11	1	2	5	16
February.....	1	1	2	10	3	2	6	13
March.....		1	3	7	4	1	7	9
April.....		1	2	6	6	2	8	9
May.....	1	1	4	9	5	4	10	14
June.....		1	2	7	3	4	5	12
July.....	1	1	4	6	5	8	10	15
August.....			3	4	6	3	9	7
September.....			1	6	3	1	4	7
October.....			5	11	2	4	7	15
November.....				3	5	2	5	5
December.....	1		3	5	2	1	6	6
Total.....	4	9	33	85	45	34	82	128

All accidents reported, no matter how slight. Fifty-four of those reported were but slightly injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
John Hulme.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
G. D. Rosengarten.....	Philadelphia, Pa.
Alexander Nimick.....	Pittsburg, Pa.
Samuel T. Bodine.....	Philadelphia, Pa.
Joseph B. Meyers.....	Philadelphia, Pa.
Edward C. Knight.....	Philadelphia, Pa.
Washington Butcher.....	Philadelphia, Pa.
Lewis Elkin.....	Philadelphia, Pa.
John Rice.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Herman J. Lombaert.....	Philadelphia, Pa.
J. Edgar Thomson, President.....	Philadelphia, Pa.
Edmund Smith, Secretary.....	Philadelphia, Pa.
Thomas T. Firth, Treasurer.....	Philadelphia, Pa.
Edward H. Williams, General Superintendent.....	Altoona, Pa.

(No. 68.)

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 30th day of January, 1867. }

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	5,069,450 00
Total amount now paid in of capital stock	5,083,700 00
Funded debt, as per last report	13,000,000 00
Total amount now of funded debt	13,000,000 00
Floating debt, as by last report	2,000 00
The amount now of floating debt	600 00
Total amount now of floating and funded debt ..	13,000,600 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	None.
Number of shares of stock	101,674
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	None.

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (less earnings,)	\$17,682,766 48	\$17,869,732 84
Equipment belongs to Pennsylvania railroad company, lessee.		

CHARACTERISTICS OF ROAD

Length of main line of road, from Sunbury to Erie,	287 $\frac{5}{10}$ miles.
Length of road laid	287 $\frac{5}{10}$ miles.
Length of double track of road: none so considered.	
Length of sidings	63 $\frac{2}{10}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company and their length	
	None.
Roads worked or leased by the company	
	None.
Number of engine houses and shops: 5 sets shops with engine houses, and 5 small engine houses detached from shops.	
Number of engines	90
Number of first class passenger cars, rated as eight wheel cars, 31 first class, and 6 second class, (average cost of each 4,000,)	37
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,000,)	17
Number of freight cars, rated as eight wheel cars, (average cost of each \$900,)	1,296
Number of coal cars, rated as eight wheel cars, (average cost of each \$800,)	50
Number of iron bridges, (total length in feet 60,)	2
Number of wooden bridges, (total length in feet 18,160,)	163
Number of stone bridges: none so considered.	
Culverts of all kinds, (length not known,)	498
Number of railroads crossed	2
Numbers of stations on main road	71
Number of wood and water stations on main road,	41

Number of tunnels	None.
How is track laid, and on what foundation? With cross-ties, partly ballasted with stone and gravel.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	469,797
Number of miles run by freight trains	958,313
Number of miles run by coal trains: not run separately.	
Number of through passengers for the year on main road	2,029
Number of passengers (all classes) carried in cars,	695,415
Number of tons of 2,000 lbs. of through freight for the year on main road	21,763
Gross amount of tonnage for the year	815,096
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	21 miles.
Average rate of speed adopted by express trains, including stops	21 miles.
Average rate of speed adopted by freight trains, including stops	12 miles.
Weight of first class passenger engines: 58,350 lbs., or 29½ tons.	
Weight of freight engines: 63,700 lbs., or 31½ tons.	

The amount of freight, specifying the quantity in tons:

Anthracite coal	169,899
Bituminous coal	86,359
Petroleum	118,132
Pig iron	7,392
Railroad iron	19,907
Other iron or castings	2,456
Iron or other ores	3,049
Lime and limestone	8,990
Agricultural products	49,175
Merchandize	21,500

RAILROAD REPORT.

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Manufactures	89,136
Live stock	2,599
Lumber	215,282
Other articles	21,220
Total	<u>815,096</u>

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

For first class through and way passengers	3½ cents
For second class through and way passengers: no second class.	<u> </u>

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight and coal, and local freight and coal, per ton per mile, (average charge per ton,)	<u>2.61</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n.
Repairs or maintenance of way, including buildings.....	\$675,330 14	\$270,132 06	\$405,198 09
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$204,264 05	\$81,705 62	\$122,558 43
Repairs of passenger and baggage cars: belong to Pennsylvania railroad company.....			
Repairs of freight cars: belong to Pennsylvania railroad company.....			
Repairs of ballast and wood trucks.....	3,582 79	1,433 12	2,149 67
Repairs of tools and machinery in shops.....	39,070 85	15,628 34	23,442 51
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	104,905 24	41,962 10	62,943 14
Total	351,822 93	140,729 18	211,093 75
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$79,544 33	\$31,817 73	\$47,726 60
Agents and clerks.....	60,315 49	24,126 20	36,189 29
Labor—loading and unloading freight.....	82,770 35	13,108 14	19,062 21
Porters, watchmen and switch tenders.....	8,301 59	1,320 64	1,980 95
Wood and water station attendance.....	9,117 93	3,647 17	5,470 76
Conductors, baggage masters and brakemen.....	135,342 69	54,137 08	81,205 61
Engineers and firemen.....	92,771 34	37,108 54	55,662 80
Fuel and cost of preparing for use.....	188,375 61	75,350 25	113,025 36
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	42,529 70	17,011 88	25,517 82
Loss and damage of goods and baggage.....	52,009 89	15,660 81	36,349 08
Shoveling snow.....	34,881 71	13,952 68	20,929 03
Damages to property, including damage by fire, and cattle killed on road.....	29,246 98	11,698 79	17,548 19
General superintendence.....	14,840 25	5,936 10	8,904 15
Contingencies.....	1,017,512 40	407,004 96	610,507 44
Total	1,792,560 26	711,881 97	1,080,679 29
Grand total, which includes 30 per cent. paid Philadelphia and Erie company on lease.	\$2,819,713 33	\$1,122,742 21	\$1,696,971 12

RAILROAD REPORT.

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RECEIPTS ON CONSTRUCTION ACCOUNT.

From stockholders	\$14,250 00
From sale of bonds	None.
From other sources	177,632 00
Total	<u>191,882 00</u>

Receipts :

From passengers	\$734,724 91
From freight	1,744,299 13
From mail transportation	18,501 96
From miscellaneous	43,525 79
Total	<u>2,541,051 79</u>

Summary of payments :

For construction	\$320,000 00
For maintaining and operating the road	2,740,129 83
For dividends	None.
For interest	570,640 00
For miscellaneous	None.
For surplus funds	None.
For State tax on capital stock and tonnage	27,767 73
For United States tax	51,815 77
Total	<u>3,710,353 33</u>

Cost of transportation :

Cost per passenger per mile, proximate average ..	3 ⁸³ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average,	<u>1 ⁷⁴/₁₀₀ "</u>

ACCIDENTS.

KILLED —passengers	None.
employees	15
others	None.
Total	<u>15</u>

INJURED—passengers	8
employees	18
others	3
—	—
Total	29
	==

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
Edward F. Gay.....	Philadelphia.
Henry Duhring.....	Philadelphia.
Wm. G. Moorhead.....	Philadelphia.
Charles B. Wright.....	Philadelphia.
Henry D. Moore.....	Philadelphia.
Charles P. Bayard.....	Philadelphia.
James D. Whetham.....	Philadelphia.
Henry W. Catherwood.....	Philadelphia.
Wm. S. Lane.....	Philadelphia.
James B. Montgomery.....	Philadelphia.
J. Alexander Simpson.....	Philadelphia.
John W. Everman.....	Philadelphia.
Wm. A. Galbraith.....	Erie, Pa.
Edward F. Gay, President.....	Philadelphia.
George P. Little, Secretary and Treasurer.....	Philadelphia.
Alfred L. Tyler, Superintendent.....	Erie.

(No. 89.)

PHILADELPHIA AND READING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Chas. 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)

CHAS. E. SMITH, *President.*S. BRADFORD, *Treasurer.*Attest:—W. H. WEBB, *Secretary.*

Sworn and subscribed before me, }
 this 15th day of January, 1867. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount paid in as by last report	\$20,240,673 47
Total amount now paid in of capital stock.....	22,742,867 27
Funded debt, as per last report.....	6,900,662 67
Total amount now of funded debt.....	6,719,562 67
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	6,719,562 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: 5 per cent. dividend declared June 22, 1866, payable in cash, July 12, 1866; 5 per cent. dividend declared Dec. 15, 1866, payable in cash or common stock, at the option of the holder, payable Dec. 31, 1866.	
Number of shares of stock.....	454,857 $\frac{35}{100}$

Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: Dividend of June, 1866, on \$22,733,367 27; dividend of December, 1866, on \$22,742,867 27.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$19,155,988 31	\$19,300,654 83
Equipment	6,155,946 50	7,079,349 35
Total cost	25,311,934 81	26,380,004 18

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	133 "
Length of sidings, main line, 122 $\frac{3}{10}$ miles; total length of track, including sidings, main line and roads worked or leased by the company ..	748 $\frac{6}{10}$ miles.
Gauge of road	4 feet 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 railroad; Mount Carbon and Port Carbon railroad; Mahanoy and Broad Mountain railroad; East Mahanoy railroad; Little Schuylkill railroad; Mine Hill railroad; Lorberry Creek railroad; Good Spring railroad; Chester Valley railroad; West Reading railroad; and Port Kennedy railroad.	
Number of engine houses and shops: 17 engine houses, 7 shops.	
Number of engines owned	234
Number of engines leased	33
Total	267

RAILROAD REPORT

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Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$4,250)	71
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,800 to \$2,300.).....	30
Number of freight cars, rated as eight wheel cars, (average cost of each \$600 to \$900.).....	1,417
Number of coal cars, rated as eight wheel cars, (average cost of each \$600 to \$725,)	6,596
Number of iron bridges	24
Number of wooden bridges	14
Number of stone bridges	54
Number of railroads crossed: Locomotive, 7; horse, 20.	
Number of stations on main road.....	53
Number of wood and water stations on main road: Wood, 10; water, 22.	
Number of tunnels, (length of each: Pulpit Rock, 1,657 feet; Black Rock, 1,932 feet; Flat Rock, 932 feet.).....	3
How is track laid and on what foundation? Broken stone and cinder ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

[Including roads worked and leased by the company.]

Number of miles run by passenger trains.....	543,957
Number of miles run by freight trains	442,494
Number of miles run by coal trains.....	2,485,245
Number of actual through passengers for the year on main road.....	27,910
Number of passengers equal to through.....	384,302
Number of passengers (all classes) carried in cars,	1,444,257
Gross amount of tonnage for the year.....	5,197,567
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, (in tons of 2,240 pounds,).....	25
Weight of freight engines, (in tons of 2,240 pounds,).....	<u>30$\frac{1}{2}$</u>

The amount of freight, specifying the quantity in tons of 2,000 pounds:

Anthracite coal.....	3,839,543
Bituminous coal.....	320,903
Petroleum, and oil of all kinds.....	7,701
Pig iron.....	106,079
Railroad iron.....	39,020
Other iron or castings.....	66,610
Iron and other ores.....	197,996
Line and limestone.....	100,863
Agricultural products.....	99,861
Merchandise.....	78,495
Manufactures.....	24,051
Live stock.....	83,475
Lumber.....	149,709
Other articles.....	83,261
Total.....	<u><u>5,197,567</u></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.....	<u>2$\frac{7}{10}$ "</u>

The rate per ton (of 2,000 pounds) per mile charged for freight:

For freight and tolls on merchandise, per ton per mile, (average,).....	3 $\frac{15}{100}$ cents.
For freight and tolls on coal, per ton per mile, (average,).....	<u>1$\frac{87}{100}$ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n. Merchdize and Coal.
Repairs or maintenance of way, including buildings, bridges and wharves, at Port Richmond, but exclusive of cost of renewing railroad iron.....	\$1,094,668 29	\$147,061 29	\$947,607 00
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$600,277 29		
Repairs of passenger and baggage cars.....	56,531 37		
Repairs of freight cars.....	671,745 09		
Repairs of machinery at four inclined planes.....	45,132 42		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	39,546 46		
Total	1,413,252 63	\$169,590 31	\$1,243,662 32
OPERATING THE ROAD.			
Office expenses, stationery, &c., (exclusive of Philadelphia office,).....	\$45,300 07		
Agents and clerks.....	128,019 78		
Labor—loading and unloading freight, porters, watchmen, switch tenders and wood and water station attendance.....	179,905 19		
Conductors, baggage masters, brakemen, engineers and firemen.....	906,814 10		
Fuel and cost of preparing for use.....	503,194 17		
Oil, tallow, and waste for engines and tenders, passenger, baggage and freight cars.....	203,525 32		
Loss and damage of goods and baggage: coal, \$11,583 98; merchandize, \$7,303 30.....	18,887 28		
Hauling and assorting cars in coal region and at Port Richmond.....	121,739 88		
Damages to property, including damage by fire, and cattle killed on road.....	159 67		
Salaries of officers, law, stationery, advertising, &c., Philadelphia office.....	222,706 87		
Contingencies, sundries, water rents, &c.....	46,115 97		
Total	2,388,367 30	\$273,590 15	\$2,014,777 15

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

None.

Receipts :

From passengers	\$1,026,217 27
From freight, (coal, \$8,245,696 46; merchandize, \$1,421,539 02,)	9,667,235 48
From mail transportation	27,718 75
From use of freight cars, and miscellaneous	181,647 37
Total	10,902,818 87

Summary of payments :

For construction and equipment of sidings, new depots, &c., and purchase of cars and engines,	\$1,169,234 88
For maintaining and operating the road	4,886,288 22
For interest	396,649 76
For miscellaneous—rents and ground rents, for- eign exchange, dumpage, &c	874,431 90
Appropriated for renewing railroad iron	517,247 43
For State taxes on capital stock and tonnage, real estate, and gross receipts	203,708 02
For United States tax on receipts, manufactures, and excise stamps	257,071 49
Total	8,304,631 70

Total amount of surplus fund

\$2,920,118 01

Cost of transportation :

Cost per passenger per mile, (proximate average,)	1 $\frac{6\frac{1}{2}}{100}$ cents.
Cost per ton coal per mile, (proximate average,) . .	$\frac{3\frac{3}{4}}{100}$ “
Cost per ton freight per mile, (proximate average,)	1 $\frac{6\frac{3}{4}}{100}$ “
Taxes, cost of renewing rails, rents and inter- est, not included.	

ACCIDENTS.

KILLED—employees	14
others	18
Total	32
	==
INJURED—employees	7
others	12
Total	19
	==

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.

Dec. 8. James Bates, signalman, fell from train and was instantly killed.

Dec. 9. Lydia A. Kreps, struck by engine Minnehaha, near Valley Forge; killed.

Dec. 9. Andrew Lock, injured severely; died Dec. 11.

Dec. 13. Lewis M'Cormick, aged 7 years, had leg and arm cut off by engine, near Spring Garden and 23d streets, Philadelphia; James Coyle, slightly injured at same time.

Dec. 14. Elizabeth Kulp, killed while picking coal below Royer's Ford, by market train.

Dec. 16. Philip Reily, sub-boss, killed, near Belmont station.

Dec. 20. A stranger, named Williams, fell from Phoenixville depot platform and broke his leg.

1866.

Jan. 2. Simon O'Neil, stranger, killed on road above Reading.

Jan. 19. John Mangle, killed at Swede Furnace; he was an employee.

Jan. 23. Augustus Fiechthorn, killed 1½ miles east of Annville; was lying on track, supposed to be intoxicated.

Feb. 3. Charles Adair, aged 10 years, had both legs crushed at Columbia bridge, in attempting to get on train while in motion.

Feb. 21. Fred'k Bowers, aged 7 years, knocked down and had leg broken; walking on track.

Feb. 22. Unknown man, killed at Reading while cars were being shifted.

Feb. 24. Josiah Jones, conductor coal train, killed on the Union R. R., by the breaking of an axle.

March 21. Bartle White, boss, killed at Pt. Richmond, while at work, by an engine backing suddenly.

March 23. Hugh Kelly, a boy, had his leg crushed while riding on cars while they were being shifted.

May 19. Unknown man, killed four miles above Reading; the body was found under a pile of small coal.

May 25. Chas. C. Leader, dispatcher, killed at Mine Hill crossing, while counting cars.

May 25. Daniel Earl, boy, killed at Conshohocken.

June 7. Harvey Varnes, fireman engine "Kusciusko," and Thomas Doman, mail agent, killed at Valley Forge; switch turned wrong; train run over embankment.

June 28. Patrick Brennen, conductor coal train, fatally injured by falling from cars at Royer's Ford.

July 3. Daniel Albert, of Reading; three fingers cut off by down way passenger train No. 4½, at Falls.

July 13. Mrs. Obenhauser, of Pottstown, killed by down passenger train while picking coal.

July 14. James Davis, had his leg cut off by passenger train at Palo Alto.

July 23. Samuel Werte, killed at first public road west of Schuylkill bridge.

July 24. Martin Keifinger, foot crushed at turnpike crossing, Mt. Carbon, by engine Swatara.

July 24. Jacob Shordy, brakeman on coal train, crushed between bumpers at Birdsboro'; died two days after at Pottstown.

Aug. 2. Margaret Shreader, had an arm and both feet cut off by engine Wabash, at Mt. Carbon.

Aug. 2. Jeremiah Bowman, conductor freight train, had left arm crushed by engine Nevada.

Aug. 3. Edward Riley, aged 14 years, killed by up coal train, above Falls station.

Aug. 7. George Jacobs, engineer, fell on track at Phoenixville; severely injured—arm amputated; died two weeks after accident.

Aug. 15. Robert Jordan and Michael Magee, run over and killed by 3.30 up fast mail, at Conshohocken.

Aug. 18. David Young, aged 3 years, run over by pusher, at Falls.

Aug. 23. Signalman Lovel, had foot mashed in attempting to jump on engine Dubuque, above Valley Forge.

Sept. 11. Wm. Rook, badly injured by down freight, at Exeter.

Sept. 12. Jacob Bowen, killed near 8th street bridge, Reading, by coal train.

Sept. 15. Wm. Moore, employee, killed by engine Pacific, at 20th street and Penn avenue, Philadelphia.

Sept. 17. Barney Fener, fireman Pensacola, badly injured at Proving Ground; cause of accident—switch wrong.

Sept. 17. Samuel Griffith, engineer Pensacola, killed at Proving Ground; switch wrong.

Sept. 22. Wm. Quinter, repairsman, killed at Exeter, in attempting to jump on up coal train.

Oct. 3. Wm. Detwiler, company's blacksmith, severely injured on knee, by jumping from market train.

Oct. 8. Jno. M'Culler, foot crushed in trying to jump on coal train at Mine Hill wood crossing.

Oct. 24. Wm. Wynn, brakeman, fatally injured at Robesonia, by being caught between car and engine.

Oct. 26. Patrick M'Olink, killed by coal train near Obert's boiler works, Reading.

Oct. 28. Jno. Bertolett, employee, legs crushed by No. 16 freight, at Harrisburg; fell under cars while running them into siding.

Nov. 3. Jno. Folk, stranger, killed near Auburn by down coal train; cause of accident—riding on bumper and fell through.

Nov. 10. Robert Patterson, aged 80 years, killed while crossing track at 17th street and Penn avenue, Philadelphia.

Nov. 21. Wm. Echter, employee, in roping cars at Monocacy, caught by rope and had leg broken.

PHILADELPHIA AND READING

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
Jno. Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Chas. E. Smith, President.....	Philadelphia.
Wm. H. Webb, Secretary and Auditor.....	Philadelphia.
S. Bradford, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading.
Chas. E. Byers, Chief Engineer.....	Pottstown.

(No. 70.)

PHILADELPHIA AND TRENTON.

STATE OF PENNSYLVANIA, }
 _____ County, } SS:

Personally appeared R. S. Van Rensselaer, superintendent, and J. Parker Norris, 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.*
 J. PARKER NORRIS, *Treasurer.*

Sworn and subscribed before me, }
 this 27th day of November, 1866. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed	1,099,120 00
Amount paid in, as by last report	999,200 00
Total amount now paid in of capital stock	1,099,120 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, 1866, 10 per cent. in stock on \$999,200; July, 1866, 5 per cent. in cash on \$1,098,700.	
Number of shares of stock, (\$420 fractions,)	10,987
Par value of each share	\$100 00
Amount of capital on which the respective divi- dends were declared: \$999,200, January, 1866, 10 per cent. in stock; \$1,098,700, July, 1866, 5 per cent. in cash.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$603,882 24	
Paid on double track, by last report,	732,504 32	
Paid on double track since last report	32,897 28	
	<hr/>	<u>\$1,369,283 84</u>

Equipment hired.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Kensington depot to Morrisville	26.50 miles.
Length of road laid	26.50 "
Length of double track of road	26.50 "
Length of sidings	3.54 "
Gauge of road	4 feet 10 in.
Weight of rail per yard on main track. . . .	60 $\frac{1}{2}$, 60, 50 and 41 $\frac{1}{2}$ lbs.
Branch roads owned by the company and their length	None.
Roads worked or leased by the company	None.
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: five water and two wood.	
Value of real estate held by the company, exclusive of road way	\$272,223 09
Number of tunnels	None.
How is track laid, and on what foundation? Sills, sleepers and string pieces, gravel.	

RAILROAD REPORT.

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DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	195,478
Number of miles run by freight trains: Cannot determine, as only tolls are paid.	
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road, (of which 1,525 were excursion,).....	613,883
Number of passengers (all classes) carried in cars, (of which 7,859 were excursion,).....	922,599
Number of tons of 2,000 lbs. of through freight for the year on main road: Cannot determine; tolls only paid.	
Gross amount of tonnage for the year, tons of 2,240 lbs., (paying tolls,).....	86,497
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	30
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	30
Average rate of speed adopted by freight trains, (including stops:) Cannot determine; tolls only paid.	
Weight of first class passenger and freight engines: Cannot say, as equipment is hired.	

The amount of freight, specifying the quantity in tons.

Cannot determine; tolls only paid.

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 “
For second class through passengers.....	None.
For second class way passengers.....	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

Cannot answer; tolls only paid.

EXPENSES

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings: Included in maintaining road and miscellaneous.	
Taxes on real estate, (included in miscellaneous,)	\$5,762 10

Repairs of machinery :

Repairs of engines and tenders, passenger, baggage and freight cars, tools and machinery in shops; incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops: None—equipment being hired.

Operating the road :

Office expenses, stationery, &c., agents and clerks: Included in miscellaneous.	
Labor—loading and unloading freight	None.
Porters, watchmen and switch tenders, wood and water station attendance: Included in miscellaneous.	
Conductors, baggage masters and brakemen: Included in maintaining road.	
Engineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars: None—equipment hired.	
Loss and damage of goods and baggage: Included in miscellaneous.	
Use of freight cars	None.
Shoveling snow, damages to property, including damage by fire, and cattle killed on road: Included in miscellaneous.	
General superintendence	\$1,100 00

Receipts :

From passengers	\$788,322 30
From freight	19,688 06

RAILROAD REPORT

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From mail transportation.....	\$10,125 00
From miscellaneous.....	31,310 33
Total.....	<u>849,445 69</u>

Summary of payments:

For maintaining and operating the road.....	\$532,692 51
For dividends (cash July, 1866, and 10 per cent. in stock on \$999,200, January, 1866,).....	54,935 00
For interest.....	12,117 00
For miscellaneous.....	169,895 83
For State tax on capital stock and tonnage.....	7,394 27
For United States tax.....	21,873 87
Total.....	<u>798,908 48</u>

Total amount of surplus fund, (which was used on double track and real estate,).....	<u>\$50,547 21</u>
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Cost of transportation:

Cost per passenger per mile and per ton freight per mile, proximate average: Cannot say, not having made calculation.

ACCIDENTS

KILLED—passengers.....	1
INJURED—employees.....	3
others.....	5
Total.....	<u>8</u>

OFFICE OF SUP'T OF PHIL'A AND TRENTON R. R. Co., }
November 1, 1866. }

Report of accidents which have occurred during the year, commencing November 1, 1865, and ending October 31, 1866, 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.

1865.

Dec. 15. The 10.50 A. M. Cornwells and Kensington line struck a wagon, at Otis street crossing, containing three men, who attempted to cross ahead of the train, injuring them slightly. J. W. Morgan, conductor, and George Haggerty, engineer, not being in fault, both were retained in the company's service.

1866.

Feb. 21. As the 6.30 A. M. train, from Trenton, was approaching Cornwells, a man named Conrad Cook, stepped upon the track, and was struck by the engine, injuring him severely about the head. Wm. W. Baily, conductor, and Charles Swaim, engineer, not being in fault, both were retained in the company's service.

March 17. John Haines, in the employ of the company, had his foot badly crushed, in attempting to get off a construction train, while in motion, at Schenck's station. Wm. L. Allen, conductor, and Wm. G. Ely, engineer, not being in fault, both were retained in the company's service.

March 30. Michael Costigan, brakeman on a construction train, had his leg broken, by a dirt car upsetting on him, while dumping it.

July 7. James Anderson attempted to get on the 1.40 A. M. New York and Washington through line, while in motion, at Tacony, fell, the wheels passing over him, injuring him fatally. J. M. Johnson, conductor, and George Taylor, engineer, not being in fault, both were retained in the company's service.

Aug. 6. L. P. Enoch, a painter, employed in painting Neshamony bridge, fell from a ladder, on which he was standing, injuring him fatally.

Aug. 14. Wm. Van Deventer, a young man from Trenton, had his foot badly crushed, in attempting to cross ahead of the engine of the 10.15 A. M. line, from Kensington, while drilling, at Bristol. T. Stackhouse, conductor, and Charles Swaim, engineer, not being in fault, both were retained in the company's service.

R. S. VAN RENSSÉLAER, *Superintendent.*

Sworn and subscribed before me, this }
27th day of November, A. D. 1866. }

W. W. DOUGHERTY, *Alderman.*

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.....	Philadelphia.
William S. Freeman.....	Philadelphia.
William H. Gatzmer.....	Philadelphia.
Richard Shippen.....	Philadelphia.
John Dorrance.....	Bristol, Pa.
Asa J. Fish.....	Philadelphia.
Charles Macalester.....	Philadelphia.
John G. Stevens.....	Trenton, N. J.
Benjamin Fish.....	Trenton, N. J.
Vincent L. Bradford, President.....	Philadelphia.
James Morrell, Secretary.....	Philadelphia.
J. Parker Norris, Treasurer.....	Philadelphia.
R. S. Van Rensselaer, Superintendent.....	Bordentown, N. J.

*Since dead.

(No. 71.)

PHILADELPHIA, WILMINGTON AND BALTIMORE.

STATE OF PENNSYLVANIA, }
 _____ County, } SS :

Personally appeared Isaac Hinckley, president, and A. 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.*
 ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me, }
 this 10th day of December, 1866. }

GEO. PATCHEL, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law: No fixed amount—have a convertible loan.	
Amount of stock subscribed	Cannot say.
Amount paid in as by last report.....	\$8,973,300 00
Total amount now paid in of capital stock	9,019,300 00
Funded debt, as per last report	496,000 00
Total amount now of funded debt.....	1,450,000 00
Floating debt, as by last report.....	180,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	1,450,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend: July, 5 per cent.	
Number of shares of stock.....	180,386
Par value of each share.....	\$50 00
Amount of capital on which the dividend was declared	<u>\$9,008,800 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Baltimore.....	95 $\frac{9.5}{100}$ miles.
Length of road laid.....	95 $\frac{9.5}{100}$ "
Length of double track of road.....	80 "
Length of sidings.....	25 $\frac{6.1}{100}$ "
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track... 50, 52 $\frac{1}{2}$, 56, 58 and 60 lbs.	
Branch roads owned by the company.....	None finished.
Roads worked or leased by the company, viz: New Castle and Frenchtown, Junction and Breakwater, Southwark, New Castle and Wilmington, Delaware and Eastern Shore railroads.	
Number of engine houses and shops: Four engine houses and two shops.	
Number of engines.....	50
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$3,081,).....	72
Number of baggage (7) and mail (11) cars, rated as eight wheel cars, (average cost of each, mail \$1,250, baggage \$850,).....	18
Number of freight cars, rated as eight wheel cars, (express rated as freight cars,) average cost of each \$400.....	925
Number of iron bridges, (total length in feet 43,).....	1
Number of wooden bridges, (total length in feet 12,001,).....	26
Number of stone bridges, (total length in feet 870,).....	12
Number of railroads crossed.....	1
Number of stations on main road.....	34
Number of wood and water stations on main road,.....	10
How is track laid, and on what foundation? Cross-ties, wooden joint fixtures, and laid on gravel ballasting.	

 DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	516,723
Number of miles run by freight trains.....	300,678

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Number of miles run by other trains, (gravel, construction &c.).....	63,535
Number of through passengers for the year on main road	250,420
Number of passengers (all classes) carried in cars,	1,093,259
Number of tons of 2,000 lbs. of through freight for the year on main road	77,269
Gross amount of tonnage for the year.....	260,294
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,).....	26
Average rate of speed adopted by freight trains, (including stops:) 10 for way, 12 for through.	
Weight of first class passenger engines	26 to 30 tons.
Weight of freight engines.....	29 to 33 "

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal	9,740
Pig iron	5,860
Railroad iron.....	3,600
Other iron or castings.....	12,080
Lime	11,984
Agricultural products	62,918
Live stock	20,016
Lumber.....	11,418
Other articles	122,678
 Total.....	 260,294

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, (average,).....	3½ "
For second class through passengers.....	2 "

RAILROAD REPORT.

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The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, per ton per mile, (average,)	3 cents.
For local freight, per ton per mile, (average,)	3½ "
For local coal, per ton per mile, (average,)	2¾ "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings—total	\$293,702 62
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Repairs of machinery:

Repairs of engines and tenders	\$127,502 79
Repairs of passenger and baggage cars	52,937 83
Repairs of freight cars	26,152 53
Repairs of tools and machinery in shops	35,913 32
Total	242,506 47

Operating the road:

Total	\$877,062 10
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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds	\$1,000,000 00
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Receipts:

From passengers	\$1,685,315 98
From freight	720,554 90
From mail transportation, use of freight cars, in- terest and miscellaneous	65,087 76
Total	2,470,958 64

Summary of payments:

For construction	\$1,183,099 38
For maintaining and operating the road, (including all taxes,)	1,413,271 19

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For dividends, (including United States tax,)	\$474,147 37
For interest	51,187 51
For State tax on capital stock and tonnage: In- cluded in above.	
Total	3,121,705 45

ACCIDENTS.

KILLED—employees	3
others	8
Total	11
INJURED—others	2

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

1865.

Dec. 12. E. Higgins, employee, gravel train, coupling cars, run over and killed, at Wilmington.

Dec. 28. E. Singleton, intoxicated, crossing track at Havre de Grace, killed by express passenger train.

1866.

Jan. 15. D. Donaldson, freight brakeman, thrown from train, near Chester; coupling broke; died January 18.

March 9. W. Mullen, attempting to get on train in motion, at Chester, fell and was run over; head and arm injured.

March 19. W. Green, colored, stepping between tracks, at Howard station, as two passenger trains were passing each other, was struck and killed by engine.

April 14. Ed. Ginn, stepping off track, to avoid train, struck and killed, south of New Castle junction.

April 30. J. Boylen, in getting on passenger train, in motion, at Claymont, fell between train and platform, and killed.

June 12. J. Roney, 14 years, in jumping from freight train, riding without authority, in Baltimore, run over and killed.

June 13. P. M'Cagney, brakeman gravel train, in shifting cars at North-East, was run over and killed.

July 14. J. T. Williamson found on track, south of Ridley creek bridge; died July 15, 1866.

Aug. 20. H. Sweeney, intoxicated, in getting on passenger train in motion, at Wilmington, fell, run over and killed.

Aug. 24. E. Paxton, 10 years, on track at Sheelpot bridge, struck by lightning train, and killed.

Sept. 28. Wm. Miller, 10 years, injured at Concord road, below Chester, in consequence of horse running away, upsetting buggy and throwing him under mail train.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
Isaac Hinckley	Philadelphia, Pa.
W. Lyttleton Savage	Philadelphia, Pa.
Wm. Sellers	Philadelphia, Pa.
S. M. Felton	Winslow, Pa.
John A. Duncan	Wilmington, Del.
Jesse Lane	Wilmington, Del.
Joseph Bringham	Wilmington, Del.
F. A. Curtis	Newark, Del.
John C. Groome	Elkton, Md.
J. J. Cohen	Baltimore, Md.
Thomas Kelso	Baltimore, Md.
Columbus O'Donnell	Baltimore, Md.
Enoch Pratt	Baltimore, Md.
Thomas Donaldson	Baltimore, Md.
N. Thayer	Boston.
Isaac Hinckley, President	Philadelphia.
Alfred Horner, Secretary and Treasurer	Philadelphia.
H. F. Kenney, Superintendent	Philadelphia.

(No. 72.)

PITTSBURG AND CONNELLSVILLE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared W. O. 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 and correct, to the best of their knowledge and belief.

(Signed) WM. ODEN HUGHART, *President.*
 JOHN H. PAGE, Jr., *Treasurer.*

Sworn and subscribed before me, }
 this 21st day of December, 1866. }

A. S. NICHOLSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$5,000,000 00
Amount of stock subscribed	2,151,550 00
Amount paid in, as by last report	1,774,623 43
Total amount now paid in of capital stock	1,776,129 43
Funded debt, as per last report	1,500,000 00
Total amount now of floating debt	1,500,000 00
Floating debt, as by last report	64,207 43
The amount now of floating debt	73,108 10
Total amount now of floating and funded debt ..	1,573,108 10
Average rate per cent. per annum of interest on funded debt	6 per cent.
Date of each dividend	No dividends.
Amount of capital on which the respective divi- dends were declared	No dividends.

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present rep't.
Engineering.....	\$127,010 73	\$128,148 38
Graduation and masonry.....	848,221 31	891,905 77
Bridges, including trestle work.....	64,861 48	67,703 82
Superstructure, including iron.....	655,495 70	660,471 26
Passenger and freight stations, buildings, fixtures, &c.....	38,040 52	39,228 57
Engine, car and machine shops, engine houses, &c.....	54,141 76	57,800 55
Land and land damages.....	341,897 80	357,041 61
Locomotive engines.....	118,165 62	145,395 70
Passenger and baggage cars.....	23,824 75	27,542 69
Freight and other cars.....	56,829 70	56,829 70
Total cost.....	2,328,489 37	2,432,068 05

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg, Pa., to Cumberland, Md.....	149 miles.
Length of road laid, (Pittsburg to Connellsville,)	58 $\frac{4}{10}$ "
Length of double track of road, including sidings,	None.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track : 50, 56 and 60 lbs.—all new iron is 60 lbs.	
Branch roads owned by the company.....	None.
Roads leased by the company, viz : Fayette County railroad, (Connellsville to Uniontown,).....	12 $\frac{1}{2}$ miles.
Number of engine houses and shops.....	6
Number of engines.....	14
Number of first class passenger cars, (rated as eight wheel cars,).....	12
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	3
Number of freight cars, (rated as eight wheel cars,)	70
Repair cars.....	9
Number of iron bridges, (total length in feet 105,)	1
Number of wooden bridges, (total length in feet 818,).....	8
Number of stone bridges.....	None.
Number of railroads crossed at grade.....	None.
Number of stations on main road.....	37
Number of coal and water stations on main road,	9

Value of real estate held by the company, exclusive of road way.....	\$229,792 32
How is track laid, and on what foundation? Cross-ties, on stone ballasting.	<u>=====</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains	324,068
Number of through passengers for the year on main road, and on Fayette County road, operated as part of same.....	63,709
Number of passengers (all classes) carried in cars,	380,044
Number of tons of 2,000 lbs. of through freight for the year on main road, and Fayette County road, operated as part of same	124,980
Gross amount of tonnage for the year	315,734
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)	16½
Average rate of speed adopted by express trains, (including stops:) No express trains.	
Average rate of speed adopted by freight trains, (including stops.)	8
Average weight in tons of passenger engines. . . .	25 to 28 tons.
Average weight in tons of freight engines	<u>33 "</u>

The amount of freight, specifying the quantity in tons :

Bituminous coal and coke	256,664
Pig iron and iron ore	6,103
Railroad iron and other iron or castings	4,281
Lime and cement.....	955
Agricultural products and implements.....	5,373
Merchandise	4,129
Manufactures	2,960
Live stock	1,163
Lumber	8,772
Other articles	25,334
Total.....	<u>315,734</u>

RAILROAD REPORT

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

For first class through passengers	3½ cents.
For first class way passengers.	<u>4 " "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation	Freight Transporta'n.
Repairs or maintenance of way, including buildings	\$106,415 15	\$40,437 89	\$65,977 61
Rent of Fayette County railroad.....	9,000 00	3,420 00	5,580 00
Total	115,415 50		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	29,782 04	11,317 18	11,464 86
Repairs of passenger and baggage cars.....	8,657 00	3,289 66	5,367 34
Repairs of freight and hand cars.....	8,081 16	3,070 84	5,010 32
Repairs of tools and machinery in shops, and repairs of shops.....	6,323 45	2,402 91	3,920 54
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	16,415 56	6,237 91	10,177 65
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	3,548 00	1,272 24	2,075 76
Agents, clerks and warehouse men.....	21,319 16	8,101 28	13,217 88
Labor, (loading and unloading freight,) porters, watchmen, switch tenders, and wood and water station attendance.....	2,560 45	972 98	1,587 47
Conductors, baggage masters and brakemen.....	24,845 88	9,441 43	15,404 45
Engineers and firemen	20,715 75	7,871 98	12,843 77
Fuel—cost of labor for preparing for use.....	15,351 09	5,833 41	9,517 68
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,893 56	2,619 55	4,274 01
Loss and damage of goods and baggage.....	1,298 78	493 54	805 24
Use of freight cars.....	5,545 50	2,107 29	3,438 21
Damages to property and persons, (including damage by fire, and cattle killed on road,).....	547 50	208 05	339 45
General superintendence	1,500 00	570 00	930 00
Contingencies.....	4,543 51	1,726 53	2,816 98
Total	293,143 89	111,394 07	181,749 22

Cost of transportation :

Cost per passenger per mile, (proximate average,)	2 $\frac{1}{10}$ of 1 cent.
Cost per ton freight per mile, (proximate average,)	2 $\frac{1}{2}$ "

Receipts from all sources :

From passengers	\$172,380 87
From freight	280,149 51
From mail transportation	3,896 65
From other sources, (including balance in hands of treasurer, at end of former year,)	82,682 53
Total	<u>539,109 56</u>

Payments other than for construction :

For maintaining and operating the road, (including rent of leased road,)	\$293,143 89
For interest on funded debt	24,249 68
For other payments, (including interest on floating debt, and uncollected taxes, &c.,)	113,904 18
Total balance in hands of treasurer	4,233 13
Total	<u>435,530 88</u>

ACCIDENTS.

KILLED—employees	5
others	4
Total	<u>9</u>
INJURED—passengers	3
employees	3
others	1
Total	<u>7</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:

1866.

Jan. 30. H. W. Dull fell from express train, near Sewickly; not seriously hurt.

Jan. 30. No. 11 engine (freight) thrown from track, at Alpsville; John Miller and Wm. Crawford, brakemen, fatally injured.

Feb. 12. Jeremiah Toner, laborer, killed through his own carelessness while standing on track, near Armstrong's station; run over by freight train.

Mar. 12. John Early, Jr., employee, lying drunk on track, near Long run, run over and killed by coal train.

April 13. G. W. Johnston, brakeman, killed by coal train jumping track, at coal yard, Pittsburg.

April 17. H. S. Overholt, passenger, put his arm out of car window on Fayette County railroad, and had it broken in passing bridge.

April 19. ——— Nelson, laborer, stepped from train before it had stopped and had two ribs broken.

July 5. Thomas Hill, passenger, jumped from train entering Pittsburg depot, lost toes off one foot; caught under wheels.

July 18. Mr. Preston, passenger on West Newton accommodation, injured slightly, at Pennsylvania Forge; struck by stone thrown through car window.

May 5. Man named Williams struck by express train, near Robbins, and killed; cause, whisky.

July 27. James Murphy (drunk) struck by accommodation engine, at Glenwood; injury very slight.

Sept. 3. Wm. Whipkry asleep on track, near Uniontown, struck by accommodation engine and killed.

Oct. 2. John Dolan found dead on track, near Glenwood, supposed to have been killed by train during the night.

Oct. 5. Boy named Plank, in attempting to climb on train passing M'Keesport, was run over and fatally injured.

NAMES AND RESIDENCE OF OFFICERS

Officers.	Post office address.
Wm. Oden Hughart.....	Pittsburg.
G. B. T. Fetterman.....	Pittsburg.
John Fleming.....	Pittsburg.
William Phillips.....	Pittsburg.
William Baldwin.....	Pittsburg.
Joseph Pennock.....	Pittsburg.
Cyrus Meyers.....	Somerset, Pa.
Benjamin Deford.....	Baltimore, Md.
John A. Thompson.....	Baltimore, Md.
Johns Hopkins.....	Baltimore, Md.
Joseph R. Marston.....	Baltimore, Md.
W. W. Taylor.....	Baltimore, Md.
Wm. Oden Hughart, President.....	Pittsburg, Pa.
John H. Page, Jr., Secretary and Treasurer.....	Pittsburg, Pa.
Wm. B. Stout, Superintendent.....	Connellsville, Pa.

(No. 75.)

PITTSBURG, FORT WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared George W. Cass, president, and James P. Farley, auditor, of the Pittsburg, Fort Wayne and Chicago railroad company, and in due form of law made oath, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

G. W. CASS, *President.*J. P. FARLEY, *Auditor; P. F.*

Sworn and subscribed before me, }
 this 2d day of January, 1867. }

T. M. BLAIR, *Notary Public.*

STOCK AND DEBT.

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

Amount of stock subscribed	\$9,937,600 00
Amount paid in as by last report	9,307,300 00
Total amount now paid in of capital stock	9,940,765 48
Funded debt, as per last report.....	12,657,000 00
Total amount now of funded debt.....	12,572,500 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded 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	99,376

RAILROAD REPORT.

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Par value of each share	\$100 00
Amount of capital on which the respective dividends were declared: \$9,692,900; <i>average</i> of the four quarters.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction for the year 1866		\$924,581 17
Equipment for the year 1866		188,699 39
Total cost	22,727,993 96	23,841,274 52

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Chicago	468½ miles.
Length of road laid	468½ "
Length of double track of road	33½ "
Length of sidings	91¾ "
Gauge of road	4 feet 10 in.
Weight of rail per yard on main track	60 pounds.
Branch roads owned by the company, and their length, viz: Cleveland, Zanesville and Cincinnati R. R. Co	61 miles.
Roads worked or leased by the company, viz: New Castle and Beaver Valley R. R. Co.	
Number of engine houses and shops	20
Number of engines	189
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$2,500,)	94
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$1,250,)	48
Number of freight cars, rated as eight wheel cars, (average cost of each \$750,)	2,190
Number of coal cars, rated as eight wheel cars, (average cost of each \$650,)	102
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.....	16
Number of stations on main road	107
Number of wood and water stations on main road,	48
Value of real estate held by company, exclusive of road way, included in cost of railway construction and equipment.	
Number of tunnels	None.
How is track laid and on what foundation? Wood and cross-ties, wrought chairs, and a portion fish joint.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	1,445,725
Number of miles run by freight trains	3,116,922
Number of through passengers for the year on main road.....	218,044
Number of passengers (all classes) carried in cars,	1,302,211
Number of tons (of 2,000 pounds) of through freight for the year on main road.....	460,235
Gross amount of tonnage for the year.....	1,002,918
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.....	26
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	29 tons.
Weight of freight engines.....	27 "

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	163,258
Railroad iron.....	22,812
Lime and limestone.....	18,717
Agricultural products.....	202,509

RAILROAD REPORT.

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Merchandise	102,778
Manufactures	182,412
Live stock	158,283
Lumber	62,753
Other articles	89,396
Total	<u><u>1,002,918</u></u>

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

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

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

For through freight, (per ton per mile,)	2 cents.
For local freight, (per ton per mile,)	3 "
For local coal, (per ton per mile,)	1 $\frac{1}{2}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n
Repairs or maintenance of way, including buildings.....	\$1,481,652 33	\$497,217 44	\$384,434 89
Taxes on real estate.....	160,519 34	53,506 45	107,012 89
Total.....	1,642,171 67	550,723 89	1,091,447 78
REPAIRS OF MACHINERY,			
Repairs of engines and tenders.....	\$413,088 54	\$309,917 08	\$313,171 46
Repairs of passenger and baggage cars.....	185,051 53	185,051 53	
Repairs of freight cars.....	409,472 00		409,472 00
Repairs of tools and machinery in shops.....	44,519 63	14,839 88	29,679 75
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	29,890 46	9,963 49	19,928 97
Total.....	1,082,022 76	309,771 98	772,250 78
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$50,923 35	\$16,974 45	\$33,948 90
Agents and clerks.....	313,702 33	104,567 44	209,134 89
Labor—loading and unloading freight.....	215,413 28	48,597 13	166,816 15
Porters, watchmen and switch tenders.....	33,531 69	14,510 56	19,021 13
Wood and water station attendance.....	62,327 05	20,742 35	41,584 70
Conductors, baggage masters and brakemen.....	300,232 51	133,410 84	166,821 67
Engineers and firemen.....	962,768 92	78,223 54	204,545 38
Fuel and cost of preparing for use.....	517,178 04	153,948 34	358,229 70
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	132,251 48	44,083 82	88,167 66
Loss and damage of goods and baggage.....	56,661 24	18,887 08	37,774 16
Use of freight cars.....	49,108 10		49,108 10
Shoveling snow.....	9,238 60	3,076 20	6,162 40
Damages to property, including damage by fire, and cattle killed on road.....	21,033 38	7,214 46	14,418 92
General superintendence.....	80,853 24	23,751 08	53,602 16
Contingencies.....	501,110 50	167,036 83	334,073 67
Total.....	2,626,433 71	843,024 12	1,783,409 59

RAILROAD REPORT.

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RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders \$625,000 00

Receipts:

From passengers \$2,536,852 78
From freight 4,664,337 30
From mail transportation 93,900 00
From express 106,415 62
From rent of railway 85,000 00
Miscellaneous 38,881 13
Total 7,525,386 23

Summary of payments:

For construction and equipment \$1,158,908 78
For maintaining and operating the road 5,350,628 14
For dividends 1,035,315 79
For interest 882,340 38
For State tax on capital stock and tonnage 11,237 84
For United States tax 175,607 94
Total 8,614,038 87

ACCIDENTS

KILLED—passengers, on eastern division 1
 employees, on eastern division 11
 others, on eastern division 7
 passengers, on western division None.
 employees, on western division 5
 others, on western division 14
Total 38

INJURED—passengers, on eastern division 12
 employees, on eastern division 28
 others, on eastern division 13
 passengers, on western division 11
 employees, on western division 34
 others, on western division 6
Total 104

KILLED—Eastern division	19
Western division	<u>19</u>
INJURED—Eastern division	53
Western division	<u>51</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.

1. Nov. 16. A man, name unknown, was struck in the back by the engine of No. 12, while the train was passing two mile post, east of Chicago, knocking him down and injuring him severely.

2. Nov. 14. William Kelly, a resident of Glenville, Crawford county, Ohio, had a leg cut off by train, No. 3, November 14, at Bucyrus. He was lying by the side of the track drunk, with one leg across the rail.

3. Dec. 22. A man, name unknown, was injured about the head and shoulders, by being struck by train, No. 15, while riding on a hand car, about one mile east of Bourbon.

4. Dec. 20. Pat. McCabe was killed by being struck by train, No. 5, in Monroeville. He started from Monroeville drunk, and was on his way home when killed.

5. Dec. 26. Jeremiah Kalaher was found dead on the first crossing west of Plymouth; probably killed by train, No. 5; was last seen about three o'clock in the morning, in a state of intoxication.

6. Nov. 23. A. Proctor, switchman at Chicago, while coupling a moving train, was caught between the platforms of two freight cars, and badly rolled. Recovered.

1866.

7. Jan. 9. Train, No. 1, was thrown from the track half a mile west of Hobart, by a loose wheel under coach, No. 81. Two coaches were thrown down the bank, about twenty feet, by which one lady-passenger had her shoulder dislocated, and two men were slightly cut about the head. Conductor and both brakemen were slightly injured.

8. Jan. 16. A. T. Wiggins, freight brakeman, while running over the top of second section, No. 11, at Auglaize bridge, the cars being covered with ice, he slipped and fell off the car and through

the bridge, knocking him senseless. His head was severely cut, and the ligaments of his knee badly crushed. Recovered.

1865.

9. Nov. 16. Frank Fletter, freight brakeman, while coupling cars at Huntsville, slipped and fell, the wheel passing over his leg, from his heel to his knee, bruising it considerably, but breaking no bones. Recovered.

1866.

10. Feb. 24. Robert Armstrong, the colored porter on train, No. 2, was badly bruised, but no bones broken, by train being thrown from track, about one mile west of R. I. Junction, caused by the breaking of an axle under the tender of the engine.

11. Feb. 24. Charles Porter, freight brakeman, had his knee and side badly bruised, near Etna Green, caused by train being thrown from the track.

12. March 2. C. B. Shefflor, freight brakeman, was seriously injured, by being caught between two cars at Columbia, while doing some shifting. Doctor says he had two ribs cracked.

13. March 16. E. C. Tingle, freight brakeman, fell from the top of train, No. 10, at Huntsville, injuring his left arm quite seriously. Last report he was improving rapidly.

14. March 21. William Ford, freight brakeman, had his collar bone broken, at Huntsville, by being caught between the engine and first car, while coupling them together. He was doing well when last heard from.

15. March 24. A. N. Holliday, freight brakeman, fell from the top of a car on No. 9, while shifting at Huntsville, and struck on his posterior extremity, injuring him severely. No bones broken.

16. March 26. Hugh Green, a native of the Emerald isle, was instantly killed, at the round house, by engine 115. The engine was backing slowly into the round house, and the bell ringing. Green stood on the track, watching an engine being turned on the turn-table, with his back towards the approaching engine, which he did not see until it was within a few feet of him; he then attempted to leave the track, but caught his foot and fell; the engine passed over him, killing him instantly. He was buried at Fort Wayne, at the company's expense. Coroner's verdict exonerated company from blame.

17. March 30. I. J. Copelin, freight brakeman, had his hand bruised, while doing some shifting at Forest. The train was backing gently. Accident caused by man's own carelessness.

18. March 30. E. Greenland, freight brakeman, had his arm crushed between the dead woods of the cars, while shifting at Forest; another act of carelessness on the part of the injured man.

19. April 3. A. Smith, engineer, had his skull badly fractured, from which he died. Accident caused by train, No. 7, being thrown from the track, about two miles west of Arcola, by the track being out of line. His remains were brought to Fort Wayne for burial; all expenses paid by the company.

20. April 3. Train, No. 5, killed man named Henry Poiry, one mile this side of Kirby. He was a German, over 85 years of age. He was killed while crawling over a cattle guard.

21. April 13. Wm. Heath, a stock drover at the Union stock yards, Chicago, had both legs cut off below the knees, by the Dummy train. He was walking on the left hand track. Thinking the train was on the same track, he stepped over on the other track as the train was within four feet of him; the engine struck him, cutting off both his legs.

22. April 6. George Ross, wood piler at Columbia, in attempting to cross between two freight cars, while in motion, was caught between two bumpers, and had his right knee and part of his thigh bone crushed. His leg was taken off about five inches above the knee, by Dr. Myers.

23. April 17. Charl Peter Wang, residing at 162 North Desplaine street, Chicago, was killed by train, No. 28, about half a mile east of the Archer road. As the train came up he became confused, and stepped in front of the engine, which struck him, injuring him so he died in about ten minutes.

24. April 17. Elizabeth Early, of Fort Wayne, had her nose broken by a hand car, near the gravel pit, west of Wayne. She stepped off the track to allow a hand car to pass; not noticing another one close behind it, she stepped on the track in time to be struck by the second car, with the above result.

25. May 3. A deaf man named Daniel Harrihan was killed by a gravel train, one mile east of Johnstown. He stepped on the track when the train was within a few feet of him; it knocked him down, injuring him so he died in a few minutes.

26. May 4. Dan'l Switzer, working on Columbia gravel train, had his leg broken, while unloading rails at Warsaw gravel pit, caused by a rail flying around and hitting him.

27. May 14. A passenger either fell or jumped from train, No. 5, between Crestline and Robinson, breaking his leg by the act. He had a ticket for Indianapolis, and was told by conductor J. C. Brinsley to get off at Bucyrus.

28. May 19. Edw'd Quinn was slightly injured, while laying ties, one mile west of Van Wert. He was lifting a tie on the edge of the bank, when he fell, the tie striking him about the ribs.

29. May 22. John Dowd, an engineer, was struck by engine 187, on the Dummy, at South Branch bridge, Chicago, breaking his collar bone and cutting a flesh wound on his forehead. He stood beside the track, but not far enough away to clear the corner of the tender. The bell was rang and the whistle sounded.

30. May 23. A. C. Alfred, 73 years of age, was killed at Edenville, by train No. 7. He had driven a cow away from the track and was re-crossing it, when the train struck him.

31. June 5. An unknown man threw himself on the track as train, No. 2, was passing Winslow siding. He was run over by the train, and so severely injured that he died shortly afterwards. He was buried at Valparaiso by the town authorities. He was supposed to be crazy.

32. June 8. C. J. O'Callahan, a Catholic priest, fell or jumped from train, No. 3, two miles east of Johnstown, thereby breaking his leg. He was doing well when heard from last.

33. May 30. W. P. Mower, station agent at Monroeville, was instantly killed by train No. 14. He stood on the siding with his back to train, which was backing out of siding. The train struck him, knocking him down and killing him instantly. His remains were taken to Bedford, Pa.

34. July 17. A track laborer named Burns had his leg broken, at Larwill, by a heavy plank having been carelessly left in such a position that a passing train struck it, throwing it against the man, and broke his leg in two places.

35. July 31. As train, No. 2, was one and a half miles west of Lafayette, they struck an old lady named Margaret M'Henry, and injured her so that she died the next day. She was seen walking between the rails in company with a young man. She stepped

off the track, but not far enough to prevent the train from striking her. Buried at company's expense.

36. July 31. Thomas Dunn, a laborer on Warsaw gravel train, was killed at the pit, almost instantly. He was riding between the tender and first car; the coupling broke, and he fell between them. Both legs and one arm were broken, besides internal injuries.

37. Aug. 2. Train No. 5, when about $1\frac{1}{2}$ miles east of Valparaiso, run over two cows, throwing the engine and four cars down the bank. The engineer, fireman and express messenger were considerably bruised; five emigrants slightly injured.

38. Aug. 6. A boy about the age of twelve, in attempting to jump on the rear end of the first car of the R. I. junction accommodation train, at Burlington junction, fell to the track, the following cars passing over him, causing his death.

39. Sept. 1. James M'Kelvy, freight brakeman, had the fingers of his right hand lacerated and the bone of his index finger broken, by coupling freight cars.

40. Aug. 15. The Fort Wayne gravel train, S. J. Beeler, conductor, had eleven cars thrown off the track, as they were backing up about a quarter of a mile east of five mile switch, caused by some cattle coming on the track at a crossing, just as they were passing it. The following persons were killed and injured: A. D. Smith, brakeman, instantly killed; Taylor Lobdell, fracture of thigh near the knee joint; Theophilus Racine, laborer, fracture of thigh; Paul Shaffer, fracture of leg, badly bruised; E. Mariott, bruised in head, scalp laid open; Patrick Lannigan, fracture of left leg, head and chest bruised; John O'Berron, injury of chest; Wm. Shultz, fracture of left arm near shoulder; Patrick M'Coy, back bruised and leg cut; John Crimmins, Thomas Conlan, James Hoolehan and Thos. Hatten, bruised in various parts of body. Last accounts the injured men were all improving.

41. Aug. 24. Patrick O'Connor, residing at Kosciusko, Ind., was killed instantly by the Warsaw gravel train. He laid on the track drunk, and the engineer not seeing him in time to stop, the whole train passed over him.

42. Aug. 31. John Saunders, freight brakeman, was caught between two cars at W. Sandusky, and badly bruised. His injuries

consisted of a contusion and slight abrasion of the flesh and skin over the right hip joint ; not serious.

43. Sept. 14. Baggage car and two coaches on train, No. 2, were thrown from the track at the west end of Arcola sink, caused by a rail turning over. Mr. H. Zahn, of Tiffin, Ohio, had his shoulder dislocated.

44. Sept. 15. An employee, named M'Dowell, fell from the tank of an engine at Chicago, injuring his spine so severely as to lose the use of his lower limbs.

45. Sept. 15. Thos. Lee, of Bristolville, Ohio, was instantly killed at Chicago, by switch engine 170. He was lying on the baggage track, in a state of intoxication, in the night time, and was not seen by the switchman soon enough to save him.

46. Sept. 17. Joseph Matzousky, a child four years of age, was killed by a train of cars backing over him, in Pearson's lumber yard, corner of Beach and Maher streets, Chicago, Illinois. He was playing on the track, and was not seen until after he was killed.

47. Sept. 27. The fireman of engine No. 6, was slightly injured at Lima gravel pit, by the train running off the track, switch having been left turned wrong.

48. Sept. 28. A boy named Roman Kuleck, in attempting to get on a train while it was in motion, at Madison street, Chicago, fell under the cars, and had both his legs broken.

49. Oct. 3. Chas. W. Whittlesy, formerly a freight conductor on the road, was instantly killed at Bourbon, Indiana, in attempting to get on train, No. 15, while it was moving.

50. Oct. 4. Adam Bloch, a workman on the Sandusky wood train, had the big toe of his left foot partly cut off, by a "T" rail falling on it, while unloading rails at Sandusky.

51. Oct. 8. Jefferson Duddleson, a workman on Sandusky wood train, while in the act of applying a break to the train, two miles east of Kirby, slipped and fell, receiving a contusion of the right hip, also a shock from contusion, neither of which was serious.

52. Oct. 9. Perry Bowers, a section laborer, was run over by an empty engine, No. 171, breaking and mashing his leg, and badly injuring his breast. He was standing on the track watching a train pull past, and did not notice the empty engine.

53. Oct. 29. E. M. Clark, a switchman at Chicago, while coupling cars was caught between them, and so injured that he died in about twenty-five minutes. He was a new man, and had said he knew how to couple cars.

Summary:

KILLED—employees	5
others	14
Total	19
INJURED—passengers	11
employees	34
others	6
Total	51

A large number of the injuries reported are very slight. The accidents to passengers were all light, and the greater part very trivial. Part of them were not caused by any fault of the company; see accidents Nos. 27 and 32. We have kept record of and reported every accident occurring during the year, however slight, but presume they should not all be counted in Pennsylvania report.

Respectfully,

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

Casualties of the Eastern Division of the Pittsburg, Fort Wayne and Chicago railway, involving injury or death of individuals, from November 1, 1865, to November 1, 1866.

Nov. 8. J. S. White, employee, had his hand injured coupling cars, at outer depot.

Nov. 10. John Sharp, employee, fell from train and was killed, half a mile west of New Waterford, engine No. 56, train No. 10, section 2.

Nov. 14. Josiah Boon, employee, had his arm injured coupling cars, at Alliance, train No. 9.

Nov. 20. A Stevenson, employee, hand injured coupling cars at outer depot.

Nov. 22. Geo. Stidges, employee, had fore-arm fractured, at Alliance.

Nov. 29. S. A. Grabel, caught between cars in coupling, at outer depot; injured.

Dec. 5. — Stevenson, stranger, had his foot injured by train No. 8, in attempting to cross the track, at Pittsburg.

Dec. 12. Wm. Fausnaught, employee, had his ankle sprained in shifting cars, by being caught by break rubber, at Pittsburg.

Dec. 23. John Collins, stranger, foot run over; drunk.

Dec. 26. Daniel M'Carty, employee, fell while oiling engine No. 47, between New Brighton and Rochester; injured.

1866.

Jan. 4. Joseph Kelch, employee, injured by being squeezed between cars by train No. 16, at outer depot.

Jan. 9. D. Kerschbaum, — Kerschbaum; train No. 5, engine 20, struck wagon crossing the track at Canton, throwing them both out, killing the former and injuring the other slightly.

Jan. 11. Ross Partington, employee, fell in passing from freight car to caboose, on train No. 20, at French Point; killed.

Jan. 11. Wm. Moffett, employee, injured by having arm caught in shifting cars at Massillon.

Jan. 13. Matthew Young, watchman, sitting on platform at Glendale; struck by train No. 1; supposed to have been asleep; killed.

Jan. 13. Norris Moore, stranger, ran over by train No. 24, at Pittsburg; killed.

Jan. 13. Wm. Douglass, employee, ran over by shifting engine No. 4, at outer depot; killed.

Feb. 6. Isaac Glass, employee, foot caught between crosshead and brace, in oiling engine, near Canton; injured.

Feb. 7. Colored man, unknown, jumped from train No. 5, near Sewickley, and had his foot run over.

Feb. 9. John Hewett, employee, ran over by train No. 11, section 4, engine 78, backing down at outer depot; killed.

Feb. 10. W. H. Weaver, employee, injured by being caught by truck wheel in getting on train in motion, at North Galilee.

Feb. 13. M. D. Hughey, employee, had hand injured in coupling train No. 11, at Perryville.

Feb. 14. Jake First, employee, had hand injured in coupling, at Pittsburg.

Feb. 16. Martin Matthews, employee, had fingers injured in coupling, at Alliance.

March 1. Pat. Sullivan, stranger, walking on track, drunk, at Wood's Run ; killed by train No. 11, section 1.

March 9. Benj. M'Intyre, employee, stepped from watchhouse on track in front of engine, train No. 3, at Allegheny ; killed.

April 7. Wm. Oswalt, employee, had hand injured in coupling, at Crestline.

April 10. — Luster, passenger, fell from train No. 29, at Neville—drunk ; killed.

April 11. Park Culbertson, employee, caught between cars while coupling, at Alliance ; collar bone broken.

April 15. Robert Andrews, shifting engineer, ran over cow, throwing tender off track, at Allegheny ; killed.

April 18. J. H. McCabe, stranger, had foot injured in attempting to cross between cars, at Allegheny.

April 24. John Hazen, employee, injured while uncoupling cars, at Alliance.

May 5. John Williams, stranger, laying on track, drunk, at Allegheny ; injured.

May 8. Mrs. Stöfel and child, ran over by C. and P. train, No. 18, north of Glendale.

May 18. John Hawkins, employee, killed in attempting to swing himself between cars, at outer depot.

May 23. John Fitzsimmons, employee, in looking back from engine No. 24, train 8, and leaning out, was struck by telegraph pole and killed, one-half mile east of Rochester.

June 6. Joseph Bacheler, stranger, fell in crossing track at Mansfield before train No. 3 ; supposed to have been drunk ; killed.

June 6. Dennis Undey, stranger, struck by train No. 23, at Economy—drunk ; killed.

June 6. George Stevens, stranger, struck against centre-post in climbing back to car, train 31, at Allegheny ; injured.

June 9. Philip Fisher, employee, head struck telegraph pole, at Wood's Run ; train No. 40 ; injured.

June 15. Wm. Kelly, stranger, struck by car in back of neck, at Allegheny ; injured.

June 25. Dan. Haley, employee, injured in coupling cars, at Rochester; train A.

June 26. — Smith, stranger, jumped from train and injured his foot, at Allegheny; train No. 40.

June 27. Solomon Foster, passenger, fell from train No. 2, at Orrville; injured.

June 30. — Spence, stranger, struck by car of gravel train, at Logans; injured

July 14. John Cunningham, employee, injured in loading stone on gravel train, two miles west of Massillon.

Aug. 1. Old man, stranger, struck by train, No. 5, two mile east of Crestline, while sitting on end of cross-ties; supposed insane; injured.

Aug. 7. J. Staub, employee, injured near Canton; second section raniuto first section; train No. 11.

Aug. 26. Rufus Waple and child, John H. Warner, Mrs. Crossland, Harvy Vanvoorhes, John Buckley, Eliza V. Guernsey, Mrs. Wanerman and child, and James Ailes, conductor, injured near Columbiana; train, No. 6; coach 24, left the track from a broken wheel, and drew after it coach 85 and pay car. Conductor had collar bone broken; passengers bruised, but no bones broken.

Aug. 17. Robert S. Peters, stranger, struck by engine of train, No. 21, in re-crossing track in front of it, at Neville; injured.

Aug. 29. Charles Booth, employee, scalded by bursting of flue of engine, No. 2, train 13, east of Enon; injured.

Aug. 24. — Atkins, employee, injured; caught between cars, in train, No. 13, at New Galilee.

Sept. 13. Alpheus Crowthers, stranger, killed; struck by engine of train, No. 40, half mile east of Freedom; drunk.

Sept. 14. — White, stranger, was injured by train No. 40, at New Castle, which struck the buggy he was in while crossing the track in front of train.

Sept. 22. N. P. Patterson and A. J. Taylor, passengers; rear car ran off the track near Clinton; the passengers were bruised, but no bones broken; train No. 40.

Sept. 22. Thos. Clark, stranger, ran over by train No. 16, at Palestine; drunk, lying across the track; killed.

Oct. 13. A. P. Buckalew, employee, had his foot hurt in coupling, at outer depot.

Oct. 13. — Rinehart, employee, in uncoupling cars at Mansfield, train No. 9, section 1, it is supposed that he fell on the track and the engine passed over him; killed.

Oct. 15. — Blumire, little girl, jumped from a stone wall, and was struck by shifting engine, at Pittsburg; injured.

Oct. 15. Hugh Warnock, employee, struck by shifting engine, at Alliance, while standing on main track watching his engine, No. 66; killed.

Oct. 28. John List and Wm. Taber, employees, scalded by the bursting of a flue.

Oct. 22. J. C. Bell, employee, hand injured in coupling at outer depot.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. W. Cass.....	Pittsburg, Pa.
Springer Harbaugh.....	Pittsburg, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
J. F. D. Lanier.....	New York.
Louis H. Meyer.....	New York.
Sam'l J. Tilden.....	New York.
Pliny Hoagland.....	Fort Wayne, Ind.
Jesse L. Williams.....	Fort Wayne, Ind.
Kent Jarvis.....	Massillon, Ohio.
R. R. Springer.....	Cincinnati, Ohio.
Jno. Sherman.....	Mansfield, Ohio.
W. B. Ogden.....	Chicago, Ills.
Geo. W. Cass, President.....	Pittsburg.
Thos. D. Messler, Assistant President.....	Pittsburg.
F. M. Hutchinson, Secretary.....	Pittsburg.
J. P. Henderson, Treasurer.....	Pittsburg.
J. N. McCullough, General Superintendent.....	Pittsburg.
J. P. Farley, Auditor, P. T.....	Pittsburg.

(No. 74.)

READING AND COLUMBIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Chas. E. Smith, president, and J. B. White, 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) CHARLES E. SMITH, *President.*
 J. B. WHITE, *Treasurer.*

Sworn and subscribed before me, }
 this 3d day of January, 1867. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed	511,050 00
Amount paid in as by last report	504,019 09
Total amount now paid in of capital stock	505,214 09
Funded debt, as per last report	1,000,000 00
Total amount now of funded debt	1,000,000 00
Floating debt, as by last report	99,296 00
The amount now of floating debt	374,446 23
Total amount now of floating and funded debt ..	1,374,446 23
Rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock, (full paid,)	10,061
Par value of each share	\$50 00

READING AND COLUMBIA

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,413,204 62	\$1,672,023 99
Equipment	135,072 70	180,684 00
	<hr/>	<hr/>
Total cost.....	1,548,277 32	1,852,707 99
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD

Length of main line of road, from Columbia to Sinking Springs	40 miles.
Length of road laid.....	40 "
Length of double track of road	None.
Length of sidings.....	2 miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	54 pounds.
Branch roads owned by the company, and their length, viz: Lancaster branch.....	8½ miles.
Number of engine houses and shops	1
Number of engines	6
Number of first class passenger cars, rated as eight wheel cars, (average cost of each \$4,060,).....	5
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,500,).....	1
Number of freight cars, rated as eight wheel cars,	36½
Number of coal cars, rated as eight wheel cars.	1½
Number of wooden bridges.....	8
Number of stone bridges.....	27
Number of railroads crossed.....	2
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 road way	\$52,116 22
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 miles run by passenger trains	78,178
Number of miles run by freight and coal trains..	60,360
Number of through passengers for the year on main road.	7,770½
Number of passengers (all classes) carried in cars,	89,768½
Number of tons (of 2,000 pounds) of through freight for the year on main road.	28,828
Gross amount of tonnage for the year.	125,576
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	17½
Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops.	12
Weight of first class passenger engines, including fuel and water.	58,533 lbs.
Weight of freight engines, including fuel and wa- ter	<u>70,066 lbs.</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal	50,588
Bituminous coal.....	519
Pig iron	6,600
Railroad iron, and other iron and castings	5,163
Iron or other ores.....	36,323
Lime and limestone.....	4,775
Agricultural products.....	7,921
Merchandise	5,467
Live stock	197
Lumber.....	8,023
Total.....	<u>125,576</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$24,658 63
Taxes on real estate.....	344 78
Total.....	<u>25,003 41</u>

Repairs of machinery :

Repairs of engines and tenders, passenger, bag- gage and freight cars.....	\$16,484 14
Repairs of tools and machinery in shops.....	96 06
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,697 91
Total.....	<u>19,278 11</u>

Operating the road :

Office expenses, stationery, &c.....	\$14,365 90
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance.....	8,130 64
Conductors, baggage masters and brakemen, engineers and firemen, fuel, and cost of pre- paring for use, oil, and waste for engines and tenders, passenger, baggage and freight cars..	45,138 30
Loss and damage of goods and baggage, damage to property, &c.....	1,942 93
Use of freight cars.....	1,014 93
Telegraph expenses.....	953 59
Discount, interest and insurance.....	1,374 23
Total.....	<u>72,920 52</u>

Accounts not kept to show this distribution.

RAILROAD REPORT.

325

Receipts on Construction and Equipment Account:

From stockholders.....	\$1,195 00
From other sources.....	357,769 12
Total.....	<u>358,964 12</u>

Receipts:

From passengers.....	\$44,972 74
From freight.....	91,558 53
From mail transportation.....	1,965 48
From rents.....	143 45
From telegraph.....	139 40
Miscellaneous.....	516 29
Total.....	<u>139,295 89</u>

Summary of payments:

For construction and equipment.....	\$304,430 67
For maintaining and operating the road.....	117,202 04
For interest.....	87,791 65
For State tax on capital stock and tonnage, and United States tax.....	4,896 20
Total.....	<u>514,320 56</u>

ACCIDENTS.

KILLED—employees.....	1
INJURED—employees.....	1

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:

1866.

June 4. C. F. Gollus, employee, had his hand caught between main track and rail on turn-table, at Columbia; one finger cut off.

Oct. 12. Christian Riest, employee, fell between cars on Lancaster branch R. R., and was run over; died the same day.

READING AND COLUMBIA

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Boric.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
W. G. Case.....	Columbia.
George Bogle.....	Columbia.
T. Baumgardner.....	Lancaster.
Hester Clymer.....	Reading.
Frederick Lauer.....	Reading.
G. D. Coleman.....	Lebanon.
S. Small.....	York.
C. E. Smith, President.....	Philadelphia.
J. B. White, Secretary and Treasurer.....	Columbia.
Geo. F. Gage, Superintendent.....	Columbia.

(No. 75.)

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.*

Sworn and subscribed before me, }
 this 18th day of November, 1866. }

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	1,629,150 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	133,566 19
The amount now of floating debt	170,722 42
Total amount now of floating and funded debt ...	267,722 42
Rate per cent. per annum of interest on funded debt	6 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	25,383
Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>None declared.</u>

SCHUYLKILL AND SUSQUEHANNA

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	\$1,308,686 15	\$1,308,686 15

CHARACTERISTICS OF ROAD.

Length of main line of road, from Auburn to Rockville.....	54 miles.
Length of sidings.....	7 "
Weight of rail per yard on main track.....	45, 60 and 64 lbs.
Number of engine houses and shops.....	4
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.).....	42
Number of coal cars, rated as eight wheel cars, (average cost of each \$475.).....	22
Number of iron bridges.....	2
Number of wooden bridges.....	6
Number of stone bridges.....	2
Number of railroads crossed.....	None.
Number of stations on main road.....	3
Number of wood and water stations on main road,.....	10
Number of tunnels.....	None.
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.....	58,803
Number of miles run by freight trains.....	42,926
Number of miles run by coal trains.....	34,043
Number of through passengers for the year on main road.....	485
Number of passengers (all classes) carried in cars,.....	68,433

RAILROAD REPORT.

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Gross amount of tonnage for the year, (by tons) . . .	298,069
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:) No express train.	
Average rate of speed adopted by freight trains, (including stops,)	10
Weight of first class passenger engines	20 tons.
Weight of freight engines	41 "
	41 "

The amount of freight, specifying the quantity in tons :

Anthracite coal	231,228
Agricultural products	3,827
Lumber	9,231
Other articles	53,783
Total	298,069

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

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

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Total	\$83,020 60		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$15,088 60	\$9,904 65	\$5,183 95
Repairs of passenger and baggage cars	1,602 14	1,602 14	
Repairs of freight cars.....	5,534 02		4,534 02
Repairs of tools and machinery in shops	2,972 85	371 61	2,601 24
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	4,470 44	558 80	3,911 64
Total	28,668 05	12,437 20	16,230 85
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$787 96	\$489 47	\$298 49
Agents and clerks.....	5,739 03	714 45	5,025 18
Labor—loading and unloading freight	1,671 30		1,671 30
Porters, watchmen and switch tenders	617 12	77 14	539 98
Conductors, baggage masters and brakemen.....	7,308 76	2,995 55	4,313 21
Engineers and firemen	8,378 87	3,764 35	4,614 52
Fuel and cost of preparing for use.....	12,392 64	2,067 84	10,324 80
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,272 91	216 15	1,056 76
Use of freight cars	7,356 90	975 00	6,381 90
General superintendence.....	1,500 00	360 50	1,139 50
Contingencies	1,534 72		1,534 72
Total	48,560 81	11,860 45	36,700 36

Receipts:

From passengers	\$27,865 12
From freight, (coal, \$58,680 05; merchandize, \$48,- 671 70,)	107,351 75
From mail transportation	2,950 00
From miscellaneous	7,730 63
Total	<u>145,897 50</u>

Summary of payments:

For maintaining and operating the road	\$160,249 42
For interest	5,820 00
For miscellaneous	2,730 59
For State tax on capital stock and tonnage, and United States tax	5,331 63
Total	<u>174,131 64</u>

ACCIDENTS.

KILLED—others 1

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

July 27, 1866. The noon Harrisburg passenger train going west killed a colored boy named Pavis Pratt, on Fishing Creek bridge, about one mile west of Dauphin.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean	Philadelphia.
A. E. Borie	Philadelphia.
R. B. Cabeen	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst	Philadelphia.
Stephen Colwell	Philadelphia.
Charles E. Smith, President	Philadelphia.
Wm. H. Webb, Secretary	Philadelphia.
S. Bradford, Treasurer	Philadelphia.
G. A. Nicolls, General Superintendent	Reading.
U. R. Tracy, Superintendent	Pinegrove.
Charles E. Byers, Chief Engineer	Pottstown.

(No. 76)

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD.

STATE OF PENNSYLVANIA, }
Philadelphia City, } ss:

Before me, W. W. Dougherty, one of the aldermen of the said city, personally appeared John Tucker, president, and P. C. Hollis, secretary and treasurer, of the Schuylkill Valley navigation and railroad company, and in due form of law made oath, that the statements in the following report are true and correct, to their best knowledge and belief.

(Signed) JOHN TUCKER, *President.*
 PETER C. HOLLIS, *Sec'y and Treas.*

Sworn and subscribed this 18th day of }
 December, A. D. 1866, before me. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$576,050 00
Amount of stock subscribed	576,050 00
Amount paid in, as by last report	576,050 00
Total amount paid in of capital stock	576,050 00
Funded debt, as per last report	None.
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	None.
Date of each dividend: January and July, 1866.	
Rate per cent. per annum of each dividend	5 per cent.
Amount of capital on which the respective dividends were declared	<u>\$576,050 00</u>

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

their main road. The income of this company is derived exclusively from the lease, which yields dividends of five per cent. per annum.

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 77.)

SHAMOKIN VALLEY AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared James S. Biddle, president, and George Taber, treasurer, of the Shamokin Valley and Pottsville railroad company, and in due form of law made affirmation and 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, sworn and subscribed before me, }
 this 13th day of November, 1866. }

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
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: 2 per cent. February; 2½ per cent. August, 1866.	
Number of shares of stock.....	17,839
Par value of each share	\$50 00
The amount of capital on which the respective dividends were declared.....	<u>\$869,450 00</u>

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 in.
Weight of rail per yard on main track.....	60 pounds.
Number of wooden bridges.....	30
Number of railroads crossed.....	1
How is track laid, and on what foundation? Common earth bed and wooden cross-ties.	

This road is leased to the Northern Central railway company.

Summary of payments:

For dividends.....	\$37,168 98
For interest.....	44,450 00
For State tax (exempt) on interest paid to bondholders.....	2,100 00
For United States tax, (dividends and interest paid to bondholders.).....	4,406 27
Total.....	<u>88,125 25</u>

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 78.)

NORTHERN CENTRAL.

[Lessees of the Shamokin Valley and Pottsville Railroad.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared J. D. Cameron, president, and J. N. Du Barry, General Superintendent, of the Northern Central 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. D. CAMERON, *President.*J. N. DU BARRY, *General Superintendent.*Sworn and subscribed before me, }
 this 19th day of February, 1867. }C. A. SNYDER, *Notary Public.*

STOCK AND DEBT.

See report of president and treasurer of Shamokin Valley and Pottsville 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 feet 8½ in.
Weight of rail per yard on main track	56 pounds.
Number of engine houses and shops	1
Number of engines	7
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,000.)	1
Number of freight cars, rated as eight wheel cars, (average cost of each \$500.)	19

RAILROAD REPORT.

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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? Earth bed, and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains	149,058
Number of through passengers for the year on main road	2,032
Number of passengers (all classes) carried in cars,	42,435
Number of tons (of 2,000 pounds) of through freight for the year on main road	1,484
Gross amount of tonnage for the year	640,718
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10

The amount of freight, specifying the quantity in tons:

Anthracite coal	625,289
Petroleum	57
Pig iron	234
Railroad iron	156
Other iron or castings	501
Iron and other ores	106
Lime and limestone	2,249
Agricultural products	2,828
Merchandise	947
Manufactures	315
Lumber	6,558
Other articles	1,478
Total	640,718

NORTHERN CENTRAL

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 "
	<hr/> <hr/>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n.
Repairs or maintenance of way, including buildings	\$38,873 69	\$15,540 47	\$23,324 22
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$15,804 71		\$15,804 71
Repairs of passenger and baggage cars.....	444 04	\$444 04	
Repairs of freight cars.....	11,091 11		11,091 11
Repairs of tolls and machinery in shops.....	812 50		812 50
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	45,678 22		45,678 22
Total	73,831 48	444 04	73,386 54
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$557 56	\$223 02	\$334 54
Agents and clerks.....	4,005 70	1,002 28	2,403 42
Labor—loading and unloading freight.....	1,498 00		1,498 00
Porters, watchmen and switch tenders	1,360 00	544 00	816 00
Wood and water station attendance.....	2,778 16		2,778 16
Conductors, baggage masters and brakemen.....	16,469 78	4,278 55	12,191 23
Engineers and firemen.....	12,840 00		12,840 00
Fuel and cost of preparing for use.....	27,427 45	36 98	27,390 47
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,322 00	103 65	4,218 25
Loss and damage of goods and baggage.....	241 98	3 18	238 78
Use of freight cars.....	5,177 20	1,501 84	3,675 36
General superintendence	6,924 77	2,609 07	4,315 10
Contingencies, including U. S. tax, tonnage tax, and tax of three-fourths of one per cent. on gross receipts.....	21,419 05	1,719 94	19,699 11
Total	105,041 63	12,623 11	92,418 52

Receipts :

From passengers	\$21,009 77
From freight.....	314,483 95
From mail transportation.....	1,400 01
From expresses	150 70
Miscellaneous	11,093 68
Total.....	<u>348,138 11</u>

Summary of payments :

For maintaining and operating the road	\$217,746 80
For miscellaneous, rent	91,747 96
Total	<u>309,494 76</u>

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer of Shamokin Valley and Pottsville R. R. Co.

J. N. DU BARRY, Superintendent.

(No. 79.)

SOUTHWARK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Isaac Hinckley, president, and A. 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.*
 ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me, }
 this 10th day of December, 1866. }

GEORGE PATCHEL, *J. P.*

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	58,368 00
Total amount now paid in of capital stock	58,456 00
Date and rate per cent. per annum of dividend or dividends: February and August, 3 per cent. each.	
Number of shares of stock	4,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared: \$58,448, February; \$58,- 456, August.	

CHARACTERISTICS OF ROAD.

Length of main line of road, from South and Broad streets to Queen street	2.12 miles.
Length of road laid	2.12 "
Length of double track of road	2.12 "

Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track, about.....	<u>52 to 65 lbs.</u>

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Road leased to the Philadelphia, Wilmington and Baltimore railroad company. All these items included in returns of said Philadelphia, Wilmington and Baltimore railroad company.

Summary of payments:

For dividends.....	\$3,507 12
For interest, miscellaneous, surplus funds, State tax on capital stock and tonnage: Included in returns of the Philadelphia, Wilmington and Baltimore railroad company.	
For United States tax.....	175 35
Total.....	<u>3,682 47</u>

ACCIDENTS.

KILLED—others.....	1
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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:

Dec. 16, 1865. Frank Maull, aged thirteen years, was run over and killed, at Washington avenue and Moyamensing road.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address
Isaac Hinckley.....	Philadelphia, Pa.
S. M. Felton.....	Thurlow, Pa.
Robert J. Mercer.....	Philadelphia, Pa.
Alfred Horner.....	Philadelphia, Pa.
Joseph Huddell.....	Philadelphia, Pa.
N. P. Trist.....	Philadelphia, Pa.
H. F. Kenney.....	Philadelphia, Pa.
Isaac Hinckley, President.....	Philadelphia.
Alfred Horner, Secretary and Treasurer.....	Philadelphia.
H. F. Kenney, Superintendent.....	Philadelphia.

(No. 99.)

SUMMIT BRANCH.

COMMONWEALTH OF MASSACHUSETTS, }
Suffolk County, } ss:

Personally appeared George P. Sanger, president, and Win. B. Fowle, treasurer, of the Summit Branch 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 P. SANGER, *President.*
 WM. B. FOWLE, *Treasurer.*

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

CHAS. B. F. ADAMS,
Commissioner of the State of Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law	\$2,750,000 00
Amount of stock subscribed	2,500,000 00
Amount paid in, as by last report: no previous report.	
Total amount now paid in of capital stock	2,500,000 00
Funded debt, as per last report: no previous report.	
Total amount now of funded debt	562,000 00
Floating debt, as by last report: no previous report.	
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	562,000 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: no dividends.	
Number of shares of stock: 50,000 issued; 5,000 not issued.	

Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared: none declared.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, (including Lykens Valley railroad, leased,)—total cost	<u>\$600,000 00</u>	<u>\$957,496 46</u>

CHARACTERISTICS OF ROAD, (INCLUDING LYKENS VALLEY RAILROAD, LEASED.)

Length of main line of road, from Millersburg to Bear Valley tunnel	21 miles.
Length of road laid	21 "
Length of double track of road	3 "
Length of sidings	3 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	50 and 56 lbs.
Branch roads owned by the company and their length, viz	½ mile.
Roads worked or leased by the company, viz: the Lykens Valley railroad.	
Number of engine houses and shops	2
Number of engines	4
Number of first class passenger cars, rated as four wheel cars, (average cost of each \$500,)	2
Number of baggage, mail and express cars, rated as four wheel cars, (cost \$200,)	1
Number of freight cars, rated as eight wheel cars, (cost \$300,)	1
Number of coal cars, rated as eight wheel 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: cannot say.

Number of tunnels None.

How is track laid and on what foundation?

Cross-ties on broken stone.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains: no account kept.

Number of through passengers for the year on main road 5,508

Number of passengers (all classes) carried in cars, 5,508

Number of tons of 2,000 lbs. of through freight for the year on main road 247,114 $\frac{1}{2}$ $\frac{5}{10}$

Gross amount of tonnage for the year 247,114 $\frac{1}{2}$ $\frac{5}{10}$

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

Average rate of speed adopted by express trains, including stops None.

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

Weight of freight engines: two 15, one 25, and one 32 tons.

The amount of freight, specifying the quantity in tons:

Anthracite coal, (2,000 lbs.) per ton, 244,455 $\frac{1}{2}$ $\frac{0}{10}$

Other articles, (2,000 lbs.) per ton, 2,659 $\frac{1}{2}$ $\frac{4}{10}$

Total 247,114 $\frac{1}{2}$ $\frac{4}{10}$

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 "

For second class through passengers: no second class rates.

For second class way passengers: no second class rates.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, (per ton per mile)	5 cents.
For through coal, (per ton per mile).....	3 $\frac{2}{10}$ "
For local freight, (per ton per mile,)	7 "
For local, coal (per ton per mile,).....	3 $\frac{2}{10}$ "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including building.....	\$18,060 76
Taxes on real estate	5,209 16
Total	<u>23,269 92</u>

Repairs of machinery:

Repairs of engines, tenders, passenger, freight and baggage cars, tools and machinery in shops; incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	<u>\$5,445 42</u>
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Operating the road:

Office expenses, stationery, &c	\$47 43
Agents and clerks	1,543 30
Labor—loading and unloading freight.....	None.
Porters, watchmen and switch tenders.....	None.
Wood and water station attendance	None.
Conductors, baggage masters, brakemen, engineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars	25,078 22
Loss and damage of goods and baggage	None.
Use of freight cars	None.
Shoveling snow	None.
Damages to property, including damage by fire, and cattle killed on road	None.

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General superintendence	\$1,999 92
Contingencies	None.
Total	<u><u>28,668 87</u></u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds—total	\$337,496 46
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Receipts :

From passengers	\$3,305 05
From freight	128,478 95
From mail transportation	Carried free.
From use of freight cars	None.
From interest	None.
From miscellaneous	None.

Summary of payments :

For construction and equipment	\$337,496 46
For maintaining and operating the road	57,384 21
For dividends	None.
For interest	14,866 34
For miscellaneous—rent, &c	46,875 00
For surplus funds	3,631 49
For State tax on capital stock and tonnage	4,434 65
For United States tax	4,592 31
Total	<u><u>469,280 46</u></u>

Total amount of surplus fund	\$3,631 49
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Cost of transportation :

No account kept.

ACCIDENTS.

No person killed or injured.

SUMMIT BRANCH

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. P. Sanger.....	Boston.
Geo. B. Upton.....	Boston.
Henry Coggill.....	New York.
Samuel H. Gookin.....	Boston.
Henry A. Peirce.....	Boston.
David D. Stackpole.....	Boston.
Samuel D. Crane.....	Boston.
Geo. P. Sanger, President.....	Boston.
Wm. B. Fowle, Secretary and Treasurer.....	Boston.
John L. Foster, Superintendent.....	Lykens, Pa.

Casney (No. 51.)
 TIoga and Blossburg,

STATE OF PENNSYLVANIA, }
 Philadelphia County, } SS:

Personally appeared Joseph W. Ryerss, president, and Geo. 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 31st day of November, 1866. }

H. TUNISSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, \$125,000 00, with right to increase to \$1,000,000 00.	
Amount of stock subscribed	\$124,950 00
Amount paid in as by last report.....	437,800 00
Total amount now paid in of capital stock	549,400 00
Funded debt, as per last report	326,000 00
Total amount now of funded debt.....	316,000 00
Floating debt, as by last report.....	26,292 13
Total amount of floating and funded debt.....	316,000 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; Dec. 15, 1865, 25 per cent., paya- ble in stock.	
Number of shares of stock	10,988
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>\$447,800 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$821,200 07	\$826,367 38
Equipment.....	212,788 22	247,244 72
Total cost.....	<u>1,033,988 29</u>	<u>1,073,612 10</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from State line, near Lawrenceville, to Morris Run	36 $\frac{6}{10}$ miles.
Length of road laid.....	36 $\frac{6}{10}$ "
Length of sidings	4 $\frac{7}{10}$ "
Gauge of road.....	6 feet.
Weight of rail per yard on main track	57 $\frac{8}{100}$ lbs.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	5
Number engines.....	8
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, (average cost of each \$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...	225
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.....	\$22,301 39
Number of 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.....	120,064
Number of through passengers for the year on main road.....	5,432
Number of passengers (and cassettes) carried in cars.....	71,108½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	454,147
(Gross amount of tonnage for the year.....)	477,694
Average rate of speed adopted by ordinary mixed passenger trains, including stops, (miles per hour.).....	13
Average rate of speed adopted by coal trains, in- cluding stops, (miles per hour.).....	10

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	80
Bituminous coal.....	452,680
Railroad iron.....	252
Other iron or castings.....	86
Lime and limestone.....	226
Agricultural products.....	1,979
Merchandise.....	4,408
Manufactures.....	258
Lumber.....	17,725
Total.....	477,694

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 "
For second class through passengers.....	3½ "
For second class way passengers.....	3½ "

The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, (per ton per mile,).....	8 cents.
For through coal, Morris Run to Lawrenceville, (per ton per mile,).....	4½ "

For through coal, by contract to Corning, when exceeding 100,000 ton per year, (per ton per mile,).....	1½ cents.
For local freight, (per ton per mile,).....	10 "
For local coal, (per ton per mile,).....	6 "
	<hr/>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$62,272 68
Taxes on real estate.....	25 00
Total.....	<hr/> <hr/> 62,297 68

Repairs of machinery:

Repairs of engines and tenders.....	\$11,737 51
Repairs of passenger and baggage cars.....	1,442 47
Repairs of freight cars.....	15,605 43
Repairs of tools and machinery in shops.....	4,016 73
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,269 89
Total.....	<hr/> <hr/> 35,072 03

Operating the road:

Office expenses, stationery, &c.....	\$1,825 12
Agents and clerks.....	2,802 99
Labor—loading and unloading freight.....	Nothing.
Porters, watchmen and switch tenders.....	Nothing.
Wood and water station attendance.....	Nothing.
Conductors, baggage masters and brakemen.....	11,132 03
Engineers and firemen.....	10,259 95
Fuel and cost of preparing for use.....	4,170 70
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,810 62
Loss and damage of goods and baggage.....	Nothing.
Use of freight cars.....	601 98

RAILROAD REPORT.

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Shoveling snow	Nothing.
Damges to property, including damage by fire, and cattle killed on road	\$105 00
General superintendance	6,050 00
Contingencies	1,183 38
Total	<u>42,941 77</u>

Receipts :

From passengers	\$18,759 02
From freight	181,475 59
From mail transportation	1,595 29
From use of coal cars	52,966 25
From miscellaneous	9,336 91
Total	<u>264,123 06</u>

Summary of payments :

For construction and equipment	\$39,623 81
For telegraph, Lawrenceville to Blossburg	535 14
For maintaining and operating the road	140,311 48
For dividends, (unpaid previous years,)	78 14
For interest	19,860 22
For miscellaneous	27,253 12
For surplus funds	23,105 05
For State tax on capital stock and tonnage	6,513 74
For United States tax	6,842 36
Total	<u>264,123 06</u>

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: Impossible to tell as both are run together.

ACCI. ENTS.

KILLED—employees	2
INJURED—others	2

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

1865.

Nov. 1. Jonathan Morris, aged 12, in attempting to get upon a coal train in motion, at Blossburg, was caught between the wheels and pedestal bar; one foot amputated.

1866.

Jan. 1. Simon Ward, a laborer on track, attempted to get upon train in motion, at Blossburg, and was crushed between the platform of depot and a passenger car, and killed instantly.

Mar. 17. Thomas Oliver, a miner, fell from a coal car at Blossburg, the wheels passed over his head, causing instant death.

May 14. James Ryan was run over by a night train between Blossburg and Morris Run, supposed to have been lying intoxicated on the track; one leg amputated.

NAME AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jos. W. Ryerss.....	Philadelphia.
G. Colket.....	Philadelphia.
Charles Ellis.....	Philadelphia.
William E. Morris.....	Philadelphia.
William Ellis.....	Philadelphia.
Henry L. Gaw.....	Philadelphia.
Edwin Swift.....	Philadelphia.
A. F. Dougherty.....	Philadelphia.
Robert W. Ryerss.....	Philadelphia.
Wm. W. Colket.....	Philadelphia.
E. C. Dale.....	Philadelphia.
Jno. W. Guernsey.....	Tioga.
Jos. W. Ryers, President.....	Philadelphia.
Geo. H. Colket, Secretary and Treasurer.....	Philadelphia.
Levi H. Shattuck, Superintendent.....	Blossburg.

(No. 82.)

TYRONE AND CLEARFIELD.

The Tyrone and Clearfield railroad company has no longer an existence. The road was sold, under foreclosure of mortgage, on 28th day of September, 1866.

H. H. SHILLINGFORD, *Treasurer.*

(No. 58.)

WESTERN CENTRAL AND ATLANTIC AND GREAT WESTERN.

[Lessees of the Catawissa railroad.]

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared T. Haskins Du Puy, general manager, and W. L. Gilroy, treasurer, for the lessees of the Catawissa railroad, 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. HASKINS DU PUY, *Gen'l Manager.*
 W. L. GILROY, *Treasurer.*

Sworn and subscribed before me, }
 this 10th day of November, 1866. }

W. W. DOUGHERTY, *Alderman.*

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	4½ miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company and their length, viz: Summit branch	2½ miles.
Roads worked or leased by the company	2
Number of engine houses and shops: 3 engine houses, 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

RAILROAD REPORT.

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Number of freight cars, rated as eight wheel cars, (average cost of each \$525.)	192
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 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	74,523
Number of miles run by freight trains	148,713
Number of miles run by coal trains	4,409
Number of passengers (all classes) carried in cars,	66,059
Gross amount of tonnage for the year	194,570 ^{1/2}
Average rate of speed adopted by ordinary pas- senger 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	10

The amount of freight, specifying the quantity in tons:

Anthracite coal	5,541,012
Bituminous coal	596,013
Petroleum	3,794,304
Pig iron	873,905
Railroad iron	314,400
Miscellaneous	541,002
Lime and limestone	185,418
Agricultural products	757,204
Merchandise	579,016
Manufactures	854,004
Live stock	47,407

Lumber	9,280,906
Other articles	427,409
Total	<u>23,792,400</u>

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

Average rate of fare per passenger per mile	<u>3⁴/₁ cents.</u>
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$72,959 77
Taxes on real estate	367 50
Total	<u>73,327 27</u>

Repairs of machinery :

Repairs of engines and tenders	\$36,215 95
Repairs of passenger and baggage cars	13,392 97
Repairs of freight cars	38,860 59
Repairs of tools and machinery in shops	6,454 81
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	13,497 39
Total	<u>108,421 71</u>

Operating the road :

Office expenses, stationery, &c.	\$9,563 98
Agents and clerks	13,382 37
Porters, watchmen and switch tenders	8,038 52
Wood and water station attendance	2,813 28
Conductors, baggage masters and brakemen	28,314 80
Engineers and firemen	17,594 21
Fuel and cost of preparing for use	33,605 07

RAILROAD REPORT.

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Oil and waste for engines and tenders, passenger, baggage and freight cars	\$7,598 77
Loss and damage of goods and baggage	1,631 91
Use of freight cars	15,193 78
General superintendence	3,500 00
Contingencies	8,714 81
Total	149,951 50

Receipts:

From passengers	\$79,183 06
From freight	274,735 81
From mail transportation	9,131 25
From miscellaneous	81,469 58
Total	444,519 70

Summary of payments:

For construction and equipment	\$27,217 66
For maintaining and operating the road	331,700 48
For interest	1,150 00
For State tax on tonnage	4,165 24
For United States tax	7,581 33
Total	371,814 71

ACCIDENTS.

KILLED—employees	1
others	1
Total	2
INJURED—passengers	2

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

1866.

July 12. Rail broke near Rupert. Brakeman named James Hoppler, on freight train, jumped from top of horse car, lighting on his head, rupturing the base of his brain. Died in two hours.

Sept. 17. Mail north, two miles south of Catawissa, struck a Mrs. Tarr, who was walking on track, and killed her instantly. She was deaf and did not hear the signals, though many were given. Every effort was made to stop the train, but train was descending grade and near curve, where engineer could see her but a short distance.

(No. 84.)

WEST CHESTER AND PHILADELPHIA.

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

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

(Signed) M. B. HICKMAN, *President.*
 WM. M'CULLOUGH, *Treasurer.*

Sworn and subscribed before me, }
 this 14th day of January, 1867. }

WM. DAVIS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,600,000 00
Amount of stock subscribed: 11,142 shares common and 6,588 shares 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	962,300 00
Total amount now of funded debt	962,600 00
Floating debt, as by last report	130,840 00
The amount now of floating debt	113,864 80
Total amount now of floating and funded debt ..	1,076,464 80
Interest in arrears	47,345 00
Rate per cent. per annum of interest on funded debt, (average)	7½ per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock: Common, 7,886; preferred, 5,795.	

Par value of each share	\$50 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,331,640 20	\$1,345,387 36
Equipment	143,557 29	146,721 00
Total cost	<u>1,475,197 49</u>	<u>1,492,108 36</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to Philadelphia	26.38 miles.
Length of road laid	26.38 "
Length of double track of road	None.
Length of sidings, about	4 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	50, 60 and 64 lbs.
Branch roads owned by the company	None.
Roads worked or leased by the company, viz: West Chester railroad, from West Chester to Pennsylvania railroad intersection	9 miles.
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,)	35
Number of coal cars, (rated as eight wheel cars,)	None.
Number of iron bridges, (total length in feet about 150,)	2
Number of wooden bridges, (total length in feet about 2,800,)	16
Number of stone bridges	None.
Number of railroads crossed, (the Junction railroad,)	1

RAILROAD REPORT.

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Number of stations on main road	22
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclu- sive of road way	\$10,000 00
Number of tunnels	None.
How is track laid, and on what foundation? 20 miles stone ballast ; balance earth.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	113,346
Number of miles run by freight trains	31,056
Number of miles run by ballast trains	7,828
Number of through passengers for the year on main road	77,866
Number of passengers (all classes) carried in cars,	524,765
Gross amount of tonnage for the year	99,637
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour.)	16
Average rate of speed adopted by express trains, including stops	18
Average rate of speed adopted by freight trains, including stops	8
Weight of first class passenger engines	18 tons.
Weight of freight engines	24 "

The amount of freight, specifying the quantity in tons :

Anthracite coal	37,036
Petroleum, pig iron and other articles	62,601
Total	99,637

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

For first class through passengers	3 $\frac{1}{7}$ cents.
For first class way passengers	3 $\frac{1}{2}$ "
For second class through and way passengers	None.

The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight, including teaming and delivery, (per ton per mile).....	10 cents.
For through coal, (per ton per mile).....	3½ "
For local freight, (per ton per mile).....	11 "
For local coal, (per ton per mile).....	4½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs or maintenance of way, including buildings.....	\$115,391 33	\$86,543 50	\$28,847 83
Taxes on real estate.....	2,094 79	1,396 43	698 36
Total.....	117,486 12	87,939 93	29,546 19
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$14,316 01	\$10,759 50	\$3,586 51
Repairs of passenger and baggage cars.....	10,387 40	6,924 93	3,462 47
Repairs of tools and machinery in shops.....	1,061 75	796 11	265 24
Incidental expenses, including oil, fuel, clerks, watchmen, laborers, &c., about shops.....	6,365 64	4,774 23	1,591 41
Total.....	32,130 80	23,254 87	8,905 63
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,589 74	\$2,692 30	\$807 44
Agents and clerks.....	6,749 77	3,374 89	3,374 88
Labor—loading and unloading freight.....	2,427 57	.....	2,427 57
Porters, watchmen and switch tenders.....	2,342 53	1,561 69	780 84
Conductors, baggage masters and brakemen.....	10,912 54	7,275 02	3,637 52
Engineers and firemen.....	9,925 65	7,444 24	2,481 41
Fuel and cost of preparing for use.....	16,038 22	12,028 66	4,009 56
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,612 53	1,209 39	403 14
Loss and damage of goods and baggage.....	233 89	.....	233 89
Use of freight cars, teaming and tolls.....	3,429 38	214 34	3,215 04
Shoveling snow.....	75 50	75 50	.....
Damages to property, including damage by fire, and cattle killed on road, repair of water station, engine house and turn-table.....	1,826 09	1,217 40	608 69
General superintendence and salaries.....	4,719 88	3,540 16	1,179 72
Contingencies and incidental expenses.....	6,157 82	4,105 21	2,152 61
West Chester railroad expenses.....	8,681 14	6,510 85	2,170 29
Telegraph expenses.....	1,881 00	1,410 75	470 25
Total.....	80,603 25	52,660 40	27,942 85

WEST CHESTER AND PHILADELPHIA

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds.....	<u>\$300 00</u>
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Receipts:

From passengers	\$214,245 56
From freight	105,051 48
From mail transportation.....	1,217 48
From use of freight cars.....	None.
From interest	None.
Miscellaneous	37,075 54
Total	<u>357,590 06</u>

Summary of payments:

For construction and equipment.....	\$16,910 87
For maintaining and operating the road.....	213,940 05
For dividends	None.
For interest.....	68,537 10
For miscellaneous	34,347 36
For State tax on capital stock, tonnage and city,	6,544 27
For United States tax	7,946 93
Total	<u>348,226 58</u>

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
M. B. Hickman, President.....	West Chester.
A. Lewis Smith, Secretary	Media.
Wm. McCullough, Treasurer.....	West Chester.
Henry Wood, Superintendent.....	Philadelphia.

(No. 85.)

WEST CHESTER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Marshall B. Hickman, president, and Thos. H. Hall, treasurer, of the West Chester 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) M. B. HICKMAN, *President.*
 THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, }
 this 5th day of December, 1866. }

WM. DAVIS, *Alderman, ex-officio 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
Number of shares of stock.....	3,300
Par value of each share.....	<u>\$50 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to W. C. intersection.....	9 miles.
Length of road laid.....	0 "
Length of double track of road.....	None.
Length of sidings, about.....	$\frac{1}{2}$ mile.
Gauge of road.....	4 feet 8 in.
Weight of rail per yard on main track.....	50 pounds.
Number of engine houses.....	<u>2</u>

Road leased to the West Chester and Philadelphia railroad, and all questions not included in this, will be in their report.

WEST CHESTER

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Marshall B. Hickman.....	West Chester.
David Meconkey.....	West Chester.
William Apple.....	West Chester.
Nicholas Mendenhall.....	West Chester.
Mark Willeox.....	Philadelphia.
Samuel Riddle.....	Glen Riddle, Del. co.
Michael Malone.....	Lancaster. Pa.
M. B. Hickman, President.....	West Chester.
Thos. H. Hall, Secretary and Treasurer.....	
Henry Wood, Superintendent.....	

(No. 86.)

WESTERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Samuel T. Bodine, president, and Joseph Lesley, treasurer, of the Western Pennsylvania railroad company, and in due form of law made oath, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed) SAML T. BODINE, *President.*
 JOS. LESLEY, *Treasurer.*

Sworn and subscribed before me, }
 this 7th day of January, 1867. }

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.....	1,041,670 13
Total amount now of funded debt.....	1,219,992 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.....	No dividends.
Number of shares of stock	16,449
Par value of each share	\$5. 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,748,981 90	\$2,262,298 30

WESTERN PENNSYLVANIA

CHARACTERISTICS OF ROAD.

Length of road laid, from Blairsville to Tarentum,	43.4 miles.
Length of sidings	5.5 "
Gauge of road	4.71 feet.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company, and their length, viz: Pittsburg branch	21.3 miles.
Roads worked or leased by the company	None.
Number of engine houses and shops: Three engine houses and one car shop.	
Number of wooden bridges, (total length in feet 5,554.75,)	19
Number of railroads crossed	2
Number of stations on main road	23
Number of wood and water stations on main road: Six water, two wood and water.	
Value of real estate held by the company, exclu- sive of road way	\$25,725 00
Number of tunnels, (length of each 1,425 and 603 feet,)	2
How is track laid, and on what foundation? Laid on cross-ties, on gravel and broken stone ballast.	

Leased and now operated by the Pennsylvania railroad com-
pany.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
Samuel T. Bodine.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
H. N. Burroughs.....	Philadelphia.
H. J. Lombaert	Philadelphia.
Edmund Smith.....	Philadelphia
Samuel T. Bodine, President.....	Philadelphia.
Joseph Lesley, Secretary and Treasurer.....	Philadelphia.
Geo. B. Roberts, Chief Engineer.....	Philadelphia.
Antes Snyder, Resident Engineer.....	Blairsville, Pa.

(No. 87)

WRIGHTSVILLE, YORK AND GETTYSBURG.

[For the year ending December 31, 1866.]

STATE OF PENNSYLVANIA, }
 County, } SS:

Personally appeared J. D. Cameron, president, and J. N. Du Barry, general superintendent, of the Northern Central 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. D. CAMERON, *President.*
J. N. DU BARRY, *Gen. Sup't.*

Sworn and subscribed before me, }
this 19th day of February, 1867. }

C. A. SNYDER, *Notary Public.*

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	None for 1866.
Number of shares of stock	6,341
Par value of each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$393,230 43</u>	<u>\$393,230 43</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from York to Wrightsville.....	13 miles.
Length of road laid.....	13 "
Length of double track of road.....	None.
Length of sidings.....	1 mile.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops and engines, first class passenger cars, baggage, mail, express, freight and coal cars, (rated as eight wheel cars:) Operated with Northern Central engines and cars.	
Number of wooden bridges, (total length in feet 1,368,).....	24
Number of wood and water stations on main road,	1
How is track laid, and on what foundation? Earth bed and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger and freight trains, (mixed:) Included in Northern Central mileage.	
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars: See Northern Central statement.	
Number of tons of 2,000 lbs. of through freight for the year on main road.....	18,120
Gross amount of tonnage for the year.....	<u>28,150</u>

The amount of freight, specifying the quantity in tons:

Included in Northern Central statement.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	AMOUNT ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'.
Repairs or maintenance of way, including buildings	\$7,543 68	\$2,317 47	\$5,226 21
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$858 05	\$286 02	\$572 03
Repairs of passenger and baggage cars.....	3 35	3 35	.....
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	8,239 65	3,295 86	4,943 79
Total	9,101 05	3,585 23	5,515 82
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$68 05	\$50 86	\$17 19
Agents and clerks.....	780 00	364 00	416 00
Wood and water station attendance.....	152 93	76 46	76 47
Conductors, baggage masters and brakemen.....	1,680 00	892 00	788 00
Engineers and firemen.....	1,510 43	502 06	1,007 37
Fuel and cost of preparing for use.....	1,708 38	586 48	1,121 90
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	325 93	162 96	162 97
Use of freight cars.....	1,909 10	1,326 00	583 10
Shoveling snow.....	59 54	29 77	29 77
General superintendence.....	330 00	165 00	165 00
Contingencies, including U. S. tax, tonnage tax, and tax of three-fourths of one per cent. on gross receipts.....	1,452 12	598 22	853 90
Total	9,976 48	4,764 81	5,211 67

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Receipts :

From passengers	\$14,028 32
From freight	12,919 52
From mail transportation.....	650 01
Total	27,597 85

Summary of payments :

For maintaining and operating the road.....	\$26,621 21
For interest	4,570 82
Total	31,192 03

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Traddicus Stevens.....	Lancaster, Pa.
Philip A. Small.....	York, Pa.
Samuel Shock.....	Columbia, Pa.
James Myers.....	Marietta, Pa.
Eli Lewis.....	York, Pa.
Alex. J. Frey.....	York, Pa.
W. Latimer Small.....	York, Pa.
J. M. Stevenson, Jr.....	Baltimore, Md.
J. D. Cameron, President.....	Harrisburg, Pa.
Robert S. Hollins, Secretary.....	Baltimore, Md.
John S. Leib, Treasurer.....	Baltimore, Md.
J. N. Du Barry, Superintendent.....	Harrisburg, Pa.

PASSENGER RAILWAY REPORTS.

(No. 88.)

CITIZENS'.

STATE OF PENNSYLVANIA, }
 _____ County, } ss :

Personally appeared Geo. Williams, president, and William Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed)

GEO. WILLIAMS, *President.*WM. BONSALE, *Treasurer.*

Affirmed and subscribed before me, }
 this 1st day of November, 1866. }

AQUILA HAINES, *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 of capital stock	192,750 00
Funded debt, as per last report	None.
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	None.
Date and rate per cent. per annum of dividend or dividends: In January, 1866, 6 per cent., and in July, 1866, 6 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 00 per share, and on 1,500 shares, \$15 00 per share.	
Amount of capital on which the respective divi- dends were declared	<u>\$500,000 00</u>

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
	<hr/>	<hr/>
Total cost	176,048 70	176,048 70
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of road laid, about.....	7 miles.
Length of double of road, including sidings.....	None.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on track	45 lbs.
Number of car houses, shops and stables, of each;	1
Number of depots	1
Number of first class passenger cars, (two horses.)	32
Average value of each	\$750 00
Number of second class passenger cars, (one horse,)	2
Average value of each	\$400 00
Number of passengers that may be seated in each car	20
Number of other cars	None.
Number of horses owned by the company.....	197
Average value of each, including harness.....	\$75 00
Value of real estate held, exclusive of roadway..	\$63,923 05
Weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,500
How is track laid and on what foundation? On yellow pine stringers and cross-ties.	
Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Tenth and Montgomery streets, down Tenth to Reed street, along Reed street to Eleventh street, up Eleventh street to Mont- gomery street, and along Montgomery street 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, (mile per hour) about	6
Number of trips each day	230

EXPENSES

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway, about	\$1,500 00
Repairs of buildings	840 00
Taxes on real estate	560 00

Expenses of operating the road:

On account of horses	\$3,594 75
Harness and repairs	741 76
Repairs to cars, including new cars	10,108 28
Horse shoeing and blacksmithing	5,824 08
Hay and feed	29,233 38
Office expenses, stationery and depot expenses: Included in miscellaneous.	
Salaries and wages	54,767 92
Insurance	659 00
Watchmen, switchmen, hostlers, pay-roll: Included in salaries and wages.	
Conductors and drivers: Included in salaries and wages.	
Fluid, fuel oil and gas and other miscellaneous ex- penses	5,698 78
Damages for injuries of persons	300 00
Total	110,927 95

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	None.
From sale of bonds	None.

Receipts:

From passengers	\$203,332 95
From rent	None.
From manure	2,000 00
From other sources	1,612 40
Total	206,945 35

Summary of payments:

For construction and repairs of road.....	\$1,500 00
For maintaining and operating the road, exclusive of cost of horses purchased.....	107,333 20
For interest.....	None.
For dividends	60,000 00
For horses	3,594 75
For payments for taxes on personal property.....	188 62
For payments to loan account.....	None.
For miscellaneous: Included in cost of maintain- ing and operating the road.	.
For payments made to surplus funds.....	None.
For State tax on capital stock and income.....	4,479 16
For United States tax.....	8,848 63
For licenses and city tax	6,989 05
For ground rent, (interest,)	1,052 67
For extinguishment of ground rent, water pipes, paving and repairs to real estate	18,420 87
Total	212,406 95

ACCIDENTS

KILLED—passengers	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:

1866.

April 13. A child, named Olga Opitz, was knocked down on Tenth street, above Market street, and had her leg broken, from which accident she recovered in a few weeks.

October 4. A child, named —— Kane, was run over by a car on Tenth street below Wharton street, and killed.

NAMEs AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Coffin Colket.....	Philadelphia.
J. K. M'Elwain.....	Philadelphia.
Amos Ellis.....	Philadelphia.
Wm. P. M'Cleary.....	Philadelphia.
J. D. Brown.....	Philadelphia.
Geo. Williams.....	President.
Wm. Bonsall.....	Secretary and Treasurer

(No. 89.)

CITIZENS', (PITTSBURG.)

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared James Verner, president of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the following report are true, to the best of his knowledge and belief.

(Signed) JAMES VERNER, *President.*

Sworn and subscribed before me, }
 this 9th day of November, 1866. }

J. DONALDSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (privilege of increasing to \$200,000 00,)	\$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	126,000 00
Funded debt, as per last report	56,300 00
Total amount now of funded debt.....	56,300 00
Floating debt, as by last report	10,318 15
The amount now of floating debt	7,756 00
Total amount now of floating and funded debt..	64,056 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	10 per cent.
Number of shares of stock	4,000
Par value of each share	\$50 00
Amount paid in on each share	31 50
Amount of capital on which the respective dividends were declared.....	<u>\$200,000 00</u>

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$112,123 59	\$112,123 59
Equipment	75,900 65	105,900 65
Total cost	<u>188,024 24</u>	<u>218,024 24</u>

CHARACTERISTICS OF ROAD.

Length of road laid	5 miles, 2,929 ft.
Length of double track, including sidings	3½ miles.
Gauge of road	5 feet 2½ in.
Weight of rail per yard on main track	43 pounds.
Number of car houses, shops and stables: Two car houses and three stables.	
Number of depots	2
Number of first class passenger cars; (two horses,)	26
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	24
Number of other cars	1
Number of horses owned by the company	144
Average value of each, including harness, about,	\$135 00
Value of real estate held, exclusive of road way,	\$34,095 56
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 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 — in Sharpsburg.	

CITIZENS' (PITTSBURG)

GOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS

Number of passengers carried	2,323,919
Rate of speed including stops, (miles per hour) ..	5 miles-
Number of trips each day: 162 main line, 14 Sharpsburg line.	

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$5,564 90
Repairs of buildings	460 27
Taxes on real estate	673 14
Total	<u>6,698 31</u>

Expenses of operating the road:

On account of horses	\$2,425 78
Harness and repairs	2,797 16
Repairs to cars	3,738 04
Horse shoeing	4,444 50
Hay and feed	22,858 31
Office expenses, stationery and depot expenses...	90 22
Salaries	2,700 00
Insurance	818 36
Watchmen, switchmen, hostlers, pay-roll	12,672 44
Conductors and drivers	24,687 00
Fluid, fuel, oil and gas	858 00
Damages for injuries of persons	1,628 50
Total	<u>79,718 31</u>

Receipts:

From passengers	\$139,435 16
From rent	452 00
From manure	225 00
From other sources	2,999 03
Total	<u>143,111 19</u>

Summary of payments:

For maintaining and operating the road	\$82,018 31
For interest	414 28
For dividends	20,000 00
For new passenger cars and horses	7,800 00
For payments for taxes on personal property	769 14
For State tax on capital stock and income	1,251 78
For United States tax	5,687 50
Total	<u><u>117,941 01</u></u>

ACCIDENTS.

KILLED—passengers	<u>2</u>
INJURED—passengers	<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:

Jan. 29: John Martin tried to get on car while in motion. Was intoxicated, and fell under wheel. Had one leg broken. Recovered.

June 10. Man named ——— Sullivan was intoxicated, and stepped off front platform, to avoid conductor collecting fare. Had his leg crushed badly. Died next day.

Car, No. 11, ran over a man named ———, who ran forward and fell under wheel, while working in a fit. Had one finger mashed. Recovered in a short time.

Car, No. 8, ran over a boy named Michael Herron, who stepped off the front platform, when a buggy ran against him, throwing him under the wheel. Died shortly afterwards.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Verner	Pittsburg.
Alexander Speer	Pittsburg.
Richard Hays	Pittsburg.
J. Harvey Jones	Pittsburg.
James H. Wright	Pittsburg.
James Verner	President.
James H. Wright	Treasurer.
D. P. Corwin	Secretary.

(No. 90.)

FAIRMOUNT PARK AND DELAWARE RIVER.

PHILADELPHIA, *December 3, 1866.*Hon. J. F. HARTRANFT, *Auditor General:*

DEAR SIR:—The Fairmount Park and Delaware River Passenger railway company, merged or consolidated its corporate rights and franchises into and with the Germantown Passenger railway company, in February, 1866, and in consequence a report, as require by the act of Assembly of the 4th of April, 1859, cannot be made. The operation of the road will be embraced in the report of the Germantown Passenger railway company.

Very respectfully,

JAMES WATT,

Pres't of late F. P. and D. R. Pass. R. Co.

(No. 91.)

FRANKFORD AND PHILADELPHIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Jacob Binder, president, and Edward A. Lesley, treasurer, of the Frankford and Philadelphia 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 }
 28th day of November, 1866. }

JAMES D. WILKINS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$309,000 00
Amount of stock subscribed	73,800 00
Total amount now paid in of capital stock	71,475 00
Total amount now of funded debt	50,000 00
The amount now of floating debt	21,750 05
Total amount now of floating and funded debt ..	71,750 05
Rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends: no dividends paid.	
Number of shares of stock	1,476
Par value of each share	\$50 00
Amount paid in on each share; \$50 00 each on 1,376 shares, and an average of \$26 75 each on 100 shares.	
Amount of capital on which the respective dividends were declared: no dividends declared.	

COST OF ROAD AND EQUIPMENT.

By present report.

Construction \$134,935 23

CHARACTERISTICS OF ROAD.

Length of road laid.....	3½ miles.
Length of double track, including sidings.....	3½ “
Gauge of road.....	5 ft. 8½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	None.
Number of depots.....	None.
Number of first class passenger cars, (two horses),.....	None.
Average value of each.....	None.
Number of second class passenger cars, (one horse),.....	None.
Average value of each.....	None.
Number of passengers that may be seated in each car.....	None.
Number of other cars.....	None.
Number of horses owned by the company.....	None.
Average value of each, including harness.....	None.
Value of real estate held, exclusive of road way.....	None.
Weight in lbs. of passenger cars, exclusive of passengers and baggage.....	None.

How is track laid, and on what foundation?

Wood cross-ties and stringers, gravel foundation and tram rail.

Describe the route of your road in detail, giving the streets occupied and connections with other roads: The road commencing at the northern terminus of the Second and Third Street road, runs thence along Frankford and Bristol turnpike to Mill street, along Mill to Paul street, along Paul to Frankford avenue, along Frankford avenue to Harrison street, thence returning along the said turnpike to the place of beginning, connecting with the Second and Third Street, and Frankford and Southwark railways.

THINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers carried, about	100,000
Rate of speed, including stops, (miles per hour.)	5 miles.
Number of trips each day.....	60

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$183 25
Repairs of buildings.....	None.
Taxes on real estate	None.

Expenses of operating the road:

On account of horses, harness and repairs, repairs to cars, horse shoeing, and hay and feed: The road having been operated by the Second and Third Street Passenger railway company, with their horses and cars, under an arrangement between the two companies, and no settlement having as yet been made, the expenses of operating it cannot be accurately determined.

Office expenses, stationery and depot expenses ..	\$2,916 67
Watchmen, switchmen, hostlers, pay-roll.....	145 50
Conductors and drivers.....	2,342 75
Damages for injuries of persons.....	50 00
Total.....	5,454 92

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, (from the organization to November 1, 1866.).....	\$71,475 00
From sale of bonds, (from the organization to November 1, 1866.).....	50,000 00
Total.....	121,475 00

Receipts :

From passengers	\$6,169 17
From other sources	14 55
Total	<u><u>6,183 72</u></u>

Summary of payments :

For construction, (from the organization to November 1, 1866,)	\$134,935 23
For maintaining and operating the road	7,454 92
For interest	515 90
For payments for taxes on personal property	87 85
For miscellaneous	3,295 42
For United States tax	190 07
Total	<u><u>146,479 39</u></u>

ACCIDENTS

INJURED—others 1

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

July —, 1866. Byron Woodward injured his foot when crossing the track.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
Robert F. Taylor.....	Philadelphia.
John P. Steiner.....	Philadelphia.
Ephraim F. Leake.....	Frankford.
Samuel D. Sidebotham.....	Frankford.
Wm. J. Fries, (resigned,)	Frankford.
Wm. P. Hacker	Philadelphia.
John Horn.....	Philadelphia.
Thomas W. Webb	Philadelphia.
Jacob Binder.....	President.
Edward A. Lesley.....	Secretary and Treasurer.

(No. 92.)

FRANKFORD AND SOUTHWARK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared James West, president, and William Poulterer, 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.*

WILLIAM POULTERER, *Treasurer.*

Sworn and subscribed before me, }
 this 12th day of November, 1866. }

PETER HAY, *Alderman and J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	491,650 00
Amount paid in, as by last report	491,620 00
Total amount now paid in of capital stock	491,650 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	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January, 3 per cent.; July, 3 per cent.	
Number of shares of stock	10,000
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: \$491,620 00 in January; \$491,650 00 in July.	

FRANKFORD AND SOUTHWARK

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$517,671 34	\$523,786 92
Equipment	247,898 16	248,819 52
Total cost	<u>765,569 50</u>	<u>772,606 44</u>

CHARACTERISTICS OF ROAD.

Length of road laid	12.33 miles.
Length of double track of road, including sidings, Gauge of road	4.04 " 5 feet 2 in.
Weight of rail per yard on main track: 45 pounds in city, and 50 pounds in country.	
Number of car houses, shops and stables, (one sta- ble not now used,)	2
Number of depots	3
Number of first class passenger cars, (two horses,)	40
Number of steam passenger cars	9
Average value of each: Horse cars, \$300; steam cars, \$4,000.	
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car: 22 in horse cars, 32 in steam cars.	
Number of other cars	None.
Number of horses owned by the company	271
Average value of each, including harness	\$107 53
Value of real estate held, exclusive of road way,	\$26,350 00
Weight in pounds 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 Pearce street, (through our own property,) east to Fifth street, north along Fifth street and Germantown ave-

nue 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 Frankford street, and thence north along Frankford street to Arrott street. (This latter is a double track.)

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers carried, about	4,000,000
Rate of speed, including stops, (miles per hour), ..	5.04
Number of trips each day: 256 on city section, 52 on rural section.	

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$17,969 65
Repairs of buildings	2,350 00
Taxes on real estate	1,479 25

Expenses of operating the road:

On account of horses	\$8,549 50
Harness and repairs	2,131 20
Repairs to cars and steamers, and re-building	25,638 13
Horse shoeing	6,756 55
Hay and feed	36,549 31
Office expenses, stationery and depot expenses	14,164 81
Salaries	4,681 98
Insurance	495 00
Watchmen, switchmen, hostlers, pay-roll	13,088 05
General expenses of stable	1,663 94
Conductors, drivers and engineers	54,920 20
Fluid, fuel, oil and gas	1,287 21
Damages for injuries of persons and vehicles	2,380 00
Coal for steamers	7,793 59
Total	180,099 47

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$30 00
From other sources	2,700 00
Total	<u>2,730 00</u>

Receipts:

From passengers	\$256,091 45
From rent	451 73
From manure	3,210 28
From other sources	1,469 60
Total	<u>261,223 06</u>

Summary of payments:

For construction	\$6,115 58
For maintaining and operating the road	195,782 79
For interest	17,595 17
For dividends	29,498 10
For new passenger cars and horses	3,621 36
For payments for taxes on personal property	1,200 00
For miscellaneous	3,928 41
For State tax on capital stock and income	2,346 33
For United States tax	8,261 64
Total	<u>268,349 38</u>

ACCIDENTS

INJURED—others	<u>1</u>
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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 the person, as follows:

July 4. On Sixth street, near Christian, John Cole, partially intoxicated, disregarding cautions given him, jumps from front platform; arm run over by hind wheel, necessitating amputation.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
Richard Garsed.....	Frankford, Phil'a.
Edward S. Handy.....	Philadelphia.
Henry C. Harrison.....	Philadelphia.
Joseph Harrison, Jr.....	Philadelphia.
Nathan Hilles.....	Frankford, Phil'a.
William C. Koehmlc.....	Philadelphia.
Charles E. Lex.....	Philadelphia.
Stephen B. Poulterer.....	Philadelphia.
Benjamin Rowland.....	Philadelphia.
Nathan R. Supplee.....	Philadelphia.
Daniel Weckerly.....	Philadelphia.
James West, President.....	Philadelphia.
William Poulterer, Treasurer.....	Philadelphia.
B. Frank Abbett, Secretary.....	Philadelphia.

(No. 93)

GERMANTOWN.

NOTE.—On the 15th of February, 1866, the Germantown Passenger railway company, and the Fairmount Park and Delaware River Passenger railway company consolidated, under the name of the Germantown Passenger railway company, the said Germantown Passenger railway company taking possession of the Fairmount Passenger railway company on the 1st of March, 1866.

The following is the report of the Germantown Passenger railway company, (old,) from the 1st of December, 1865, to the 1st of March, 1866, and the consolidated (new) company, from the 1st of March to the 1st of December, 1866—12 months.

The Fairmount Park and Delaware River road having been laid with cast iron rail, was so much out of repair as to require entire re-building.

Respectfully yours,

JOSEPH SINGERLY, *Secretary.*

JOHN F. HARTRANFT, ESQ.,

Auditor General, Harrisburg, Pa.

STATE OF PENNSYLVANIA, }
 _____ 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 14th day of January, 1867. }

W. W. DOUGHERTY, *Alderman.*

RAILROAD REPORT.

397.

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00 ^c
Amount of stock subscribed	1,000,000 00 ^c
Amount paid in, as by last report, Germantown, old, (Girard Avenue: no means of ascertain- ing)	112,245 00 ^c
Total amount now paid in of capital stock	112,245 00 ^c
Funded debt, as per last report	250,000 00 ^c
Total amount now of funded debt—	
Germantown, (old)	\$250,000 00
Girard Avenue	100,000 00
	<hr/>
	350,000 00 ^c
The amount now of floating debt	36,294 87 ^c
Total amount now of floating and funded debt ..	386,294 87 ^c
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
Amount paid in on each share: Germantown, (old.), \$15; Girard Avenue: uncertain.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$385,169 34	\$481,335 54 ^c

Equipment, in consolidated expenses.

CHARACTERISTICS OF ROAD.

Length of road laid—a fraction less than	25½ miles.
Length of double track of road, including siding, Gauge of road	8½ “
Weight of rail per yard on main track	5 feet 2 in.
Number of car houses, shops and stables; 3 car houses, 4 shops and 4 stables.	45 pounds.
Number of depots	3
Number of first class passenger cars, (two horses.) 47 in general use	59
Average value of each	\$1,300 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.....	367
Average value of each, including harness.....	\$80 00
Value of real estate held, exclusive of road way,	\$63,500 00
How is track laid, and on what foundation? White pine cross-ties, and 7 and 9 stringers.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads: from Diamond street to Germantown and return, and from Diamond street to Dickerson street, via. Fourth street, and return via. Eighth street; from Fairmount park, along Girard avenue to Palmer street, along Palmer to Shacamaxon, along Shacamaxon to Girard avenue.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS

Number of passengers carried, estimated.....	2,900,000
Rate of speed, including stops, (miles per hour.) between.....	5 and 6
Number of trips each day: 10 by 16 cars, 11 by 9 cars, 8 by 13 cars, and 5 by 9 cars.	

EXPENSES

Maintaining the road or real estate of the corporation.

Repairs of road bed, railway and buildings, and taxes on real estate: Included in item of maintaining and operating the road.

Expenses of operating the road:

Total.....	<u>\$172,962 71</u>
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Receipts:

From passengers, rent and manure, (all these items consolidated,).....	\$248,354 47
From other sources.....	46,329 10
Total.....	<u>294,683 57</u>

Summary of payments:

For construction, (re-building Girard avenue branch)	896,166 20
For maintaining and operating the road	172,962 71
For interest on bonds	24,500 00
For dividends	30,000 00
For new passenger cars and horses: Included in construction.	
For payments for taxes on personal property: Included in maintenance.	
For State tax on capital stock and income, and United States tax	4,500 00
Total	<u><u>328,128 91</u></u>

ACCIDENTS.

KILLED—passengers	<u>1</u>
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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:

One boy killed; time and place not recollected.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Adam Warthman.....	Philadelphia.
Joseph Singerly.....	Philadelphia.
Lewis Scout.....	Philadelphia.
Adam Warthman.....	President.
Joseph Singerly	Secretary and Treasurer.

(No. 21.)

GIRARD COLLEGE.

STATE OF PENNSYLVANIA, }
 _____ County, } ss :

Personally appeared Edward B. Edwards, president; and William S. Blight, treasurer, of the Girard College 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) E. B. EDWARDS, *President.*
 WM. S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, }
 this 21st day of November, 1866. }

J. R. MASSEY, *Allderman,*
and ex-officio Justice of the Peace.

STOCK AND DEBT

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed (shares)	10,000 00
Amount paid in as by last report	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 4, 1866, \$1.50 per share; July 5, 1866, \$1.00 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	<u>\$160,000 00</u>

RAILROAD REPORT.

401

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction of track per mile.....	\$7,500 00	\$7,500 00
Buildings	36,394 33	36,394 33
Cars.....	21,149 65	21,149 65
Horses, harness, &c	16,567 74	16,567 74
Total cost.....	81,611 72	81,611 72

CHARACTERISTICS OF ROAD.

Length of road laid.....	5.4 miles.
Gauge of road.....	5 ft. 2 in.
Weight of real per yard on main track.....	45 lbs.
Number of car houses, shops and stables, of each,	1
Number of depots	1
Number of first class passenger cars, (two horses,)	25
Average value of each, (cost when new,).....	\$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 road way, 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.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Rate of speed, including stops, (miles per hour)..	5.4
Number of trips each day	2.6

Expenses of operating and maintaining the road and real estate of the corporation :

Road repair account	\$1,674 00
Taxes account.....	7,456 00

GIRARD COLLEGE

Horse account.....	\$2,407 00
Harness repair account.....	687 74
Car repair account.....	4,130 07
Blacksmith account.....	4,410 98
Stable account.....	25,547 78
Expense account.....	9,741 00
Insurance account.....	365 00
Running expenses account.....	29,972 39
Damage account.....	1,202 55
Total.....	<u>87,594 51</u>

Receipts :

From passengers.....	<u>\$104,934 35</u>
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NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
John Lambert.....	Philadelphia.
William S. Grant.....	Philadelphia.
Andrew A. Butler.....	Philadelphia.
Henry Croskey.....	Philadelphia.
Henry Norris.....	Philadelphia.
Edward B. Edwards, President.....	Philadelphia.
William S. Blight, Treasurer and Secretary.....	Philadelphia.

(No. 95.)

GREEN AND COATES STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Edmund Deacon, president, and Joshua Garsed, secretary and treasurer, of the Green and Coates 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) EDMUND DEACON, *President.*
 JOSHUA GARSED, *Treasurer.*

Affirmed and subscribed before me, }
 this 6th day of December, 1866. }

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	100,000 00
Total amount now of funded debt	100,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ...	\$100,000 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 8, \$1 50 per share; July 18, \$1 25 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 divi- dends were declared	<u>\$500,000 00</u>

GREEN AND COATES STREET

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 feet 2 in.
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 other cars.....	None.
Number of horses owned by the company.....	191
Number of mules owned by the company.....	51
Average value of each, including harness.....	\$75 00
Value of real estate held, exclusive of road way.....	\$70,279 52
Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Fairmount to Fairmount, connecting with all north and south passenger railways.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS

Number of passengers carried: No account kept.	
Rate of speed, including stops, (miles per hour).....	5
Number of trips each day.....	<u>288</u>

EXPENSES

Maintaining the road or real estate of the corporation.....	\$5,049 00
Taxes on real estate.....	<u>1,085 06</u>

Expenses of operating the road:

On account of horses.....	\$8,317 20
Harness and repairs, and repairs to cars.....	6,480 70
Horse shoeing.....	7,437 24
Hay and feed.....	30,096 65
Office expenses, stationery and depot expenses...	176 01
Salaries.....	3,008 00
Insurance.....	620 80
Watchmen, switchmen, hostlers, pay-roll.....	14,144 00
Conductors, drivers and receivers.....	36,039 55
Fluid, fuel, oil and gas.....	1,050 48
Damages for injuries of persons.....	1,061 75
Total.....	<u>108,432 38</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources, None.

Receipts:

From passengers.....	\$164,316 61
From rent.....	166 62
From manure.....	2,308 48
From other sources.....	None.
Total.....	<u>166,791 71</u>

Summary of payments:

For maintaining and operating the road.....	\$114,808 92
For interest.....	8,638 66
For dividends.....	17,500 00
For new passenger cars and horses.....	12,997 93
For State tax on capital stock and income.....	-1,377 42
For United States tax.....	6,179 65
Total.....	<u>161,502 58</u>

Total amount of surplus fund..... None.

ACCL. ENTS.

INJURED—others

1

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:

Nov. 27, 1865. Jessie Casey, child, run over at Fourth and Christian streets. Leg broken.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. Ellis Lewis.....	Philadelphia.
George Peterson	Philadelphia.
Robert F. Taylor.....	Philadelphia.
P. S. Peterson.....	Philadelphia.
S. D. Walton.....	Philadelphia.
C. Gascoyne.....	Philadelphia.
C. S. Kates.....	Philadelphia.
J. H. Withington.....	Philadelphia.
G. C. Heberton.....	Philadelphia.
M. Reinhart.....	Philadelphia.
A. M. Fox.....	Philadelphia.
John Horn.....	Philadelphia.
Edmund Deacon.....	President.
Joshua Garsed.....	Secretary and Treasurer.

*By J. - Review of Accid. Ent. Report)
 ... Accid. Ent. ...*

(No. 96.)

HARRISBURG CITY.

STATE OF PENNSYLVANIA, }
Dauphin County, } ss:

Personally appeared George Cunkle, president, and D. Fleming, treasurer, of the Harrisburg 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)

GEO. CUNKLE, *President.*D. FLEMING, *Treasurer.*

Sworn and subscribed before me, }
 this 30th day of November, 1866. }

GEO. B. COLE, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	42,450 00
Amount paid in as by last report	30,118 75
Total amount now paid in of capital stock	41,113 91
Funded debt, as per last report	Nothing.
Total amount now of funded debt	9,500 00
Floating debt, as by last report	9,000 00
The amount now of floating debt	4,824 57
Total amount now of floating and funded debt...	14,324 57
Rate per cent. per annum of interest on funded debt	7 per ct.
Rate per cent. per annum of dividend or dividends: None declared.	
Number of shares of stock authorized	3,000
Par value of each share	\$25 00
Amount paid in on each share subscribed, about,	24 00

HARRISBURG CITY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (estimated,).....	\$42,985 92	\$46,805 05
Equipment, (estimated,)	6,519 00	9,069 13
	<hr/>	<hr/>
Total cost, (not all paid,).....	49,904 92	55,874 19
	<hr/> <hr/>	<hr/> <hr/>

CHARACTERISTICS OF ROAD.

Length of road laid, about.....	2 miles.
Length of double track, including sidings, about	700 feet.
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses shops and stables: 1 car house and stabling; no shops.	
Number of depots, including car house and stable,	1
Number of first class passenger cars, (two horses,)	5
Average value of each	\$800 00
Number of second class passenger cars, (one horse,)	1
Average value of each	\$250 00
Number of passengers that may be seated in each car, about.....	16
Number of other cars	None.
Number of horses owned by the company.....	25
Average value of each, including harness, about..	\$155 00
Value of real estate held, exclusive of road way,	10,000 00
Weight in pounds of passenger cars, exclusive of passengers and baggage.....	Cannot tell.
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 the 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, up Sixth to M'Clay street, at Camp Curtin.	

RAILROAD REPORT.

409

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers carried, (estimated).....	229,256
Rate of speed, including stops, (miles per hour)..	5
Number of trips each day, (each car.).....	15

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway, including extraordinary expenses in re-laying track, occasioned by change of grade in Sixth street, about,	\$400 00
Taxes on real estate.....	None paid.

Expenses of operating the road :

On account of horses, harness and repairs, repairs to cars, horse shoeing, hay and feed, office expenses, stationery and depot expenses, insurance, watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, fluid fuel, oil and gas, damages for injuries of persons: These items are not kept separately upon our books, but are blended together, making in the aggregate, (inclusive of the United States tax of two and one-half per cent. on our gross receipts,) the sum of	\$11,242 40
Salaries.....	None paid.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$10,995 16
From sale of bonds.....	9,500 00
From other sources	387 00
Total	20,882 16

Receipts :

From passengers.....	\$11,462 81
From rent.....	Nothing.

HARRISBURG CITY

From manure: Exchanged for straw.

From other sources..... Nothing.

Summary of payments :

For construction and equipment.....	\$19,987 99
For maintaining and operating the road.....	10,955 83
For interest.....	None paid.
For dividends.....	Nothing.
For new passenger cars and horses.....	1,585 00
For miscellaneous.....	217 38
For United States tax.....	286 57
 Total.....	 <u>33,032 77</u>

No accidents of any account.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
A. O. Hiester.....	Harrisburg, Penn'a.
Eby Byers.....	Harrisburg, Penn'a.
George Cunkle.....	Harrisburg, Penn'a.
R. A. Lamberton.....	Harrisburg, Penn'a.
John A. Smull.....	Harrisburg, Penn'a.
David Fleming.....	Harrisburg, Penn'a.
George Cunkle, President.....	Harrisburg, Penn'a.
David Fleming, Treasurer.....	Harrisburg, Penn'a.
John A. Smull, Secretary.....	Harrisburg, Penn'a.

(No. 22.)

HESTONVILLE, MANTUA AND FAIRMOUNT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Adam Warthman, president, and Amos Phillips, 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) ADAM WARTHMAN, *President.*
 AMOS PHILLIPS, *Treasurer.*

Sworn and subscribed before me, }
 this 10th day of December, 1866. }

J. P. DELANEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,050,000 00
Amount of stock subscribed: No means of ascertaining.	
Total amount now paid in of capital stock	Uncertain.
Funded debt, as per last report	\$183,600 00
Total amount now of funded debt: \$177,000, a portion of this amount is questioned and subject to litigation.	
Floating debt, as by last report	75,131 83
The amount now of floating debt	8,250 49
Total amount now of floating and funded debt ..	185,250 49
Date and rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: 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 and equipment: Not yet ascertained.

CHARACTERISTICS OF ROAD

Length of road laid.....	19 miles.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables: Four cars houses and four stables.	
Number of depots.....	4
Number of first class passenger cars, (two horses,)	56
Average value of each.....	\$500 00
Number of second class passenger cars, (one horse,)	1
Average value of each.....	\$50 00
Number of passengers that may be seated in each car.....	22
Number of other cars.....	None.
Number of horses owned by the company.....	390
Value of real estate held, exclusive of road way: (Assessed valuation \$30,000.)	

How is track laid, and on what foundation? White pine cross-ties and stretchers.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: from Hestonville, along Lancaster pike, Haverford street, Hamilton street, Twenty-second street, Rice street, Second and Walnut streets, to Exchange; return via. Dock street, Third, Vine street, Twenty-third street, Bridge street, Lancaster avenue, to Hestonville. Branch road—from wire bridge via. Hamilton, Twenty-second, Callowhill, Twentieth and Arch streets, to Second street; return via. Arch street, Twenty-first, Callowhill, to wire bridge. Branch road—from wire bridge via. Biddle street, Spring Garden street, Twentieth street, Callowhill street, to Front and Vine; return via. Front street, Callowhill street, to wire bridge.

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: Eight on Hestonville, 12 on Callowhill and Arch streets.	

EXPENSES

Maintaining the road or real estate of the corporation:

Repairs of road bed, railway and repairs of buildings and taxes on real estate: Included under head of expense account.

Expenses of operating the road:

On account of horses	\$14,325 57
Harness and repairs, repairs to cars, horse shoeing, hay and feed, office expenses, stationery and depot expenses, salaries, insurance, watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, fluid, fuel, oil and gas.....	196,198 19
Damages for injuries of persons.....	669 76
Total.....	<u>211,793 52</u>

Receipts:

From passengers, rent, manure and other sources— total	<u>\$242,181 51</u>
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Summary of payments:

For interest.....	\$18,832 35
For dividends.....	None.
Total.....	<u>18,832 35</u>

ACCIDENTS.

KILLED—others	<u>2</u>
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414 HESTONVILLE, MANTUA AND FAIRMOUNT

INJURED—employees	1
others	3
	<hr/>
Total	4
	<hr/>

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

Edward Carroll, knocked down by car and run over and instantly killed, on 23d, near Wood.

— Wiley, fell off the car while drunk and had his leg cut off.

A child named Wm. Glassy was run over, at 21st and Vine, on July 19th; arm broken; since recovered; age 4 years.

A child, name unknown, was run over, at 21st and Lancaster avenue, on October 4th, and was instantly killed; age 15 months.

D. Eisenberry, a driver, fell off his car and had his arm broken; since recovered.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
John T. Lange	Philadelphia, Pa.
Joseph Maitland	Philadelphia, Pa.
Amos Phillips	Philadelphia, Pa.
Isaac J. Phillips	Philadelphia, Pa.
P. S. Rowland	Philadelphia, Pa.
Adam Warthman, President	Philadelphia, Pa.
Amos Phillips, Treasurer	Philadelphia, Pa.
Edward H. Flood, Secretary	Philadelphia, Pa.

(No. 98.)

LOMBARD AND SOUTH STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas L. Lawson, president, and Thomas S. Harris, 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.*
 THOS. S. HARRIS, *Treasurer.*

Sworn and subscribed before me, }
 this 15th day of November, 1866. }

JOHN A. HURLEY, *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	50,200 00
Total amount now of funded debt	60,200 00
Floating debt, as by last report	24,000 00
The amount now of floating debt	4,500 00
Total amount now of floating and funded debt ...	64,700 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	No dividends.
Number of shares of stock	10,000
Par value of each share	\$25 00
Amount paid in on each share	9 00

LOMBARD AND SOUTH STREET

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$156,000 00</u>	<u>\$160,189 80</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4 ⁵ / ₁₀₀₀ miles.
Length of double track, including sidings.....	⁶ / ₁₀₀ "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables.....	2
Number of depots.....	1
Number of first class passenger cars, (two horses.)	18
Average value of each.....	\$700 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.....	\$100 00
Value of real estate held, exclusive of road way,	\$30,000 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 roads running north and south in the city.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS

Number of passengers carried	1,200,000
Rate of speed, including stops, (miles per hour.)	5
Number of trips each day	<u>195</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed, railway and buildings, and taxes on real estate, included in expenses of operating the road.

Expenses of operating the road :

On account of horses	\$1,189 55
Harness and repairs	159 87
Repairs to cars.....	561 49
Horse shoeing and blacksmithing	3,106 04
Hay, feed and straw	14,093 38
Insurance.....	428 75
Watchmen, switchmen, hostlers, pay-roll.....	23,680 58
Fluid, fuel, oil and gas.....	475 43
Damages for injuries of persons.....	50 00
Other expenses not enumerated	3,547 10
Total.....	<u>47,292 19</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds	\$10,000 00
From other sources	689 42
	<u> </u>

Receipts :

From passengers	\$55,493 90
From rent	None.
From manure	1,224 00
From other sources	10,740 57
Total	<u>67,458 47</u>

Summary of payments :

For construction.....	\$4,189 80
For maintaining and operating the road	47,292 19
For interest.....	3,696 15

For dividends.....	None.
For payments to loan account.....	\$10,000 00
For State tax on capital stock and income, including city.....	744 57
For United States tax.....	1,390 85
Total.....	<u>67,313 56</u>
Total amount of surplus fund.....	<u>\$1,943 93</u>

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ACCIDENTS.

KILLED—employees.....	<u>1</u>
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The following is a statement of the date of the accident, the cause and extent of the injury inflicted upon the person, and the name of the person, as follows:

Sept. 15, 1866. Driver of car, No. 22, fell from front platform, was run over; afterwards died from his injuries.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas L. Lawson, 19 South Third street.....	Philadelphia.
Moses A. Dropsic, 29 South Sixth street.....	Philadelphia.
W. B. Mann, N. W. corner Fifth and Green streets.....	Philadelphia.
John L. Lawson, 19 South Third street.....	Philadelphia.
Marcus Cauffman, 623 North Sixth street.....	Philadelphia.
Thomas L. Lawson.....	President.
Thos. S. Harris, 1210 Davis st.....	Secretary and Treasurer.

(No. 99.)

OAKLAND.

STATE OF PENNSYLVANIA, }
Allegheny County, } SS:

Personally appeared A. Hoeveler, president, and F. De Haan, treasurer, of the Oakland 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) A. HOEVELER, *President.*
 F. DE HAAN, *Treasurer.*

Sworn and subscribed before me, }
 this 25th day of November, 1866. }

J. DONALDSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	59,500 00
Amount paid in, as by last report.....	All.
Total amount now paid in of capital stock.....	59,500 00
Total amount now of funded debt and bonds....	52,156 92
The amount now of floating debt.....	6,174 $\frac{2}{100}$
Total amount now of floating and funded debt...	58,331 $\frac{17}{100}$
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock.....	1,190
Par value of each share.....	\$50 00
Amount paid in on each share.....	All.
Amount of capital on which the respective dividends were declared.....	None.

CHARACTERISTICS OF ROAD:

Length of road laid, about	5 miles.
Length of double track, including sidings.....	2 $\frac{1}{2}$ "
Gauge of road.....	5 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: 1 car house, 2 stables and 2 shops.	
Number of depots	1
Number of first class passenger cars, two horses, (and one steam car which is never used,).....	13
Average value of each	\$1,200
Number of second class passenger cars, (one horse.)	None.
Number of passengers that may be seated in each car, about.....	25
Number of other cars: 6 sleighs, 4 wagons, 2 carts, salt car.	
Number of horses owned by the company.....	90
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of road way,	\$21,000 00
Weight in pounds of passenger cars, exclusive of passengers and baggage, about	2,000
How is track laid, and on what foundation? On ties and string pieces.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Market street, along Fourth street, to Grant, Grant to Diamond, Diamond and Fifth street to Pennsylvania avenue, and Farmers' and Mechanics' turnpike to East Liberty.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS

Number of passengers carried	716,482
Rate of speed, including stops, (miles per hour.)..	4
Number of trips each day.....	88

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$9,876 70
Repairs of buildings	549 93
Taxes on real estate	282 10

10,708 73

Expenses of operating the road:

On account of horses	\$6,932 00
Harness and repairs	347 33
Repairs to cars	1,197 24
Horse shoeing: Included in pay-roll.	
Hay and feed	14,165 61
Office expenses, stationery and depot expenses...	390 60
Salaries: Included in pay-roll.	
Insurance	796 23
Watchmen, switchmen, hostlers, pay-roll, conductors and drivers	25,574 48
Fluid, fuel, oil and gas	783 90
Damages for injuries of persons, (paid for crushing the foot of Duncan Bruce, a boy, on the 1st October, 1864, for which suit was brought and damages paid this year.)	1,637 92
Total	<u><u>51,825 31</u></u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From borrowed money	\$25,529 69
From other sources	5,500 00
Total	<u><u>31,029 69</u></u>

Receipts:

From passengers	\$42,988 96
From manure	275 00
Total	<u><u>43,263 96</u></u>

Summary of payments :

For construction.....	\$12,554 97
For maintaining and operating the road.....	51,825 31
For interest.....	1,202 31
For dividends.....	None.
For horses.....	6,932 00
For payments for taxes on personal property.....	282 10
For United States tax.....	1,074 73
	<hr/>
Total.....	73,871 42
	<hr/> <hr/>
Total amount of surplus fund.....	None.
	<hr/> <hr/>

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. Hoefeler.....	Lawrenceville.
T. A. Madeira.....	Pittsburg.
B. F. Pettit.....	Allegheny city.
Thomas Mellon.....	East Liberty.
F. De Haan.....	Pittsburg.
A. Hoefeler.....	President.
F. De Haan.....	Secretary and Treasurer.

(No. 100.)

PHILADELPHIA AND DARBY.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared S. Gross Fry, president, and Jas. M'Fadden, Jr., treasurer, of the Philadelphia and Darby 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) S. GROSS FRY, *President.*

JAS. M'FADDEN, Jr., *Treasurer.*

Sworn and subscribed before me, }
 this 18th day of December, 1866. }

H. TUNISON, *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
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Number of shares of stock	5,000
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: No dividend declared.	

COST OF ROAD AND EQUIPMENT.

Total cost	By present report. \$118,383 04
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CHARACTERISTICS OF ROAD.

Length of road laid.....	5 miles 255 ft.
Length of sidings.....	3,281 ft.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	42 pounds.
Number of car houses, shops and stables.....	2
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.....	45
Average value of each, including harness.....	\$75 00
Value of real estate held, exclusive of road way,	\$22,500 00
Weight in pounds of passenger cars, exclusive of passengers and baggage.....	5,000
How is track laid, and on what foundation? Wood- en 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 Mar- ket street, West Philadelphia, with the West Philadelphia Passenger railway company.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers carried.....	291,067
Rate of speed, including stops, (miles per hour,)	6
Number of trips each day, (of ten miles each,)...	27

RAILROAD REPORT.

425

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$2,468 73
Repairs of buildings	6 10
Taxes on real estate	237 40
	<hr/> <hr/>

Expenses of operating the road :

On account of horses	\$589 20
Harness and repairs	121 43
Repairs to cars	912 92
Horse shoeing	879 71
Hay and feed	9,009 96
Office expenses, stationery, printing and advertising	104 30
Insurance	15 50
Watchmen, switchmen, hostlers, pay-roll	9,529 71
General expenses	1,604 79
Fluid, fuel, oil and gas	322 69
Total	<hr/> <hr/> 23,090 21

Receipts :

From passengers	\$37,730 95
From rent	342 00
From manure	525 42
From other sources	691 74
Total	<hr/> <hr/> 39,290 84

Summary of payments :

For maintaining and operating the road	\$25,822 44
For interest on bonds	773 59
For dividends	21 00
For State tax on capital stock and income, and other taxes	1,159 64
Total	<hr/> <hr/> 27,776 67

No accidents.

PHILADELPHIA AND DARBY

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
John P. M'Fadden.....	Philadelphia.
Wm. M. Tarr.....	Philadelphia.
B. H. Bartol.....	Philadelphia.
Chas. Thompson.....	Reeseville.
D. Henry Flickwir.....	West Philadelphia.
Robert Buist.....	Kingsessing.
S. Gross Fry, President	Philadelphia.
Jas. M'Fadden, Jr., Treasurer.....	West Philadelphia.
D. Henry Flickwir, Secretary.....	West Philadelphia.

(No. 104.)

PHILADELPHIA AND GRAY'S FERRY.

STATE OF PENNSYLVANIA, }
 _____ County, } SS :

Per onally 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 18th day of December, 1866. }

H. TUNISON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00.
Amount paid in, as by last report	217,697 00.
Total amount now paid in of capital stock	250,157 00.
Funded debt, as per last report	15,000 00.
Total amount now of funded debt	None.
Floating debt, as by last report	\$10,000 00.
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	None.
Date and rate per cent. per annum of dividend or dividends: January 3, 1866, 3 per cent.; July 5, 1866, 5 per cent.	
Number of shares of stock	9,977.
Par value of each share	\$50 00.
Amount paid in on each share	25 00.
Amount of capital on which the respective divi- dends were declared: \$225,197 in January, and \$250,157 in July.	

PHILADELPHIA AND GRAY'S FERRY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	\$249,411 82	\$250,252 91

CHARACTERISTICS OF ROAD.

Length of road laid.....	7 miles.
Length of double track, including sidings.....	1½ "
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars, (two horses,)	19
Average value of each.....	\$500 00
Number of second class passenger cars, (one horse,)	4
Average value of each.....	\$300 00
Number of passengers that may be seated in each car.....	20
Number of horses owned by the company.....	154
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
How is track laid, and on what foundation? White pine stringers, 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 st., 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: 1,735,051 on main road, and 250,400 on Gray's Ferry division.

RAILROAD REPORT.

429

Rate of speed, including stops, (miles per hour);	5
Number of trips each day: On main road 210, and 52 on Gray's Ferry circuit.	=

EXPENSES

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$2,749 81
Taxes on real estate	643 25
	<u> </u>

Expenses of operating the road:

On account of horses	\$1,274 50
Harness and repairs	520 93
Repairs to cars	2,551 49
Horse shoeing	2,551 71
Hay and feed	17,719 40
Printing, stationery and miscellaneous	1,209 30
Straw	450 35
Insurance	80 00
Watchmen, switchmen, hostlers, pay-roll	11,592 40
General expenses of stables	126 89
Conductors and drivers	21,347 52
Fluid, fuel, oil and gas	677 87
	<u> </u>
Total	60,102 36
	<u> </u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$32,460 00
From other sources	75 00
	<u> </u>
Total	32,535 00
	<u> </u>

Receipts:

From passengers	\$86,752 58
From rent	575 00
From manure	1,531 62
From other sources	13,137 19
	<u> </u>
Total	101,996 39
	<u> </u>

Summary of payments :

For construction.....	\$841 09
For maintaining and operating the road	63,495 42
For interest on bonds	476 22
For payments for taxes on personal property.....	642 13
For payments to loan account.....	26,850 00
For taxes paid city of Philadelphia, &c.....	4,678 22
For State tax on capital stock and income.....	349 99
For United States tax.....	<u>2,588 22</u>

ACCIDENTS

There has been no passenger, employee or other person killed or injured in any way upon this road during the past year, to our knowledge.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
B. H. Bartol, 1900 Spruce street.....	Philadelphia.
Wm. M. Farr, 1914 Spruce street.....	Philadelphia.
Wm. Harbeson, 1114 Wallace street.....	Philadelphia.
Oliver Hopkinson, 1424 Spruce street.....	Philadelphia.
J. P. M'Fadden, 15th and Tioga streets.....	Philadelphia.
Chas. F. Norton, 328 Walnut street.....	Philadelphia.
S. Gross Fry, President, 2101 Green street.....	Philadelphia.
James M'Fadden, Jr., Secretary and Treasurer.....	West Philadelphia.

(No. 102.)

PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared C. Colket, 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.

(Signed) C. COLKET, *President.*
 WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, }
 this 7th day of February, 1867. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$750,000 00
Amount of stock subscribed.....	750,000 00
Amount paid in, as by last report.....	100,000 00
Total amount now paid in of capital stock.....	225,000 00
Funded debt, as per last report.....	135,000 00
Total amount now of funded debt.....	140,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	31,254 73
Total amount now of floating and funded debt..	171,254 73
Date and rate per cent. per annum of dividend or dividends: January 2, \$2 50 per share; July 2, \$3 00 per share.	
Number of shares of stock.....	15,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	15 00
Amount of capital on which the respective divi- dends were declared.....	<u>\$500,000 00</u>

PHILADELPHIA CITY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$197,738 15	\$308,666 97
Equipment.....	42,525 87	87,587 76
Total cost	240,264 02	396,254 73

CHARACTERISTICS OF ROAD.

Length of road laid.....	7 miles.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track: 56 pounds for four miles, and 45 pounds three miles.	
Number of car houses, shops and stables: 1 car house, 2 shops and 1 stable.	
Number of depots	1
Number of first class passenger cars, (two horses.)	45
Average value of each	\$1,000 00
Number of second class passenger cars, (one horse.)	None.
Number passengers that may be seated in each car,	20
Number of other cars	3
Number of horses owned by the company.....	291
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of roadway..	\$22,259 78
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 foun- dation.	
Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Forty-second 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 Chest- nut to Forty-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	3,252,497
Rate of speed, including stops, (miles per hour, about	5
Number of trips each day, (per car,).....	<u>9</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$1,253 94
Taxes on real estate	872 21
Total.....	<u>2,126 15</u>

Expenses of operating the road :

On account of straw.....	\$2,020 26
Horses	6,683 60
Harness and repairs	864 05
Repairs to cars.....	3,509 41
Horse shoeing and other blacksmithing.....	5,667 44
Hay and feed	39,860 51
Office expenses, stationery and depot expenses...	1,405 67
Salaries.....	3,900 00
Insurance.....	1,817 02
Watchmen, switchmen, hostlers, pay-roll.....	15,645 31
General expenses of stable	1,969 97
Conductors and drivers.....	38,315 90
Fluid, fuel, oil, &c.....	1,147 61
Damages for injuries of persons.....	500 00
Miscellaneous expenses, rent, &c.....	5,070 85
Total.....	<u>128,377 60</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$125,000 00
From sale of bonds.....	5,000 00
From other sources	31,254 73
Total.....	<u>161,254 73</u>

Receipts:

From passengers	\$188,404 75
From manure	1,820 74
From other sources	1,100 00
Total	<u>191,325 49</u>
Cash on hand January 1, 1866	42,473 44
Total	<u><u>233,798 93</u></u>

Summary of payments:

For construction	\$116,192 84
For maintaining and operating the road	130,503 75
For interest	3,228 74
For dividends	55,000 00
For new passenger cars, horses and harness	45,061 89
For payments for taxes on personal property	204 68
For State tax on capital stock and income	4,284 12
For United States taxes	6,282 43
For city tax on dividends	10,764 97
Cash on hand January 1, 1867	23,530 24
Total amount of surplus fund	<u><u>395,053 66</u></u>

ACCIDENTS.

INJURED—passengers	2
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Wister.....	Germantown, Pa.
Zophar C. Howell.....	Philadelphia, Pa.
Amos Ellis	Philadelphia, Pa.
George Williams.....	Philadelphia, Pa.
A. E. Dougherty	Philadelphia, Pa.
Charles Camblos.....	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia.
Wm. W. Colket, Secretary and Treasurer.....	Philadelphia.

(No. 103.)

PITTSBURG, ALLEGHENY AND MANCHESTER.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared W. J. Kountz, president, and C. M. Seibert, 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) W. J. KOUNTZ, *President.*
 C. M. SEIBERT, *Treasurer.*

Sworn and subscribed before me, }
 this 16th day of November, 1866. }

J. DONALDSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	200,000 00
Amount paid in, as by last report	75,000 00
Total amount now paid in of capital stock	100,000 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	150 00
The amount now of floating debt	19,507 72
Total amount now of floating and funded debt..	54,507 72
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 1, 1865	16 per cent.
Number of shares of stock	4,000
Par value of each share	\$50 00
Amount paid in on each share	25 00
Amount of capital on which the respective divi- dend was declared	<u>\$75,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$63,862 99	\$82,632 03
Equipment, cars, horses, and harness	32,523 27	58,108 00
Total cost	<u>96,386 26</u>	<u>140,740 03</u>

CHARACTERISTICS OF ROAD.

Length of road laid	5 miles.
Length of double track, including sidings	2½ "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables, each ...	2
Number of depots	3
Number of first class passenger cars, (two horses,)	19
Average value of each	\$1,000 00
Number of second class passenger cars, (one horse,)	11
Average value of each	\$400 00
Number of passengers that may be seated in each car	22
Number of other cars, salt car	1
Number of horses owned by the company: 128 horses, 48 mules.	
Average value of each, including harness: Horses, \$130, mules, \$180.	
Value of real estate and buildings held, exclusive of road way	\$36,304 82
Weight in pounds of passenger cars, exclusive of passengers and baggage	<u>4,400</u>

How is track laid and on what foundation? Pine stringers, oak and pine 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 to Ohio street, along Ohio street to Western avenue, along Western avenue to Bid-

well street, along Bidwell street to Ohio avenue, along Ohio avenue to Beaver street, Manchester, along Beaver street to Island lane, and thence to Wood's run, M'Clure township. A branch of the road runs from Federal street, Allegheny, along Leacock and Rebecca streets to Manchester, intersecting the main road at the junction of Beaver street and Ohio avenue; also, an extension from Federal street along Ohio street to near Chestnut, Allegheny.

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS

Number of passengers carried, about	1,900,000
Rate of speed, including stops, (miles per hour)..	5 miles.
Number of trips each day	<u>9</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$3,350 38
Repairs of buildings	513 79
Taxes on real estate	<u>1,479 77</u>

Expenses of operating the road:

On account of horses	\$1,600 00
Harness and repairs	183 42
Repairs to cars	6,908 64
Horse shoeing	1,578 35
Hay and feed	19,545 15
Expenses not otherwise accounted for	3,559 79
Salaries and wages	42,545 16
Insurance	471 82
Watchmen, switchmen, hostlers, pay-roll and right of way	515 71
General expenses of stable, bridge toll	3,587 50
Conductors and drivers, United States revenue ..	2,749 19
Fluid, fuel, oil and gas	597 90
Damages for injuries of persons	2,223 61
Interest	1,872 41
Total	<u>87,938 65</u>

438 PITTSBURG, ALLEGHENY AND MANCHESTER

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders..... \$25,000 00

Receipts:

From passengers..... \$112,951 29
 From manure 287 50
 From other sources 3,100 00
 Total..... 116,338 79

Summary of payments:

For construction..... \$18,769 94
 For maintaining and operating the road 93,280 59
 For dividends 12,000 00
 For new passenger cars and horses 24,494 73
 For payments made to surplus funds..... 2,990 41
 Total amount of surplus fund..... \$2,990 41

ACCIDENTS.

INJURED—others 1

NAMES AND RESIDENCE OF OFFICERS.

Directors,	Post office address.
W. J. Kountz.....	Allegheny city.
J. T. Stockdale.....	Allegheny city.
D. H. S. Gilmore.....	Allegheny city.
Chas. E. Speer.....	Allegheny city.
A. S. Bell.....	Allegheny city.
W. J. Kountz.....	President.
C. M. Seibert.....	Treasurer.
A. S. Bell.....	Secretary.

(No. 104.)

PITTSBURG AND BIRMINGHAM.

STATE OF PENNSYLVANIA, }
 _____ 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 12th day of November, 1866. }

A. S. NICHOLSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in, as by last report	54,000 00
Total amount now paid in of capital stock	68,000 00
Funded debt, as per last report	22,600 00
Total amount now of funded debt.....	10,600 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt ..	10,600 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, credited to stock.	
Number of shares of stock	2,000
Par value of each share	\$50 00
Amount paid in on each share	34 00
Amount of capital on which the respective divi- dends were declared	<u>\$100,000 00</u>

PITTSBURG AND BIRMINGHAM

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$46,228 84	\$51,584 56
Equipment.....	20,211 80	21,324 67
	<hr/>	<hr/>
Total.....	66,440 64	72,909 23
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 $\frac{5}{16}$ miles.
Length of double track, including sidings.....	1 $\frac{3}{8}$ "
Gauge of road.....	5 $\frac{3}{4}$ feet.
Weight of rail per yard on main track.....	45 pounds.
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 and 1 feed car.	
Number of horses owned by the company.....	75
Average value of each, including harness.....	\$110 00
Value of real estate held, exclusive of road way,	\$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, on 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, Pittsburg, to and across the Monongahela bridge to South Pittsburg; thence along Carson street through the boroughs of South Pittsburg, Bir- mingham and East Birmingham.	

RAILROAD REPORT.

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DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers carried	1,290,525
Rate of speed, including stops, (miles per hour,)	5 miles.
Number of trips each day	<u>9 and 10.</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	<u>\$5,211 87</u>
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Expenses of operating the road:

On account of horses	\$2,449 52
Harness and repairs	134 70
Repairs to cars	1,124 86
Horse shoeing	2,514 04
Hay and feed	10,387 05
Office expenses and stationery	21 75
Salaries	2,983 41
Insurance	352 88
Watchmen, switchmen, hostlers, pay-roll and general expenses of stable	6,691 93
Conductors and drivers	15,030 10
Fluid, fuel, oil and gas	709 14
Damages for injuries of persons	756 50
Bridge toll	1,830 00
Total	<u>44,985 88</u>

Receipts:

From passengers	\$79,927 91
From rent	170 02
From manure	37 50
Total	<u>80,135 43</u>

Summary of payments:

For construction	\$5,355 72
For maintaining and operating the road	50,197 75

For interest	\$350 00
For cars, horses, &c.....	1,112 87
For payments for taxes on personal property and real estate	432 96
For payments to loan account	12,000 00
For miscellaneous	1,061 60
For State tax on capital stock and income	979 78
For United States tax.....	2,889 25
Total.....	74,379 93

ACCIDENTS.

KILLED—passengers.....	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 :

June 20, 1866. William Cableman was on car, No. 10, and jumped off the front platform while the car was in motion ; the car passing over him, caused injuries from which he died on the 24th of June.

Dec. 25, 1865. Daniel Rech, aged about 30 years, fell while attempting to get on car, No. 3, and caused a re-fracture of his leg, not entirely well from a former fracture.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John M'D. Crossan.....	
M. W. Beltzhoover	
B. F. Jones.....	
Wm. M. Hersh.....	President.
James H. Wright.....	Treasurer.
Wm. K. Nimick	Secretary.

(No. 105.)

RIDGE AVENUE AND MANAYUNK.

STATE OF PENNSYLVANIA, }
Philadelphia 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 statments 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 23d day of November, 1866. }

JOHN A. R. CURLEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed, (less 180 shares forfeited for non-payment of instalments,) shares..	5,000
Amount paid in as by last report, (less as above 180 shares,)	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
Date and rate per cent. per aunum of dividend or dividends, (January 1, 1866, less U. S. tax,) . . .	4 per cent.
Number of shares of stock	4,820
Par value of each share	\$50 00
Amount paid in on each share	25 00
Amount of capital on which the respective dividends were declared	<u>\$120,000 00</u>

RIDGE AVENUE AND MANAYUNK

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 shops.....	36,335 70	36,335 70
Passenger and other cars.....	11,530 63	11,530 63
Horses, harness, &c.....	11,559 98	11,559 98
Total cost.....	<u>179,635 59</u>	<u>179,635 59</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4½ miles.
Length of double track, including sidings.....	3½ "
Gauge of road.....	5 feet 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,)	12
Average value of each: Cost when new.....	\$800 00
Number of passengers that may be seated in each car.....	24
Number of horses owned by the company.....	54
Average value of each, including harness.....	\$100 00
Exclusive of road way the company holds no real estate, except the depot properties.	
How is track laid, and on what foundation? Prin- cipally on stone and plank.	
Route—From Columbia and Ridge avenues to Manayunk.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Rate of speed, including stops, (miles per hour,)	6 miles.
Number of trips each day.....	<u>7</u>

RAILROAD REPORT.

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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$1,640 74
Taxes on real estate	482 60
Taxes on capital stock and net income	220 33
Total	2,343 67

Expenses of operating the road:

Horse account.....	\$2,335 00
Harness repair account.....	187 17
Car repair account.....	1,829 81
Blacksmith account.....	1,874 96
Stable account	14,389 46
Expense account, including salaries	3,186 21
Insurance.....	313 50
Running expense account.....	7,686 85
Total	31,802 96

Receipts:

From passengers, railway receipts.....	\$42,025 56
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Summary of payments:

(These questions answered in different accounts.)

For United States tax.....	\$1,572 77
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel K. Ashton.....	Philadelphia.
Mahlon H. Dickinson	Philadelphia.
Wm. S. Stokley.....	Philadelphia.
N. L. Jones	Philadelphia.
James S. Chambers.....	Philadelphia.
Charles Thomson Jones..... President.	
Reuben Hagy..... Treasurer and Secretary.	

(No. 106.)

SCHUYLKILL RIVER

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared John P. M'Fadden, president, and S. Gross Fry, treasurer, of the Schuylkill River 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. P. M'FADDEN, *President.*
 S. GROSS FRY, *Treasurer.*

Sworn and subscribed before me, }
 this 18th day of December, 1866. }

H. TUNISON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	500,000 00
Total amount now paid in of capital stock	50,000 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.
Total amount now of floating and funded debt ..	None.
Number of shares of stock	10,000
Par value of each share	\$50 00
Amount paid in on each share	5 00

COST OF ROAD AND EQUIPMENT.

Total cost	By present report. \$46,019 40
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CHARACTERISTICS OF ROAD.

Length of road laid.....	3 $\frac{5}{8}$ $\frac{3}{8}$ miles
Length of double track, including sidings, about,	$\frac{3}{8}$ mile
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track.....	44 pounds.
Number of depots	1
Number of first class passenger cars, (two horses.)	6
Average value of each	\$800 00
Number of second class passenger cars, (one horse.)	2
Average value of each	\$400 00
Number of passengers that may be seated in each car: 20 and 12 respectively.	
Number of horses owned by the company	40
Average value of each, including harness	\$100 00
Weight in lbs. of passenger cars, exclusive of pas- sengers and baggage.....	4,000
How is track laid, and on what foundation? White pine stringers, on cross-ties under ground.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Farmount, at 25th and Green streets, along 25th, Hamilton, 22d, Filbert, 23d, Walnut, 22d to depot, at 22d and Spruce; thence along 23d, Callowhill and 25th, to place of be- ginning.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers carried: This road has been in operation only since the 24th of July last.	
Rate of speed, including stops, (miles per hour)..	5
Number of trips each day	100

Expenses of operating the road:

This road is leased by the Spruce and Pine Street railway company, and operated by them in connection with their road.

SCHUYLKILL RIVER

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT

From stockholders—total \$50,000 00

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. Gross Fry, N. W. corner 21st and Green streets.....	Philadelphia.
Wm. M. Farr, 1914 Spruce street.....	Philadelphia.
Wm. Harbeson, 1114 Wallace street.....	Philadelphia.
Charles Thompson, Reeseville.....	Chester co.
Thos. E. Cahall, 435 Walnut street.....	Philadelphia.
A. W. Adolph, 906 Franklin street.....	Philadelphia.
John P. M'Fadden, President, 15th and Tioga streets...	Philadelphia.
S. Gross Fry, Treasurer, 21st and Green streets.....	Philadelphia.
Alfred W. Adolph, Secretary, 906 Franklin street.....	Philadelphia.

(No. 107.)

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 28th day of November, 1866. }

JAS. D. WILKINS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$635,250 00
Amount of stock subscribed	635,250 00
Amount paid in, as by last report	203,757 25
Total amount now paid in of capital stock	339,007 25
Funded debt, as per last report	137,300 00
Total amount now of funded debt	114,200 00
Floating debt, as by last report	None.
The amount now of floating debt	41,229 33
Total amount now of floating and funded debt..	155,429 33
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, 5 per cent.; July, 5 per cent.	
Number of shares of stock	12,705
Par value of each share	\$50 00
Amount paid in on each share: On 10,000 shares \$20 each; on 2,705 shares \$50 each, paid in by cancellation of the bonds, making an average of \$26 paid in on each share.	

29 RAILROAD REP.

SECOND AND THIRD STREET

Amount of capital on which the respective dividends were declared: In January, on \$577,500; in July, on \$635,250.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction—total cost.....	\$472,031 61	\$485,823 44

Equipment: No separate account.

CHARACTERISTICS OF ROAD.

Length of road laid.....	18 $\frac{2}{10}$ miles.
Length of double track, including sidings.....	$\frac{1}{2}$ mile.
Gauge of road.....	5 feet 2 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	3
Number of first class passenger cars, (two horses,)	72
Average value of each.....	\$400 00
Number of second class passenger cars, (one horse,)	4
Average value of each.....	\$200 00
Number of passengers that may be seated in each car.....	22
Number of other cars.....	3
Number of horses owned by the company.....	485
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of road way, estimated at.....	\$125,000 00
Weight in pounds of passenger cars, exclusive of passengers and baggage.....	<u>2 tons.</u>

How is track laid, and on what foundation? Wood cross-ties and stringers, gravel foundation and tram rail.

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, Richmond, Maiden, Delaware avenue, Coates, Brown and Dock streets, connecting with Union, Girard avenue, Green

and Coates, Fairmount, Hestonville and Mantua, West Philadelphia, Gray's Ferry, Lombard and South, Frankford and Southwark, and Frankford and Philadelphia railways.

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers carried	7,000,000
Rate of speed, including stops, (miles per hour) ..	.5
Number of trips each day	268

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$9,376 92
Repairs of buildings	1,382 13
Taxes on real estate	1,538 17
Total	<u>12,297 22</u>

Expenses of operating the road:

On account of horses	\$11,657 50
Harness and repairs	3,207 11
Repairs to cars	13,980 85
Horse shoeing	12,108 57
Hay and feed	68,472 71
Office expenses, stationery and depot expenses ..	12,300 01
Salaries	7,174 99
Insurance	1,317 15
Watchmen, switchmen, hostlers, pay-roll	31,635 09
General expenses of stable	1,150 81
Conductors and drivers	77,164 42
Fluid, fuel, oil and gas	2,307 30
Damages for injuries of persons	3,562 09
Total	<u>246,038 40</u>

Receipts:

From passengers	\$396,799 83
From rent	720 00

From manure	\$5,672 72
From other sources	4,731 09
Total.....	<u>407,923 64</u>

Summary of payments :

For construction.....	\$16,879 34
For maintaining and operating the road	276,335 82
For interest.....	10,423 25
For dividends.....	60,512 50
For new passenger cars and horses : Included in construction account.	
For payments for taxes on personal property	10,496 43
For payments to loan account	23,000 00
For miscellaneous	63,020 05
For payments made to surplus funds	None.
For State tax on capital stock and income	6,311 53
For United States tax.....	16,658 61
Total.....	<u>483,637 53</u>

ACCIDENTS.

INJURED—passengers 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 :

1866.

Feb. 24. Lewis Ealer was slightly injured, having fallen in the street whilst attempting to get upon the car.

Mar. 10. A man, name unknown, was struck by another passenger and knocked from the front platform, receiving a fracture of the leg by being run over.

July 11. A man, name unknown, jumped from the front platform whilst the car was in motion, the car running over and breaking his arm.

Aug. 15. Jonas Lengfeld, riding in the car with his arm out of the window, came in collision with a wagon and had his arm broken.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Eisenbrey, Jr.	Philadelphia.
John Horn.....	Philadelphia.
Robert F. Taylor.....	Philadelphia.
Thomas W. Webb.....	Philadelphia.
Israel Peterson.....	Philadelphia.
John A. Warner.....	Philadelphia.
Charles Remington.....	Philadelphia.
John P. Steiner.....	Philadelphia.
Wm. P. Hacker.....	Philadelphia.
Benjamin F. Huddy.....	Philadelphia.
Wm. Anspach.....	Philadelphia.
Andrew J. Holman.....	Philadelphia.
Jacob Binder, President.....	Philadelphia.
Edward A. Lesley, Treasurer.....	Philadelphia.
Thomas Logan, Secretary.....	Philadelphia.

(No. 100)

SEVENTEENTH AND NINETEENTH STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. E. Gillingham, president, and Silas Yerkes, treasurer, of the Seventeenth and Nineteenth 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) J. E. GILLINGHAM, *President.*
 SILAS YERKES, *Treasurer.*

Sworn and subscribed before me, }
 this 26th day of November, 1866. }

CHAS. E. PANCOAST, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	500,000 00
Amount paid in, as by last report	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.
Total amount now of floating and funded debt ..	None.
Rate per cent. per annum of interest on funded debt	No per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock	10,000
Par value of each share	\$50 00
Amount paid in on each share	12 00
Amount of capital on which the respective divi- dends were declared	None.

RAILROAD REPORT.

455

COST OF ROAD AND EQUIPMENT.

Construction	By last report. \$114,368 06
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CHARACTERISTICS OF ROAD.

Length of road laid	5 $\frac{62}{100}$ miles.
Length of double track, including sidings	None.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track	55 pounds.
Number of car houses, shops and stables	None.
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	6
Number of horses owned by the company	95
Average value of each, including harness	\$80 00
Weight in pounds of passenger cars, exclusive of passengers and baggage	1,500 to 2,000
How is track laid, and on what foundation? String pieces, with cross-ties on gravel.	
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, and connects with all roads in the city running east and west.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Rate of speed, including stops, (miles per hour,)	5 $\frac{1}{2}$
Number of trips each day	12

EXPENSES.*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway	<u>\$2,224 59</u>
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Expenses of operating the road :

On account of horses	\$3,530 10
Harness and repairs	358 60
Repairs to cars	1,530 46
Horse shoeing	2,582 25
Hay and feed	15,152 01
Office expenses, stationery and depot expenses and salaries	3,473 81
Insurance	383 05
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable	4,029 15
Conductors and drivers	15,060 69
Fluid, fuel, oil and gas	468 48
Total	<u>46,568 60</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	<u>\$1,557 00</u>
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Receipts :

From passengers	\$55,316 82
From rent and manure	1,079 92
From other sources	1,265 45
Total	<u>57,662 19</u>

Summary of payments :

For maintaining and operating the road	\$45,329 65
For interest	114 50
For dividends of 1864	42 90
For new passenger cars and horses	\$7,745 10
For payments for taxes on personal property	125 08

RAILROAD REPORT.

457

For miscellaneous	\$1,790 06
For State tax on capital stock and income.....	330 00
For United States tax.....	1,359 42
	<hr/>
Total.....	57,836 71
	<hr/> <hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
Jos. E. Gillingham.....	Philadelphia.
Chas. T. Yerkes, Jr.....	Philadelphia.
Silas Yerkes, Jr.....	Philadelphia.
B. F. Hart.....	Philadelphia
Martin Landenberger.....	Philadelphia
H. W. Gray.....	Philadelphia.
Jos. E. Gillingham.....	President.
Silas Yerkes, Jr.....	Treasurer and Secretary.

Received July 21, 1866

(No. 109.)

THIRTEENTH AND FIFTEENTH STREETS.

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

Personally appeared S. J. Megargee, president, and Henry Haines, treasurer, of the Thirteenth and Fifteenth Streets 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) S. J. MEGARGEE, *President.*
 HENRY HAINES, *Treasurer.*

Affirmed and subscribed before me, }
 this 12th day of January, 1867. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (since being consolidated with the "Navy Yard, Broad Street and Fairmount railway")	\$1,000,000 00
Amount of stock subscribed	994,950 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	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	None.
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: January and July, \$1 00 per share at each.	
Number of shares of stock now issued.....	19,919
Par value of each share	\$50 00

RAILROAD REPORT.

459

Amount paid in on each share	Uncertain.
Amount of capital on which the respective dividends were declared	<u><u>\$995,950 00</u></u>

COST OF ROAD AND EQUIPMENT.

The present managers of the road have no data for ascertaining the amount.

CHARACTERISTICS OF ROAD.

Length of road laid, as now used	6½ miles.
Length of double track, including sidings	None.
Gauge of road	5 feet 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,) running	18
Average value of each	\$800 00
Number of second class passenger cars, (one horse,)	None.
Average value of each	None.
Number of passengers that may be seated in each car	20
Number of other cars, baggage trucks	3
Number of horses owned by the company	160
Average value of each, including harness	\$85 00
Value of real estate held, exclusive of road way,	\$10,000 00
Weight in pounds of passenger cars, exclusive of passengers and baggage	5,000

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	1,600,000
Rate of speed, including stops, (miles per hour) . .	6
Number of trips each day	<u>200</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$4,030 06
Repairs of buildings	<u>5,000 00</u>

Expenses of operating the road:

On account of horses	\$8,953 09
Harness and repairs	1,492 12
Repairs to cars	6,638 83
Horse shoeing	3,935 39
Hay and feed	24,399 77
Office expenses, stationery and depot expenses, salaries, insurance, watchmen, switchmen, host- lers, pay-roll, general expenses of stable, con- ductors and drivers, fluid, fuel, oil and gas, dam- ages for injuries of persons: All these items are combined in one account under the title of run- ning expenses	47,293 65
Total	<u>92,712 85</u>

Receipts:

From passengers	\$127,377 72
From manure	1,577 53
Total	<u>128,955 25</u>

Summary of payments:

For construction	\$19,410 08
For maintaining and operating the road	83,759 76
For dividends	2,785 04

RAILROAD REPORT.

461

New passenger cars and horses	\$14,453 09
For payments for taxes on personal property	582 00
State tax on capital stock and income	1,250 00
For United States tax	6,509 79
	<u> </u>

ACCIDENTS

INJURED—passengers 1

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 the person, as follows:

Jacob Boyer got on the front platform of the car, in a state of intoxication; he was requested by the conductor to take a seat within the car, but refused, and insisted upon sitting on the dasher; he fell on the horse in front of the car, then to the ground, and the car ran on to him and broke his leg.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. V. Matchett.....	Philadelphia.
Joshua Lippincott	Philadelphia.
Wm. B. Mann	Philadelphia.
Richard Smith.....	Philadelphia.
A. F. Hazard.....	Philadelphia.
S. J. Megargee	President.
Henry Haines.....	Treasurer and Secretary.

(No. 110.)

UNION.

STATE OF PENNSYLVANIA, }
 _____ 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.*
 W. H. KEMBLE, *Treasurer.*

Sworn and subscribed before me, }
 this 15th day of January, 1867. }

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	291,475 00
Total amount now paid in of capital stock	400,000 00
Funded debt, as per last report	80,000 00
Total amount now of funded debt	300,000 00
Floating debt, as by last report	263,128 11
The amount now of floating debt	None.
Total amount now of funded debt	335,000 00
Average rate per cent. per annum of interest on funded debt	6 per cent.
A dividend of \$1 50 per share was declared July 1, 1866.	
Number of shares of stock	20,000
Par value of each share	\$50 00
Amount paid in on each share	20 00

RAILROAD REPORT.

463

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$372,755 06	\$429,517 98
Real estate	148,218 49	153,928 57
Equipment	154,429 62	178,801 02
	675,403 17	762,247 57
Total cost.		

CHARACTERISTICS OF ROAD.

Length of road laid, and including sidings.....	25 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,)	11
Average value of each	\$800 00
Number of passengers that may be seated in each car	20
Number of other cars, (salt cars,).....	2
Number of horses and mules owned by the com- pany	515
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of road way,	\$153,928 57
Average weight in pounds of passenger cars, ex- clusive 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 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 Gar-

den, Seventh, Oxford, Fourth, Norris, Cedar and Somerset to Richmond street; also on Poplar, from Seventh to Twenty-fourth.

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers (all classes) carried in cars,	5,334,505
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	<u>5½</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Included in running expenses.

Expenses of operating the road :

On account of horses	\$4,908 48
Repairs to cars	6,466 17
Horse shoeing	11,929 29
Hay and feed	72,125 78
U. S. tax	10,163 08
Insurance	2,666 50
Watchmen, switchmen, hostlers, pay-roll	40,178 13
Conductors and drivers	91,451 91
Fluid, fuel, oil and gas	3,730 76
All other expenses not enumerated	33,700 82
Total	<u><u>277,320 92</u></u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$108,525 00
From sale of bonds	220,000 00
Total	<u><u>328,525 00</u></u>

Receipts :

From passengers	\$338,345 33
From manure	5,196 41
From other sources	1,353 43
Total	<u><u>344,895 17</u></u>

Summary of payments:

For construction.....	\$56,762 92
For maintaining and operating the road	277,320 92
For interest.....	14,993 22
For dividends.....	30,000 00
For equipment	24,371 40
For real estate	5,710 08
For payments to loan account	263,128 11
Total.....	<u>672,286 65</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. E. Ridgway.....	Philadelphia.
R. P. King.....	Philadelphia.
Charles Welch.....	Philadelphia.
R. W. Gibbs	Philadelphia.
J. M. Riley.....	Philadelphia.
Wm. V. M'Grath, President.....	Philadelphia.
J. E. Ridgway, Vice President.....	Philadelphia.
Wm. H. Kemble, Treasurer and Secretary.....	Philadelphia..

(No. 111.)

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)

JOHN S. MORTON, *President.*SAMUEL P. HUHNS, *Treasurer.*

Affirmed and subscribed before me, }
 this 15th day of November, 1866. }

JOSEPH S. MAUL, *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
Total amount now of floating and funded debt ..	100,000 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 9, 1866, 5 per cent.; July 10, 1866, 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 divi- dends were declared	<u>\$249,100 00</u>

RAILROAD REPORT.

467

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$355,105 86	\$358,523 73

CHARACTERISTICS OF ROAD.

Length of road laid.....	6 miles.
Length of double track, including sidings: Double 3¼ mile; sidings, about 300 feet.	
Gauge of road	5 feet 2½ in.
Weight of rail per yard on main track.....	44 pounds.
Number of car houses, shops and stables: Two car houses, four shops and three stables.	
Number of depots	2
Number of first class passenger cars, (two horses,)	56
Average number used, say	47
Average value of each.....	\$450 00
Number of second class passenger cars, (two horses,)	1
Average value of each	\$25 00
Number of passengers that may be seated in each car.....	20
Number of other cars: One truck and three salt cars.	
Number of horses owned by the company.....	331
Average value of each, including harness, about..	\$80 00
Value of real estate held, exclusive of road way, assessed 1866	\$30,100 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 Had- dington and <i>vice versa</i> , occupying Market street from Front to Forty-first street, Forty-first from Market to Haverford street, and Haverford and Vine streets, etc., from Forty-first street to Had- dington. No connections.	

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Rate of speed, including stops, (miles per hour)..	5
Number of trips each day; average 3 trips per car per day.	=

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$11,217 08
Repairs of buildings	2,642 60
Taxes on real estate	1,240 12
	<u> </u>

Expenses of operating the road:

On account of horses	\$6,821 50
Harness and repairs	2,756 19
Repairs to cars	9,670 68
Horse shoeing	11,153 91
Hay and feed	57,601 07
Office expenses, stationery and depot expenses ..	1,949 30
Salaries	7,150 00
Insurance	1,206 00
Watchmen, switchmen, hostlers, pay-roll	7,668 91
General expenses of stable	22,660 70
Conductors and drivers	65,460 87
Fluid, fuel, oil and gas	2,295 56
Damages for injuries of persons	120 00
Total	<u>196,514 69</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From other sources	<u>\$297 50</u>
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Receipts:

From passengers	\$288,212 80
From rent	630 21
From manure	2,950 60
From other sources	667 75
Total	<u>292,461 36</u>

Summary of payments:

For construction	\$3,715 37
For maintaining and operating the road	211,614 49
For interest	898 50
For dividends	25,332 50
For miscellaneous	24,017 23
For payments made to surplus funds	2,458 03
For State tax on capital stock and income	2,014 96
For United States tax	11,239 86
For other city and State taxes	2,497 20
Total	<u>283,788 14</u>
Total amount of surplus fund	<u>\$9,231 33</u>

ACCIDENTS.

INJURED—passengers	3
others	2
Total:	<u>5</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:

1866.

Feb 1. About six o'clock, P. M., William Pim, aged about 7 years, was running along side of car, No. 24, on Market street, between Tenth and Eleventh streets, when he fell and had his foot slightly injured,

Feb. 10. About twelve o'clock, P. M., a colored man, name and age unknown, riding on car, No. 53, got asleep, and at Market street and the Darby road, fell off and had his hand injured.

April 10. About 8.40 P. M., Owen M'Donald, aged 27 years, fell off the front platform of car, No. 23, on Market street, between Thirty-ninth and Fortieth streets, and had his arm run over and broken; cause, intoxication.

June 16. About 2.30 P. M., on Market street, between Twenty-first and Twenty-second streets, car, No. 44, came in collision with

a wagon, upsetting it and throwing out a man named Rudolph Latch, residing in Marble township, Delaware county, slightly injuring his arm.

July 4. About 9.30 A. M., George W. Baker, aged 22 years, jumped off car, No. 47, while in motion, to obtain his hat which had suddenly blown off, and was struck by the car and slightly injured in the back.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Morton, Newton's station, Media R. R., Del. co., 217 So. 3d st....	Philadelphia.
John C. Davis, 1214 Chestnut st., Philadelphia, 23d below Locust st.....	Philadelphia.
Samuel Baugh, 2025 Chestnut st., Philadelphia, 129 South 2d st.....	Philadelphia.
J. Warner Johnson, School lane, Germantown, 535 Chestnut st.....	Philadelphia.
John F. Gross, 66th and Marion road, W. P., 66th and Marion road.....	W. Phila.
James G. Hardie, 82d and Arch sts., W. Philadelphia, 638 Market st.....	Philadelphia.
Benj. Griffith, 1503 North 7th st., Philadelphia, 1503 North 7th st.....	Philadelphia.
Wm. M. Wright, 622 N. 18th st., Phila., N. W. cor. 11th and Walnut st..	Philadelphia.
James Rhoads, 72d and Haverford, W. P., Central High School.....	Philadelphia.
John S. Morton, President, 217 South 3d st.....	Philadelphia.
Samuel P. Huhn, Treasurer, 48d, above Haverford	West Philadelphia.
B. F. Stokes, Secretary, 16th North 40th st.....	West Philadelphia.

(No. 112.)

WILKESBARRE AND KINGSTON.

STATE OF PENNSYLVANIA, }
Luzerne County, } SS :

Personally appeared Alfred H. Coon, president, and Jacob D. Coon, treasurer, of the Wilkesbarre and Kingston 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) A. H. COON, *President.*
 J. D. COON, *Treasurer.*

Sworn and subscribed before me, }
 this 29th day of January, 1867. }

REUBEN JONES, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$25,000 00
Amount of stock subscribed.....	25,000 00
Total amount now paid in of capital stock.....	25,000 00
The amount now of floating debt	6,260 76
Total amount now of floating and funded debt..	6,260 76
Number of shares of stock	500
Par value of each share.....	\$50 00
Amount paid in on each share, about	50 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$18,000 00
Equipment.....	8,880 00
Total cost.....	26,880 00

CHARACTERISTICS OF ROAD.

Length of road laid.....	2½ miles.
Length of double track, including sidings.....	1,260 feet.
Gauge of road.....	5 ft. 2½ in.
Weight of rail per yard on main track.....	45 and 30 lbs.
Number of car houses, shops and stables.....	3
Number of depots.....	None.
Number of first class passenger cars, (two horses,)	3
Average value of each.....	\$1,300 00
Number of second class passenger cars, (two horses,)	1
Average value of each.....	\$480 00
Number of passengers that may be seated in each car.....	30
Number of sleighs.....	4
Average value of each.....	\$75 00
Number of horses owned by the company.....	9
Average value of each, including harness.....	\$200 00
Number of omnibuses, first class.....	3
Average value of each.....	\$750 00
Number of mules owned by the company.....	None.
Number of omnibuses, second class.....	1,
Average value.....	\$300 00
Value of real estate held, exclusive of road way,	\$3,000 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	3,700
How is track laid, and on what foundation? On stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting at depot of Lackawanna and Bloomsburg railroad, at Kingston, through Willow street to public highway; thence by side of public highway to Wilkesbarre bridge, owning right of way; thence across bridge to Market street, through Market street to public square. We intend to occupy Main street to South Wilkesbarre, and through Market and Northampton streets.

RAILROAD REPORT.

473

DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Number of passengers (all classes) carried in cars,	91,689
Average rate of speed adopted by passenger cars, including stops, (miles per hour.)	6
Number of trips each day	<u>24</u>

Expenses of operating the road:

Harness and repairs, about	\$100 00
Horse shoeing	60 00
Hay and feed	1,080 00
Office expenses, stationery and depot expenses	50 00
Salaries	300 00
Watchmen, switchmen, hostlers, pay-roll	2,644 53
General expenses of stable	150 00
Conductors and drivers	1,320 00
Fluid, fuel, oil and gas	40 00
Total	<u><u>5,744 53</u></u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources,	<u>None.</u>
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Receipts:

From passengers	<u><u>\$9,168 92</u></u>
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Summary of payments:

For construction	\$18,000 00
For maintaining and operating the road	5,744 53
For interest	280 00
For new passenger cars and horses	8,880 00
For miscellaneous	50 00
For United States tax	195 40
Total	<u><u>33,149 93</u></u>

Total amount of surplus fund	<u><u>None.</u></u>
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ACCIDENTS.

KILLED—others..... 1

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:

Nov. 3, 1866. At night, when the cars came from Kingston depot, ran over James Flynn, who laid across the track, between Kingston Corner and Wilkesbarre bridge. On the land where the road runs here, the company owns the right of way, and the accident did not occur on the public highway. The man was of intemperate habits, and consequently, it is supposed, he was intoxicated at the time when the accident occurred.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Keller.....	Kingston.
Chas. S. Coon.....	Wilkesbarre.
Chas. Foster	Wilkesbarre.
Wm. R. Maffit.....	Wilkesbarre.
Henry M. Hoyt	Wilkesbarre.
A. H. Coon.....	President.
J. D. Coon.....	Treasurer.
Chas. Foster.....	Secretary.

(No. 113.)

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, 1866. }

DANIEL REPASS, J. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	*15,600 00
Amount paid in as by last report	*14,150 00
Total amount now paid in of capital stock	15,600 00
Funded debt, as per last report	None.
Total amount now of funded debt	None.
Floating debt, as by last report	522 93
The amount now of floating debt	1,124 84
Number of shares of stock	624
Par value of each share	\$25 00
Amount paid in on each share	<u>25 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$13,253 04	\$14,572 09
Equipment	4,368 05	4,710 66
Total cost	<u>17,621 09</u>	<u>19,282 75</u>

* An error occurred in last report, which gave for amount of capital stock subscribed, \$16,600 00, for amount of capital stock paid in, \$15,150 00. It should have been, stock subscribed, \$15,600 00, stock paid in, \$14,150 00.

CHARACTERISTICS OF ROAD

Length of road laid	1 mile.
Length of double track, including sidings	200 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	16 pounds.
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 other cars	None.
Number of horses owned by the company	9
Average value of each, including harness	\$165 00
Weight in pounds of passenger cars, exclusive of passengers and baggage	3,500
How is track laid, and on what foundation? Cross-ties, eighteen inches apart.	
Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commences at lower end of Market square, and extends 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

Number of passengers carried	No record kept.
Rate of speed, including stops, (miles per hour,) ..	6
Number of trips each day, each car	38

EXPENSES.

<i>Maintaining the road or real estate of the corporation:</i>	
Repairs of road bed and railway	\$532 83
Repairs of buildings	None.
Taxes on real estate	None.

RAILROAD REPORT.

477

Expenses of operating the road :

On account of horses	\$349 70
Harness and repairs	228 47
Repairs to cars	70 58
Horse shoeing	229 92
Hay and feed	1,716 07
Office expenses, stationery and depot expenses ..	27 65
Salaries	None.
Insurance	None.
Watchmen, switchmen, hostlers, pay-roll	None.
General expenses of stable	14 00
Conductors and drivers	3,297 32
Fluid, fuel, oil and gas	41 27
Damages for injuries of persons	None.
Total	5,974 98

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders	\$1,450 00
From sale of bonds	None.
From other sources	None.
Total	1,450 00

Receipts :

From passengers	\$7,652 68
From rent	None.
From manure	None.
From other sources	None.
Total	7,652 68

Summary of payments :

For construction	\$515 85
For maintaining and operating the road	6,495 43
For interest	None.
For dividends	None.

For new passenger cars and horses	None.
For payments for taxes on personal property....	None.
For payments to loan account.....	None.
For miscellaneous	None.
For payments made to surplus fund	None.
For State tax on capital stock and income	98 93
For United States tax.....	229 80
Total.....	<u>7,340 01</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
L. A. Ensworth.....	Williamsport, Pa.
Peter Herdic.....	Williamsport, Pa.
B. H. Taylor.....	Williamsport, Pa.
H. J. Perkins.....	Williamsport, Pa.
Mahlon Fisher.....	Williamsport, Pa.
L. A. Ensworth.....	President.
H. E. Taylor.....	Treasurer.
Henry C. Parsons.....	Secretary.

CANAL REPORTS.

(No. 114.)

DELAWARE AND HUDSON.

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

Personally appeared Thomas Dickson, 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) THOS. DICKSON, *V. President.*
 J. N. SEYMOUR, *Treasurer.*

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

JOSEPH C. LAUREME, *Notary Public.*

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.....	536,000 00
The amount of floating debt.....	None.
Total amount now of floating and funded debt...	\$536,000 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, 8 per cent. each.	
Number of shares of stock.....	100,000
Par value of each share.....	\$100 00
Amount of capital on which the respective dividends were declared.....	\$10,000,000 00
Cost of canal and fixtures.....	\$6,557,266 62

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Pa., to Eddyville, N. Y.....	108 miles.
Number of branch canals.....	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	48 feet.
Width of canal on bottom.....	30 "
Depth of water.....	6 "
Length and breadth of locks: 100 feet long between gates, 15 feet wide; six ascending locks, 15½ feet wide.	
Number of basins: About one-eighth of canal.	
Number of houses, about.....	124
Number of locks: 106 lift and 3 guard locks.	
Number of weigh-locks.....	2
Number of tunnels.....	None.
Number of bridges: 144 road and farm, and 15 crossings at foot of locks.	
Number of dams: 17 reservoir and 13 feeder dams.	
Number of aqueducts: 17 wood trunk and 4 wire suspension.	
Number of miles of slack-water, about.....	3
Number of boats owned by the company.....	594
Number of boats owned and run by private parties, (including 16 owned and run by Penn'a coal company,).....	368
Average tonnage of boats, (tons of 2,240 pounds each,) about.....	125
Length of boating season, about.....	200 days.
Feet of lockage on main line of canal: About 1,028 feet, excluding 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, (lift,) 1 stone and 2 composite guard locks.	

DOINGS OF THE YEAR IN TRANSPORTATION.

No. of tons of 2,000 pounds of through freight for the year on main canal, (besides wood, lumber, &c., as see below)

1,647,651

The amount of freight, specifying the quantity in tons of 2,000 pounds.

Lumber, (feet, board measure)	18,393,838
Timber, (cubic feet)	55,027
Shingles, (number)	280,000
Anthracite coal	1,524,507
Bituminous coal, (up canal)	716
Pig iron: Included with iron and other ores.	
Railroad iron, and other iron or castings: Included in merchandize.	
Iron and other ores and pig iron	834
Lime and limestone, stone and brick	10,475
Agricultural products: Included in other articles.	
Merchandize	20,229
Manufactures	10,229
Live stock	None.
Other articles	9,652
Cement and cement stone	<u>71,009</u>

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 $\frac{1}{2}$ cents.	60 cents.	\$1 20
For lumber per 1,000 feet board measure, (pine and other lumber)	2 "	120 "	1 25
Shingles, per 1,000, (hemlock)	$\frac{3}{4}$ "	35 "	40
Do.....do.....(pine)	$\frac{3}{4}$ "	40 "	50
Anthracite coal, per ton, for 99 miles, \$2 03.			
Bituminous coal, per ton, for 108 miles, 60 cts.			

EXPENSES.

Maintaining the canal or real estate of the corporation:

Total.....	<u>\$324,609 39</u>
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Operating the canal:

Total.....	<u>\$82,792 01</u>
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Receipts:

From tolls on coal.....	\$80,715 45
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From tolls on lumber, miscellaneous freight, lock- ages, boat toll, other sources, rents, &c., (pro- miscuous,).....	79,729 02
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Total.....	<u>160,444 47</u>
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Summary of expenses:

Maintaining and operating the canal.....	\$407,401 40
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For dividends.....	1,600,000 00
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For interest.....	37,520 00
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Tax on capital stock and tonnage.....	31,521 66
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United States tax.....	162,843 76
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Total.....	<u>2,239,286 82</u>
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Payments on account of construction.....	<u>\$17,957 24</u>
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NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
Wm. S. Heniman.....	New York city.
Chas. N. Talbot.....	New York city.
E. J. Woolsey.....	New York city.
Geo. T. Olyphant.....	New York city.
S. B. Schieffelin.....	New York city.
A. A. Low.....	New York city.
Robert L. Kennedy.....	New York city.
Jas. M. Halsted.....	New York city.
Le Grand B. Cannon.....	New York city.
John L. Aspinwall.....	New York city.
James R. Taylor.....	New York city.
Thomas Dickson.....	New York city.
O. De F. Grant.....	New York city.
Geo. Talbot Olyphant, President.....	New York city.
Thomas Dickson, Vice Pres't and Gen'l Sup't.....	Scranton, Pa.
Isaac N. Seymour, Treasurer.....	New York city.
Richard H. Nodyne, Secretary.....	New York city.
Coe. F. Young, Superintendent.....	Honesdale, Pa.

(No. 115.)

DELAWARE DIVISION.

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

Personally appeared Joshua W. Woolston, president, and Chas. 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 6th day of December, 1866. }

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: February 15, 1866, and August 15, 1866, 3 per cent. each, 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 divi- dends were declared	\$1,633,350 00
Cost of canal and fixtures	\$2,433,350 00

DELAWARE DIVISION

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 "
Length and breadth of locks: 90 feet long—some 11 and some 22 feet 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: about 95 tons; capacity of canal, over 100 tons.	
Length of boating season, about.....	8½ months.
Feet of lockage on main line of canal.....	165 $\frac{55}{100}$
Value of real estate held by the company, exclusive of canal, estimated.....	\$5,000 00
Are the locks of wood, cut-stone or composite? Give the number of each kind.....	Various.

DOINGS OF THE YEAR IN TRANSPORTATION.

	Tons.	Pounds.
Number of tons of 2,000 pounds of through freight for the year on main canal, including that leaving this canal at New Hope.....	894,883	1,506
Gross amount of tonnage for the year.....	1,033,712	1,300

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.....	58,921	1,382
Do...2. Ore, clay, gravel, gypsum, lime, cement, &c.....	40,480	937
Do...3. Salt meat, bran and ship stuff, grain, hay, straw railroad iron, &c.....	4,300	737
Do...4. Hardware, castings, nails, paints, queensware, stone wrought, coffee, &c.....	3,496	249
Do...5. Agricultural implements, groceries, (except coffee,) leather, steel, sugar, &c.....	711	328
Do...6. Books, dry goods, furniture, drugs, foreign liquors, &c.....	638	1,683
Do...7. Coal, iron, lumber, wood, &c.....	925,163	1,984
Total.....	<u>1,033,712</u>	<u>1,300</u>

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

	Mills.
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 pounds.....	3
Iron, scrap, pig and broken castings, per 1,000 pounds.....	3
Bark, unground, per cord.....	8
Boards and plank, per 1,000 feet....	8
Boards if conveyed in rafts, per 1,000 feet.....	12

	Mills.
7TH CLASS—Boards one-half inch in thickness,	
per 1,000 feet	6
Posts and rails for fencing, per 100..	2
Posts and rails 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
Wood for fuel, if conveyed in rafts,	
per cord	12
Posts and rails carried in boats or	
scows, per 100.....	2
Shingles, short, per 1,000	2
Shingles, long, per 1,000.....	3
Window blinds, sawed for, not ex-	
ceeding one-fourth inch in thick-	
ness, 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, per mile	20
On each Union canal boat engaged in the coal	
trade, per mile.....	10
On each person over twelve years of age, trans-	
ported in any boat designed exclusively for	
passengers, per mile	3
On each person over twelve years of age, trans-	
ported in any boat carrying freight and passen-	
gers, per mile	2
	=

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:

Tools, materials, repairs—houses, bridges, locks, aqueducts, dams, culverts, waste-wiers and sluices, slope and vertical wall, canal bed and banks, watchmen, boats and flats, incidentals..	\$68,164 58
--	-------------

Operating the canal:

Lock-keepers, weigh-masters, collectors, stationery, printing and office expenses, rent sand furniture, superintendence, incidentals	\$13,151 40
--	-------------

Receipts:

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, fines, &c	\$347,588 77
Other sources, rents, &c	2,061 15
Total	<u>349,649 92</u>

Summary of expenses:

Maintaining and operating the canal	\$81,315 98
For dividends	98,001 00
For interest, (including government and State taxes on same,)	48,000 00
Tax on capital stock and tonnage, the latter from October 1, 1865, to September 30, 1866, and including one payment made by our lessees.....	8,660 76
United States tax	5,157 94
For other payments	9,235 11
Total	<u>250,370 79</u>

NOTE.—The canal belonging to this company having been leased by the Lehigh coal and navigation company for a term of ninety-nine years, has been operated during the greater part of the season by the Delaware Division canal company of Pennsyl-

DELAWARE DIVISION

vania, for the benefit of their lessees, and this present report is made by this company as only approximately correct, owing to the blending of the accounts of the two companies, and, also, to the impossibility of correctly analyzing the continuous accounts.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joshua W. Woolston.....	Philadelphia, Pa.
J. Gillingham Fell.....	Philadelphia, Pa.
Edward W. Clark.....	Philadelphia, Pa.
H. Pratt M'Kean.....	Philadelphia, Pa.
J. Barlow Moorhead.....	Philadelphia, Pa.
Isaiah V. Williamson.....	Philadelphia, Pa.
Edward Roberts.....	Philadelphia, Pa.
William G. Moorhead.....	Philadelphia, Pa.
William H. Talcott.....	Jersey city, N. J.
Joshua W. Woolston, President.....	Philadelphia, Pa.
Charles C. Longstreth, Treasurer and Secretary.....	Philadelphia, Pa.
John C. Pennington, Superintendent.....	New Hope, Pa.

(No. 116.)

E R I E.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared Wm. W. Reed, superintendent, and D. 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 23d day of November, 1866. }

F. CURTZE, *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
Date and rate per cent. per annum of dividend or dividends	None ever paid.

COST OF CANAL AND FIXTURES

Stock	\$64,000 00
Bonds	743,654 83
Bonds for interest	161,960 38
	<hr/>
Amount of bonds cancelled	69,856 33
	<hr/>
Balance	899,758 88
Back interest unpaid	465,226 06
	<hr/>
Total amount of stock and debt	1,364,984 94
	<hr/>

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 "
Canals leased by the company	None.
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: 33 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; 8½ on southern.	
Feet of lockage on main line of canal, about.....	977 feet.
Value of real estate held by company, exclusive of canal	\$250 00
Are the locks of wood, cut-stone or composite?	All kinds.
Give the number of each kind: 1 wood, 56 cut-stone and 77 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal	<u>355,042 $\frac{1}{2}$ $\frac{81}{10}$</u>
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EXPENSES

Maintaining the canal or real estate of the corporation :

Tools.....	\$1,281 10
Materials.....	14,744 75
Repairs.— Houses.....	651 78
Bridges.....	1,599 51
Locks.....	8,710 37
Aqueducts.....	607 36
Dams.....	4,705 43
Culverts.....	516 70
Waste-wiers and sluices.....	1,599 14
Slope and vertical wall.....	509 27
Canal bed and banks.....	24,046 01
Watchmen.....	469 75
Boats, flats and dredges.....	1,195 55
Rents and furniture.....	100 00
Stationery, printing and office expenses.....	835 04
Superintendence.....	3,260 00
Incidentals.....	1,625 20
Finishing Summit pump and repairs.....	4,119 03
	<hr/>
Total.....	70,575 99
	<hr/> <hr/>

Operating the canal :

Lock-keepers.....	\$7,628 83
Weigh-masters and collectors.....	4,958 00
Superintendence.....	7,620 00
Incidentals.....	1,784 56
Working Summit pump.....	6,873 57
	<hr/>
Total.....	28,864 96
	<hr/> <hr/>

Receipts :

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, other sources, rents, &c. . . .	\$160,486 52
	<hr/> <hr/>

Summary of expenses :

Maintaining and operating the canal	\$99,440 93
For interest	49,981 55
Tax on capital stock and tonnage	2,943 91
Total	<u>152,366 41</u>
Total amount of surplus fund	<u>\$8,120 11</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. M. Reed	Erie, Pa.
Henry Rawle	Erie, Pa.
P. Metcalf	Erie, Pa.
D. M'Allaster	Erie, Pa.
J. C. Marshall	Erie, Pa.
A. Scott	Erie, Pa.
M. C. Trout	Sharon, Pa.
Chas. M. Reed	President.
D. M'Allaster	Treasurer.
A. H. Caughey	Secretary.
Wm. W. Reed	Superintendent.

(No. 117.)

LEHIGH COAL AND NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Jas. 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) JAS. S. COX, *President.*
 SOLOMON SHEPHERD, *Treasurer.*

Sworn and subscribed before me, }
 this 17th day of November, 1866. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$6,130,000 00
Total amount paid in of capital stock	6,130,000 00
Total amount of funded debt	5,976,479 39
Average rate per cent. per annum of interest on funded debt: 6 per cent., less taxes.	
Date and rate per cent. per annum of dividend or dividends: November 28, 1865, and May 22, 1866, 5 per cent. each.	
Number of shares of stock	122,600
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared: November 28, 1865, on \$5,104,050; May 22, 1866, on \$6,091,700.	

• COST OF CANAL AND FIXTURES.

Standing on the books at..... \$4,455,000 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Delaware river, at Easton, to head of navigation on the Lehigh, two miles above Mauch Chunk	48 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company, viz: Delaware Division canal	60 miles.
Width of canal at top water line: Varies from 60 to 100 feet.	
Width of canal on bottom: 45 feet and upwards.	
Depth of water	6 feet.
Length and breadth of locks: 102 feet long and 22 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	453
Number of boats owned and run by private parties	1,039
Average tonnage of boats: For Delaware Division canal, 92 tons; for Morris canal, 65 tons.	
Length of boating season, about	8 months.
Feet of lockage on main line of canal	375
Cost of real estate held by the company, exclusive of canal	\$2,216,968 40
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.....	1,136,937
Gross amount of tonnage for the year, including branches and leased canals.....	<u>1,446,368</u>

The amount of freight, specifying the quantity in tons of 2,000 tons:

Lumber and shingles.....	6,420.02
Anthracite coal.....	1,200,678.10
Pig iron, railroad iron and other iron or castings, Iron and other ores.....	22,768.12
Lime and limestone.....	154,005.14
Agricultural products.....	34,768.04
Merchandize.....	2,132.02
Manufactures.....	1,331.12
Other articles, stone, plaster, &c.....	4,707.07
Total.....	<u>19,556.05</u>
	<u>1,446,368.08</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, or for 1st class $\frac{1}{2}$ cent.
 For lumber per 1,000 feet board measure, (pine and other lumber,) $1\frac{1}{2}$ cents, or for 2d class, $\frac{3}{4}$ cent.
 For shingles per ton, $1\frac{1}{2}$ cents, or for 3d class, 1 cent.
 Anthracite and bituminous coal, per ton per mile, from 1 cent to $1\frac{1}{2}$ cents per ton of 2,240 pounds, or for 5th class, $1\frac{1}{2}$ cents, and for 6th class, 2 cents.

EXPENSES

Maintaining the canal or real estate of the corporation:

Tools and materials.....	\$29,268 28
Repairs.—Houses, bridges, locks, aqueducts, dams, culverts, waste-wiers and sluices, slope and vertical wall, and canal bed and banks.....	38,593 19

32 RAILROAD REP.

Boats and flats	\$393 63
Superintendence and traveling	4,335 78
Incidentals	370 00
	<hr/>
Total	72,960 88
	<hr/> <hr/>

Operating the canal:

Lock-keepers	\$17,723 82
Weigh-masters and collectors	5,990 00
Stationery, printing and office expenses	211 81
Superintendence	1,742 50
	<hr/>
Total	25,668 13
	<hr/> <hr/>

Receipts:

From tolls on coal	\$658,367 85
From tolls on lumber, miscellaneous freight and lockages	44,419 90
	<hr/>
Total	702,787 75
	<hr/> <hr/>

Summary of expenses:

Maintaining and operating the canal	\$98,629 01
For dividends	589,250 00
For interest on funded debt	213,382 33
Tax on capital stock and tonnage	90,150 00
United State tax or dividends and interest	41,791 37
	<hr/>
Total	1,033,202 71
	<hr/> <hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Farnum.....	Philadelphia.
Richard Richardson.....	Philadelphia.
Andrew Manderson.....	Burlington, N. J.
Jacob P. Jenes.....	Philadelphia.
Francis C. Yarnall.....	Philadelphia.
Samuel E. Stokes.....	Philadelphia.
Francis R. Cope.....	Philadelphia.
Frederick Graff.....	Philadelphia.
Fisher Hazard.....	Mauch Chunk.
Charles L. Borie.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
James S. Cox, President.....	Philadelphia.
Wm. F. Biddle, Vice President.....	Philadelphia.
Solomon Shepherd, Treasurer.....	Philadelphia.
Francis Mitchell, Secretary.....	Philadelphia.
John Leisouring, Superintendent.....	Mauch Chunk.

(No. 118.)

MUNCY.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared James Rankin, president, and Jacob Cooke, treasurer, of the Muncy canal company, and in due form of law made oath, that the statements in the following report are true, to the best of their knowledge and belief.

(Signed) JAMES RANKIN, *President.*
 JACOB COOKE, *Treasurer.*

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

S. SCHUYLER, *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.....	485 58
Total amount now of floating and funded debt...	485 58
Date and rate per cent. per annum of dividend or dividends	No dividend.
Number of shares of stock	105
Par value of each share	\$25 00
Amount of capital on which the respective dividends were declared	\$2,625 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Muncy borough to West Branch canal.....	¾ of a mile.
Width of canal at top water line	35 feet.
Width of canal on bottom.....	16 "
Depth of water.....	3½ "
Number of boats owned and run by private parties,	Uncertain.

Average tonnage of boats.....	65 tons.
Length of boating season.....	7 or 7½ months.
Feet of lockage on main line of canal.....	<u>None.</u>

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal.....	<u>2,716½</u>
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The amount of freight, specifying the quantity in tons of 2,000 pounds:

Lumber.....	447½
Shingles, (24 inch) 213,000.	
Anthracite coal.....	1,965
Merchandise.....	116½
Other articles, (plaster 120 tons, brick 65 tons,)..	185
Total.....	<u>2,714</u>

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

For lumber, per 1,000 feet board measure, (hemlock,) 1st class.....	5 cents.
For lumber, per 1,000 feet board measure, (pine and other lumber,) 2d class, for siding.....	4 "
Shingles per 1,000, 3d class.....	3 "
Anthracite coal per ton, 4th class.....	3 "
Merchandise per ton, 6th class.....	6 "
Plaster per ton.....	<u>6 "</u>

EXPENSES.

Maintaining the canal or real estate of the corporation:

Bridges.....	\$3 24
Canal bed and banks.....	175 59
Total.....	<u>178 83</u>

Operating the canal:

Collectors.....	13 00
Total.....	<u>191 83</u>

Receipts :

From tolls on coal	\$58 95
lumber	27 34
miscellaneous freight.....	16 19
boat toll	15 00
Total	<u>117 48</u>

Summary of expenses :

Maintaining and operating the canal	<u>\$191 83</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Rankin.....	Muncy.
Wm. A. Petriken.....	Muncy.
Jacob Cooke.....	Muncy.
Hezekiah Noble.....	Muncy.
Joshua Bowman.....	Muncy.
Isaac Bruner.....	Muncy
James Rankin.....	President.
Jacob Cooke.....	Treasurer.
Wm. A. Petriken.....	Secretary.
Jacob Cooke.....	Superintendent.

(No. 112.)

PENNSYLVANIA RAILROAD COMPANY.
CANAL DEPARTMENT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Herman J. Lombaert, Vice President, and Thos. T. Firth, Treasurer, of the Pennsylvania railroad company canal, and in due form of law made oath, that the statements in following report are true, to the best of their knowledge and belief.

(Signed) HERMAN J. LOMBAERT, *Vice President.*
 THOMAS T. FIRTH, *Treasurer.*

Sworn and subscribed before me, }
 this 1st day of February, 1867. }

W. W. DOUGHERTY, *Alderman.*

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia to Hollidaysburg	173 miles.
Length of feeders: Swatara feeder, 2 miles; Rays-town feeder, 1 mile	3 "
Width of canal at top water line: Eastern division 45 to 50 feet; Juniata, 40 to 45 feet, average.	
Width of canal on bottom: Eastern division, 30 to 32 feet; Juniata, 24 to 30 feet, average.	
Depth of water: Eastern division, 5 feet; Juniata, 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 basins: 8 regular basins and 40 landings.	
Number of houses, offices and other buildings ...	118

Number of locks	108
Number of weigh-locks	3
Number of tunnels	None.
Number of bridges	252
Number of dams	21
Number of aqueducts	37
Number of miles of slack water	20
Number of boats owned by the company : 3 steam-boats, 1 barge and 23 repair flats.	
Number of boats owned and run by private parties,	1,115
Average tonnage of boats	95 tons.
Length of boating season	260 days.
Feet of lockage on main line of canal	603 feet.
Value of real estate held by the 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 cut-stone, 75 composite and 8 wood.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year	932,604 $\frac{200}{1000}$
<i>The amount of freight, specifying the quantity in tons of 2,000 pounds :</i>	
Lumber and shingles	179,459
Anthracite coal	588,542 $\frac{100}{1000}$
Bituminous coal	15,433 $\frac{100}{1000}$
Classes 1 to 6	149,169 $\frac{111}{1000}$
Total	932,604 $\frac{200}{1000}$

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, soap stone, 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 3d 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	66	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.....	8	14	20	24	28	32	35	38	40	42	44	46	48	50	52	54	56	
Powder.....	90	30	40	50	63	75	88	100	113	125	138	160	168	175	188	200	213	
SAWED LUMBER, PER TON OF 2,000 POUNDS.																		
White pine and all other lumber, including shingles.....	10	18	24	30	35	40	45	50	55	60	65	70	75	80	85	90	95	
Hemlock lumber.....	6	14	20	26	30	33	36	42	45	52	56	60	65	70	75	80	85	
TIMBER.																		
Round or hewed, in rafts, per 100 cubic feet.....	20	30	40	50	65	80	95	110	125	140	155	170	185	200	215	230	245	

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 173
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
<i>1st Class.</i> —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
<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	50	53	55	57	60	63	65	68	70	73	75	77	80	83	85	89	92
<i>3d Class.</i> —Bones and horns, charcoal, corn, rye, oats and mill feed; haw and straw, marble in blocks, salt, soap stone, railroad, pig and scrap iron, bark unground	72	76	80	84	88	92	96	100	104	108	112	116	120	124	128	133	138
<i>4th Class.</i> —Cider, flour, fish, hardware, iron, (all kinds, except that in 3d 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
<i>5th Class.</i> —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
<i>6th Class.</i> —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	213	215
Mineral coal	58	60	62	64	66	68	70	72	74	75	76	77	78	79	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 lumber, including shingles	100	104	108	112	116	120	124	127	130	133	135	138	140	143	145	147	148
Hemlock lumber	90	95	100	104	108	112	114	116	118	120	124	126	128	130	132	134	136
TIMBER.																	
Round 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

The above rates will be charged in all cases, except as otherwise specified.

EXPENSES.

Maintaining the canal or real estate of the corporation:

Tools.....	\$4,240 86	
Materials	5,723 78	
Repairs—houses	10,294 80	
bridges	16,417 02	
locks	40,832 53	
aqueducts.....	16,285 98	
dams	18,223 80	
culverts	7,851 32	
waste-wiers and sluices...	5,226 76	
slope and vertical wall ...	14,365 95	
canal bed and banks	36,834 42	
Watchmen.....	670 30	
Boats and flats	4,709 53	
Rents and furniture.....	358 60	
Stationery, printing and office ex- penses.....	2,098 20	
Taxes and real estate	2,415 04	
Superintendence.....	7,168 08	
Incidentals	4,348 01	
		\$198,064 98
<i>Operating the canal:</i>		
Lock-keepers	\$11,832 56	
Weigh-masters	724 37	
Collectors.....	5,802 62	
Stationery, printing and office ex- penses.....	1,986 21	
Rents and furniture.....	106 37	
Superintendence.....	3,303 84	
Incidentals, including State, tonnage and United States taxes.....	8,423 83	
Labor	2,220 20	
Watchmen.....	145 50	
Drawbacks and overcharges	827 50	
		35,373 00
Total.....		<u>233,437 98</u>

Receipts:

From tolls on coal	\$163,673 25	
lumber	49,965 76	
miscellaneous tolls...	34,413 62	
O. L. lockages.....	14,074 63	
boat toll.....	25,729 48	
other sources, rents, &c	10,010 42	
		<u>\$297,867 16</u>

Summary of expenses:

Maintaining and operating the canal,	\$225,943 84	
State, revenue and tonnage tax....	4,299 53	
United States tax	3,194 61	
		<u>\$233,437 98</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
John Hulme.....	Philadelphia.
Wister Morris.....	Philadelphia.
Washington Butcher.....	Philadelphia.
Alex. Nimick.....	Pittsburg.
Samuel T. Bodine.....	Philadelphia.
Joseph B. Myers.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
Lewis Elkin.....	Philadelphia.
John Rice.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Herman J. Lombaert.....	Philadelphia.
J. Edgar Thomson.....	President.
Thomas A. Scott.....	Vice President.
Herman J. Lombaert.....	Vice President.
Thomas T. Firth.....	Treasurer.
Edmund Smith.....	Secretary.
Thomas T. Wierman.....	Chief Engineer and Superintendent.

(No. 120.)

SCHUYLKILL NAVIGATION.

[For the year ending December 23, 1866.]

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 8th day of January, 1867. }

W. W. DOUGHEETY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Not limited.
Amount of stock subscribed: Preferred, \$2,888- 997 75; common, \$1,908,207 00.	
Total amount paid in of capital stock	\$4,797,184 75
Total amount of funded debt	7,408,670 33
The amount of floating debt.....	355,866 48
Total amount now of floating and funded debt ..	8,764,536 81
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.
Number of shares of stock, nearly.....	9,944
Par value of each share.....	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>\$4,797,184 75</u>

COST OF CANAL AND FIXTURES.

Total cost.....	\$10,535,800 20
Cost of boats and cars, &c.....	<u>1,981,492 95</u>

SCHUYLKILL NAVIGATION

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Mill Creek to Philadelphia	108, $\frac{23}{100}$
Number of branch canals	1
Width of canal at top water line, varies from	60 to 300 feet.
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, 2 foot, 6 towing-path across river, 13 over locks, 5 over basins, and 2 over docks	111
Number of dams	31
Number of aqueducts	12
Number of miles of slack-water	50, $\frac{1}{10}$
Number of boats owned by the company, about,	500
Number of boats owned and run by private parties, about	300
Average tonnage of boats, about	170
Length of boating season, averages, (days)	250
Feet of lockage on main line of canal, (to mid-tide at Philadelphia)	618, $\frac{53}{100}$
Value of real estate held by the company, exclusive of canal	\$202,820 36
Are the locks of wood, cut-stone or composite? Give the number of each kind: 17 are cut-stone; 2 cement, uncut; 58 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal.....	1,769,288
Gross amount of tonnage for the year, including branches and leased canals	<u>None.</u>

The amount of freight, specifying the quantity in tons of 2,000 pounds :

Lumber	45,920
Shingles	412
Anthracite coal.....	1,455,650
Bituminous coal.....	4,339
Pig iron	24,008
Other iron or castings.....	11,785
Iron and other ores	65,707
Lime and limestone.....	83,198
Agricultural products.....	21,360
Merchandise	4,782
Other articles	<u>51,932</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, <i>one</i> 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 12, according to the distance carried and the season of the year when transported.	
Bituminous coal, per ton of 2,240 pounds, (maximum,).....	<u>85 “</u>

EXPENSES.

Maintaining the canal or real estate of the corporation :

Tools.....	\$2,349 11
Materials	32,145 22

Repairs—Towing-paths and channels in pools . . .	\$16,708 19
Bridges	6,851 44
Locks, including lock houses	19,427 50
Aqueducts	4,787 23
Dams	5,643 85
Culverts	566 32
Waste-wiers and sluices	3,108 92
Slope and vertical wall: Included in canal bed and banks.	
Canal bed and banks	32,886 04
Watchmen	1,095 19
Boats and flats	2,093 27
Taxes and real estate: Included in general ex- penses.	
Superintendence and engineering	14,874 64
Incidentals	5,574 73
	<hr/>
Total	148,111 65
	<hr/> <hr/>

Operating the canal :

Lock-keepers	\$38,935 82
Weigh-masters	None.
Collectors, stationery, printing and office ex- penses: Included above.	
Superintendence: Included above.	
Incidentals	4,612 31
	<hr/>
Total	43,548 13
	<hr/> <hr/>

Receipts :

From tolls on coal	\$1,227,883 58
lumber, miscellaneous freight, lock- ages, boat toll	116,652 24
other sources, rents, &c	55,594 76
	<hr/>
Total	1,401,132 58
	<hr/> <hr/>

Summary of expenses :

Maintaining and operating the canal.....	\$285,280 90
Car and landing expenses	162,674 44
Towing boats	34,123 40
Drawbacks on coal toll.....	51,086 72
Tonnage tax to State of Pennsylvania.....	10,540 12
Tax on gross income, Pennsylvania	9,858 90
Union canal company.....	16,442 11
Interest on loans, sinking fund and United States and State taxes on interest.....	439,591 63
Dividends and taxes on dividends	287,726 51
Philadelphia and Reading railroad company, bal- ance due them on lateral roads and coal trade account	166,600 82
Other charges.....	38,917 40
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ell K. Price.....	Philadelphia.
Thomas Williamson.....	Philadelphia.
Joseph B. Townsend.....	Philadelphia.
Samuel V. Merrick.....	Philadelphia.
Samuel Bispham.....	Philadelphia.
John C. Cresson.....	Philadelphia.
George Cromlien.....	Philadelphia.
John N. Hutchinson	Philadelphia.
A. Bates Grubb.....	Philadelphia.
Charles P. Bayard.....	Philadelphia.
George Brooke.....	Philadelphia.
William H. Gatzmer.....	Philadelphia.
Frederick Fraley, President.....	Philadelphia.
Chas. W. Bacon, Treasurer.....	Philadelphia.
Wm. M. Tilghman, Secretary.....	Philadelphia.
James F. Smith, Chief Engineer.....	Reading.

(No. 121.)

UNION.

STATE OF PENNSYLVANIA, }
 _____ 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.*
 O. THOMPSON, *Treasurer.*

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

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,907,850 00
Amount of stock subscribed	2,907,850 00
Total amount paid in of capital stock	2,907,850 00
Total amount of funded debt	3,000,000 00
The amount of floating debt	None.
Total amount now of floating and funded debt ..	3,000,000 00
Average rate per cent. per annum of interest on funded debt.	6 per cent.
Number of shares of stock	58,157
Par value of each share	\$50 00

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures	<u>\$5,907,850 00</u>
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Reading to Middletown	77 $\frac{54}{100}$ miles.
Number of branch canals, with the length of each, viz : One from water works to Jonestown	10 miles.

CANAL REPORT.

515

Canals leased by the company	None.
Width of canal at top water line	43 feet.
Width of canal on bottom	28 "
Depth of water	4 ft. 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: 88 lift and 3 guard locks.	
Number of weigh-locks	2
Number of tunnels	1
Number of bridges	103
Number of dams	16
Number of aqueducts	17
Number of miles of slack-water	5
Number of boats owned by the company	None.
Number of boats owned and run by private parties	Can't answer.
Average tonnage of boats	80 to 100 tons.
Length of boating season	250 days.
Feet of lockage on main line of canal	501 feet.
Are the locks of wood, cut-stone or composite? Stone.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of freight for the year on main canal	Can't say.
Gross amount of tonnage for the year, including branches and leased canals	138,228 tons.

The amount of freight, specifying the quantity in tons of 2,000 pounds:

Lumber	24,850
Shingles	1,449
Anthracite coal	15,519
Bituminous coal	4,243
Pig iron, railroad iron and other iron or castings,	2,456

Iron and other ores	45,583
Lime and limestone	25,752
Agricultural products	4,528
Merchandize	5,834
Other articles	8,014
Total	<u>188,228</u>

EXPENSES.

Maintaining the canal or real estate of the corporation:

Tools	270 66
Materials	6,657 99
Repairs — Houses	1,776 97
Bridges	3,973 37
Locks	3,657 25
Aqueducts	1,363 56
Dams	892 25
Culverts	325 20
Waste-wiers and sluices	133 61
Slope and vertical wall	1,126 06
Canal bed and banks	7,736 85
Boats and flats	1,070 89
Rent and furniture	12 00
Stationery, printing and office expenses	350 89
Superintendence	3,840 00
Incidentals	2,763 52
Total	<u>35,351 07</u>

Operating the canal:

Lock-keepers	\$7,633 00
Weigh-masters	500 00
Collectors	2,060 00
Stationery, printing and office expenses	638 65
Rents and furniture	750 00
Superintendence	4,800 00
Incidentals, attending and repairs to engines, &c.,	13,435 09
Total	<u>29,816 74</u>

Receipts:

Total	<u>\$64,074 72</u>
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Summary of expenses:

Maintaining and operating the canal—total	<u>\$65,167 81</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. R. White.....	Philadelphia.
Thos. Williamson.....	Philadelphia.
James B. M'Farland.....	Philadelphia.
Daniel Haddock, Jr.....	Philadelphia.
Charles P. Bayard.....	Philadelphia.
Thomas Kimbar, Jr.....	Philadelphia.
Samuel J. Reeves.....	Philadelphia.
Joshua Spering.....	Philadelphia.
Gustavus S. Benson.....	Philadelphia.
John N. Hutchison.....	Philadelphia.
Wm. P. Cresson.....	Philadelphia.
James Young.....	Middletown.
Isaac J. Wistar, President.....	Philadelphia.
Oscar Thompson, Treasurer and Secretary.....	Philadelphia.
L. R. Hynicka, Superintendent.....	Lebanon.

(No. 122.)

WEST BRANCH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Lycoming County, } SS:

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, 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, 1867. }

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.....	750,000 00
The amount of floating debt.....	None.
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: No dividend declared.	
Number of shares of stock	22,000
Par value of each share	\$50 00
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COST OF CANAL AND FIXTURES

Original cost to Commonwealth.....	<u>\$2,730,343 80</u>
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CANAL REPORT.

519

CHARACTERISTICS OF CANAL

Length of main line of canal, from Farrandsville to Junction	117 miles.
Number of branch canals, with the length of each, viz: Bald Eagle cross-cut and feeder, (3 miles,) Lewisburg cross-cut, (1 mile,)	4 "
Canals leased by the company	None.
Width of canal at top water line	40 feet.
Width of canal on bottom	28 "
Depth of water	4½ "
Length and breadth of locks	17 by 90 "
Number of basins	35
Number of houses	32
Number of locks	35
Number of weigh-locks	1
Number of tunnels	None.
Number of bridges	180
Number of dams	8
Number of aqueducts	21
Number of miles of slack-water	10
Number of boats owned by the company: 1 steam boat, 1 dredge and 9 flats.	
Number of boats owned and run by private parties	Cannot say.
Average tonnage of boats	90 to 95 tons.
Length of boating season, about	8 months.
Feet of lockage on main line of canal	175
Value of real estate held by the company, exclusive of canal	None.
Are the locks of wood, cut-stone or composite? Cut-stone and composite.	
Give the number of each kind: 23 composite, 12 stone.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals	<u>\$571,152 tons.</u>
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The amount of freight, specifying the quantity in tons of 2,000 pounds:

Lumber	154,401
Shingles	583
Anthracite coal	401,017
Bituminous coal	None.
Pig and railroad iron	7,456
Miscellaneous	7,695
Total	571,152

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

For lumber (except hemlock) from points on West Branch to Junction, per 1,000 feet	68 cents.
Local rate on the same, per 1,000 feet, per mile...	10 mills.
Lumber (hemlock) from points on West Branch to Junction, per 1,000 feet	56 cents.
Local rate on the same, per 1,000 feet, per mile...	8 mills.
Shingles from points on West Branch to Junction, per ton of 2,000 pounds	55 cents.
Anthracite coal per ton of 2,000 pounds, per mile,	5 mills.
Coal from Trevorton to Junction, per ton of 2,000 pounds	18 cents.
Bituminous coal from points on West Branch to Junction, per ton of 2,000 pounds	<u>50 cents.</u>

EXPENSES

Maintaining the canal or real estate of the corporation:

Repairing dams—Lock Haven, Queen's Run and Muncy	\$51,941 39
Culverts, tools, materials, repairs, houses, wastewiers, sluices, bridges, locks, slope and vertical wall, canal bed and banks	29,951 87
Extraordinary expenses caused by break at Penn's Creek aqueduct, and Miller's Run and Warrior Run aqueducts, and at other points	7,925 49

CANAL REPORT.

521

Taxes and real estate	\$12,943 99
Superintendence	8,799 00
Total	<u><u>111,561 74</u></u>

Operating the canal:

Lock-keepers	\$8,289 00
Weigh-masters, collectors and clerks	6,000 00
Stationery, printing and office expenses	800 00
Rents and furniture	280 00
Total	<u><u>15,369 00</u></u>

Receipts:

From tolls on coal	\$81,310 00
lumber	78,464 00
miscellaneous freight	27,158 84
lockages and boat toll	13,166 32
other sources, rents, &c	520 18
Total	<u><u>200,619 34</u></u>

Summary of expenses:

Maintaining and operating the canal	\$53,722 81
For dividends	None.
For interest	46,804 25
Sinking fund	7,500 00
Tax on capital stock and tonnage	10,982 96
United States tax	953 03
For other payments	73,207 93
Total	<u><u>193,170 98</u></u>

WEST BRANCH AND SUSQUEHANNA

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
A. C. Noyes.....	Westport, Clinton co., P
L. A. Mackey.....	Lock Haven, Pa.
James Gamble.....	Jersey Shore, Pa.
A. B. Cummings.....	Philadelphia, Pa.
James Duffy.....	Marietta.
John A. Gamble, President.....	Jersey Shore.
F. T. Carpenter, Treasurer and Secretary.....	Jersey Shore.
Robert H. Lawshe, Superintendent.....	Jersey Shore.

(No. 122.)

WICONISCO.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared Edward Gratz, president, and Edward Gratz, Jr., treasurer *pro tem.*, 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.*
 EDW'D GRATZ, JR., *Treasurer pro tem.*

Sworn and subscribed before me, }
 this 4th day of January, 1867. }

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: None registered at present.	
Total amount now of floating and funded debt: Impossible to state amount till spring, 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, (none since 1863,).....	6 "
Number of shares of stock authorized, but not all issued	3,000
Par value of each share	\$20 00
Amount of capital on which the respective dividends were declared	<u>\$58,925 00</u>

COST OF CANAL AND FIXTURES.

The actual cost of this canal, by report of last year, was about \$450,000, since which time heavy expenses have been incurred in general repairs of the canal and water wheel at Millersburg. As many of the items of expenses are not yet in, it would be impossible, at present, to give an accurate statement.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Millersburg to 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 feet 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 the mid- dle of April to the middle of December.	
Feet of lockage on main line of canal	24 feet.
Value of real estate held by the company, exclu- sive of canal, about.....	\$300 00
Are the locks of wood, cut-stone or composite? Cut-stone and composite, with plank lining.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal, about	130,000 tons.
Gross amount of tonnage for the year	<u>As above.</u>

The amount of freight, specifying the quantity in tons of 2,000 pounds :

Lumber	20,000 feet.
Shingles	3,000
Anthracite coal, about	130,000 tons.
Bituminous coal, about	3,000 pounds.
Pig iron, about	20 tons.
Lime and limestone	500,000 lbs.
Classes No. 1, 2, 3, all classed as No. 1.	
Class No. 4, anthracite coal.	
Class No. 5, bituminous coal.	

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.
For lumber per 1,000 feet board measure, (pine and other lumber,) or for 2d class	1½ "
Shingles, per 1,000, or for 3d class	1½ "
Anthracite coal, per ton, or for 4th class	From 6 to 12 cts.
Bituminous coal, per ton, or for 5th class	<u>Same as above.</u>

EXPENSES.

Maintaining the canal or real estate of the corporation :

Maintaining and operating the canal for the year 1866: Never have kept a full detailed account of the items embraced in these interrogatories.

Receipts :

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, other sources, rents, &c. . . .	<u>\$19,784 00</u>
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NOTE.—State tax of three-fourths of one per cent. on gross receipts paid on \$5,220, up to July 1, 1866; receipts for same, \$39 15.

Summary of expenses:

Maintaining and operating the canal	\$17,600 00
For dividends	None.
For interest on bonds	900 00
Tax on capital stock and tonnage: Tonnage tax paid by Lykens Valley railroad and coal company.	
United States tax	385 72
	<hr/>
Total	18,885 72
Total amount of surplus fund	898 28
	<hr/>
	19,784 00
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Payments on account of construction, (original) . .	<u>\$450,000 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Gratz.....	Philadelphia.
S. B. Barcroft, No. 1818 Chestnut st.....	Philadelphia.
C. E. Lex.....	Philadelphia.
S. C. Fisher.....	Philadelphia.
Isaac Hazelhurst.....	Philadelphia.
B. Etting.....	Philadelphia.
Edward Gratz, President.....	Philadelphia.
Edward Gratz, Jr., <i>pro tem.</i> Treasurer and Secretary,	Philadelphia.
F. Wearick, Superintendent.....	Millersburg, Dauphin co., Pa.

(No. 124.)

WYOMING VALLEY.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss :

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) ROBT F. TAYLOR, *President.*
 SAM'L H. LYNCH, *Treasurer.*

Sworn and subscribed before me, }
 this 27th day of November, 1866. }

S. E. PARSONS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,350,000 00
Amount of stock subscribed	800,000 00
Total amount paid in of capital stock	800,000 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	6 per cent.
Date and rate per cent. per annum of dividend or dividends: Declared in June, 4 per cent., and in September, 4 per cent.	
Number of shares of stock	16,000
Par value of each share	\$50 00
Amount of capital on which the respective divi- dends were declared	<u>\$800,000 00</u>

COST OF CANAL AND FIXTURES.

Constructed by the State and enlarged, &c., esti- mated from best data at	<u>\$2,000,000 00</u>
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WYOMING VALLEY

CHARACTERISTICS OF CANAL

Length of main line of canal, from Wilkesbarre to Northumberland	64 miles.
Number of branch canals	None.
Canals leased by the company	None.
Width of canal at top water line, about	40 feet.
Width of canal on bottom	28 "
Depth of water, minimum	4½ "
Length and breadth of locks	90 by 17 "
Number of basins	16
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, 1 steam tug.	
Number of boats owned and run by private parties, about	1,100
Average tonnage of boats	90 to 100 tons.
Length of boating season	8 months.
Feet of lockage on main line of canal	90 feet.
Value of real estate held by the company, exclusive of canal: Lock houses and lots only real estate held.	
Are the locks of wood, cut-stone or composite? Stone faced with plank.	
Give the number of each kind	<u>All alike.</u>

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year	<u>531,961</u>
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CANAL REPORT.

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The amount of freight, specifying the quantity in tons of 2,000 pounds:

Lumber and shingles.....	7,672
Anthracite coal.....	479,395
Bituminous coal.....	2,462
Pig iron.....	9,166
Railroad iron, other iron or castings.....	3,212
Iron and other ores.....	9,767
Lime and limestone.....	2,452
Agricultural products.....	4,610
Merchandise and manufactures.....	4,788
Live stock.....	None.
Other articles.....	8,437
Total.....	531,961

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

For lumber per 1,000 pounds, (hemlock,).....	3 mills.
For lumber per 1,000 pounds, (pine and other lumber,).....	4 "
Anthracite coal per ton: About 5 mills, or according to destination.	
Bituminous coal per ton: Same as anthracite.	

Receipts:

From tolls on coal, lumber, miscellaneous freight and lockages, (not kept in separate account,)...	\$202,782 73
From other sources, rents, &c.....	48,781 25
Total.....	251,563 98

Summary of expenses:

Maintaining and operating the canal.....	\$70,661 95
For dividends.....	92,442 00
For interest.....	35,093 43
For surplus funds.....	None.

Tax on capital stock and tonnage	\$9,703 03
United States tax	11,447 39
For other payments	3,678 69
Total	<u><u>223,026 49</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joseph H. Dulles.....	Philadelphia.
John H. Brown.....	Philadelphia.
Benj. Orne.....	Philadelphia.
F. A. Godwin.....	Philadelphia.
Andrew Mehaffy.....	Philadelphia.
John Eisenbrey, Jr.....	Philadelphia.
Chas. Parrish.....	Wilkesbarre.
E. P. Darling.....	Wilkesbarre.
Robert F. Taylor, President.....	Philadelphia.
Samuel H. Lynch, Treasurer.....	Wilkesbarre.
Andrew C. Dulles, Secretary.....	Philadelphia.
Hudson Owen, Superintendent.....	Berwick, Pa.