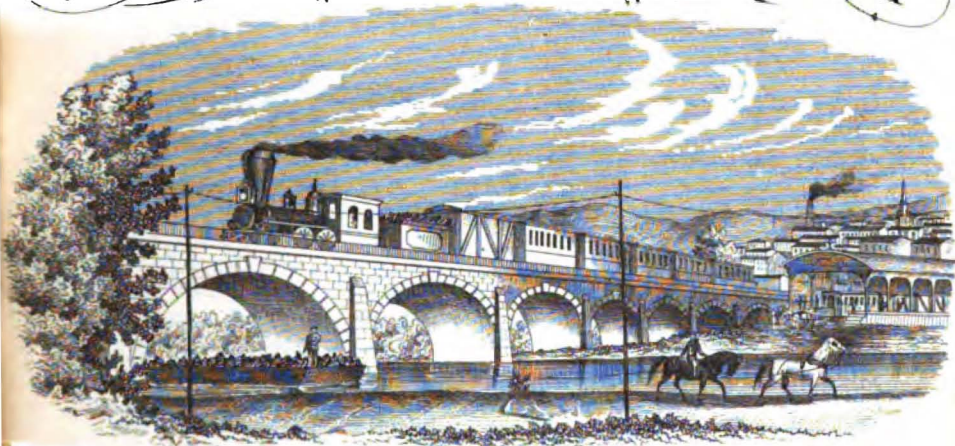


**ANNUAL REPORT**  
OF THE  
**Auditor General**  
OF THE  
**STATE OF PENNSYLVANIA**



AND OF THE  
**TABULATIONS AND DEDUCTIONS FROM THE REPORTS**

OF THE  
**RAIL ROAD, CANAL & TELEGRAPH**

**COMPANIES**

FOR THE  
**YEAR 1869.**

HARRISBURG  
BENJ. SINGERLY  
STATE PRINTER  
1870



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# REPORT.

AUDITOR GENERAL'S OFFICE,  
HARRISBURG, Feb. 4, 1870. }

*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 approved April 4, 1859, entitled "An Act requiring railroad companies to make uniform reports to the Auditor General," the act approved April 15, 1863, entitled "An Act requiring canal companies to make yearly reports to the Auditor General," and the act approved April 4, 1868, entitled "An Act requiring telegraph 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, with tabulated results and comparative statements compiled from the reports of companies.

The following table exhibits the names of the companies to which blank forms were forwarded; of those by which reports were made, the time when the reports were received, and of those which failed to report :

*Roads operated by steam :*

Name of company.	Report filed.
Allegheny Valley .....	Dec. 20, 1869.
Atlantic and Great Western .....	Nov. 25, 1869.
Atlantic and Great Western, receiver of.....	—————
Bald Eagle Valley .....	Nov. 24, 1869.
Barclay coal company .....	Nov. 25, 1869.
Bellefonte and Snow Shoe.....	Dec. 3, 1869.
Bloss coal mining and (letter,).....	Dec. 7, 1869.
Buffalo, Corry and Pittsburg.....	Jan. 15, 1870.
Buffalo, Bradford and Pittsburg.....	Dec. 31, 1869.
Buffalo and Erie.....	Dec. 2, 1869.
Buffalo and Washington, (letter,).....	Nov. 22, 1869.

Name of company.	Report filed.
Catasauqua and Foglesville.....	Nov. 26, 1869.
Catawissa.....	Dec. 2, 1869.
Chartiers Valley, (letter,).....	Nov. 4, 1869.
Chester Creek.....	Jan. 8, 1870.
Chester Valley.....	Nov. 2, 1869.
Chestnut Hill.....	Nov. 29, 1869.
Cleveland and Pittsburg.....	Jan. 1, 1870.
Colebrookdale.....	Nov. 20, 1869.
Columbia and Port Deposit.....	Nov. 16, 1869.
Connecting.....	Nov. 20, 1869.
Cumberland Valley.....	Dec. 1, 1869.
Danville, Hazleton and Wilkesbarre.....	Jan. 21, 1870.
Delaware and Hudson canal and.....	Dec. 22, 1869.
Delaware, Lackawanna and Western.....	Jan. 17, 1870.
East Brandywine and Waynesburg.....	Dec. 6, 1869.
East Mahanoy.....	Jan. 4, 1870.
East Pennsylvania.....	Dec. 24, 1869.
Ebensburg and Oresson.....	Jan. 31, 1870.
Elmira and Williamsport.....	Nov. 17, 1869.
Enterprise.....	Jan. 11, 1870.
Erie.....	Jan. 28, 1870.
Erie and Pittsburg.....	Dec. 13, 1869.
Fayette County.....	Nov. 16, 1869.
Gettysburg, (letter,).....	Jan. 6, 1870.
Hanover Branch.....	Dec. 14, 1869.
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	Nov. 12, 1869.
Hempfield.....	Jan. 11, 1870.
Huntingdon and Broad Top Mountain.....	Dec. 6, 1869.
Ironton.....	Nov. 16, 1869.
Jamestown and Franklin.....	Nov. 27, 1869.
Junction.....	Dec. 27, 1869.
Lackawanna and Bloomsburg.....	Dec. 23, 1869.
Lake Shore.....	Nov. 29, 1869.
Lake Shore and Michigan Southern.....	Dec. 23, 1869.
Lawrence.....	Jan. 17, 1869.
Lehigh and Lackawanna.....	Dec. 11, 1869.
Lehigh and Susquehanna.....	Dec. 14, 1869.

## RAILROAD REPORT.

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Name of company.	Report filed.
Lehigh Valley.....	Dec. 30, 1869.
Little Saw Mill Run.....	Jan. 6, 1870.
Littlestown.....	Jan. 18, 1870.
Little Schuylkill navigation, coal and.....	Nov. 23, 1869.
Lorberry Creek.....	Jan. 4, 1870.
Lykens Valley coal and.....	Nov. 10, 1869.
Mahanoy and Broad Mountain.....	Jan. 8, 1870.
Mahanoy Valley.....	Dec. 29, 1869.
Mifflin and Centre County.....	Dec. 23, 1869.
Mill Creek and Mine Hill navigation and.....	Jan. 10, 1870.
Mine Hill and Schuylkill Haven.....	Nov. 19, 1869.
Monongahela Valley, (letter,).....	Nov. 6, 1869.
Mount Carbon.....	Nov. 30, 1869.
Mount Carbon and Port Carbon.....	Jan. 10, 1870.
Middle Creek.....	Dec. 20, 1869.
Nesquehoning Valley.....	Nov. 26, 1869.
New Castle and Beaver Valley.....	Nov. 10, 1869.
Newry Branch, (letter,).....	Nov. 25, 1869.
Northern Central.....	Jan. 31, 1870.
North Lebanon.....	Dec. 1, 1869.
North Pennsylvania.....	Dec. 17, 1869.
Oil Creek and Allegheny River.....	Dec. 10, 1869.
Oil City and Pit-Hole Branch.....	Jan. 11, 1870.
Pennsylvania and New York canal and.....	Jan. 24, 1870.
Pennsylvania.....	Jan. 28, 1870.
Pennsylvania coal company.....	Nov. 22, 1869.
Perkiomen.....	Jan. 14, 1870.
Philadelphia and Baltimore Central.....	Jan. 15, 1870.
Philadelphia and Erie.....	Jan. 28, 1870.
Philadelphia and Reading.....	Jan. 14, 1870.
Philadelphia, Germantown and Norristown.....	Dec. 1, 1869.
Philadelphia and Trenton.....	Jan. 5, 1870.
Philadelphia, Wilmington and Baltimore.....	Jan. 8, 1870.
Pinegrove and Lebanon.....	Dec. 29, 1869.
Pittsburg, Cincinnati and St. Louis.....	Jan. 28, 1870.
Pittsburg and Connellsville.....	Jan. 11, 1870.
Pittsburg, Fort Wayne and Chicago.....	Jan. 17, 1870.
Plymouth, (letter,).....	Dec. 1, 1869.

Name of company.	Report filed.
Port Kennedy .....	Jan. 31, 1870.
Reading and Columbia .....	Nov. 26, 1869.
Schuylkill and Susquehanna .....	Dec. 13, 1869.
Schuylkill Valley navigation and .....	Jan. 10, 1870.
Shamokin and Trevorton .....	Dec. 29, 1869.
Shamokin Valley and Pottsville .....	Nov. 12, 1869.
South Mountain iron company .....	Jan. 31, 1870.
South Pennsylvania, (letter,) .....	Oct. 6, 1869.
Southwark .....	Jan. 8, 1870.
Sullivan and Erie coal and, (letter,) .....	Jan. 6, 1870.
Summit Branch .....	Dec. 8, 1869.
Tioga .....	Nov. 17, 1869.
Tyrone and Clearfield .....	Dec. 2, 1869.
Warren and Pinegrove .....	Jan. 8, 1870.
West Chester .....	Jan. 31, 1870.
West Chester and Philadelphia .....	Jan. 31, 1870.
Western Pennsylvania .....	Nov. 16, 1869.
Wilmington and Reading .....	Dec. 30, 1869.
Wrightsville, York and Gettysburg .....	Jan. 31, 1870.
Wyoming Gravity .....	Dec. 24, 1869.
Zerbe Valley .....	Jan. 8, 1870.

*Passenger railways:*

Allentown .....	Nov. 24, 1869.
Citizens', Philadelphia .....	Nov. 5, 1869.
Citizens', Pittsburg .....	Dec. 8, 1869.
Easton and South Easton .....	Dec. 2, 1869.
Empire, Philadelphia, (letter,) .....	Jan. 24, 1870.
Erie City .....	Dec. 3, 1869.
Frankford and Southwark, Philadelphia .....	Nov. 13, 1869.
Germantown, Philadelphia .....	Jan. 8, 1870.
Girard College, Philadelphia .....	Nov. 19, 1869.
Green and Coates Street, Philadelphia .....	Jan. 7, 1870.
Harrisburg City .....	Jan. 13, 1870.
Hestonville, Mantua and Fairmount, Philadelphia .....	Nov. 26, 1869.
Lombard and South Street, Philadelphia .....	Dec. 1, 1869.
Oakland and East Liberty .....	Dec. 28, 1869.
People's Street, Luzerne county .....	Jan. 7, 1870.

## RAILROAD REPORT.

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Name of company.	Report filed.
Philadelphia City, Philadelphia.....	Jan. 21, 1870.
Philadelphia and Darby, Philadelphia.....	Jan. 8, 1870.
Philadelphia and Gray's Ferry, Philadelphia....	Jan. 8, 1870.
Pittsburg, Allegheny and Manchester.....	Nov. 12, 1869.
Pittsburg and Birmingham, Pittsburg.....	Dec. 18, 1869.
Ridge Avenue and Manayunk, Philadelphia....	Jan. 1, 1870.
Schuylkill River.....	Jan. 8, 1870.
Second and Third Street, Philadelphia.....	Nov. 29, 1869.
Seventeenth and Nineteenth Street, Philadelphia,	Jan. 17, 1870.
Thirteenth and Fifteenth Street, Philadelphia...	Nov. 13, 1869.
Union, Philadelphia.....	Jan. 8, 1870.
West Philadelphia, Philadelphia.....	Dec. 31, 1869.
Wilkesbarre and Kingston.....	Dec. 11, 1869.
Williamsport.....	Jan. 31, 1870.

*Canal companies :*

Delaware and Hudson.....	Dec. 22, 1869.
Delaware Division.....	Nov. 5, 1869.
Erie.....	Dec. 2, 1869.
Junction.....	Jan. 31, 1870.
Lehigh coal and navigation.....	Dec. 14, 1869.
Muncy.....	Jan. 26, 1870.
Pennsylvania.....	Jan. 21, 1870.
Schuylkill navigation.....	Jan. 17, 1870.
Susquehanna.....	Jan. 22, 1870.
Union.....	Nov. 16, 1869.
West Branch and Susquehanna.....	Jan. 21, 1870.
Wiconisco.....	Jan. 14, 1870.
Wyoming Valley, (letter,).....	Jan. 24, 1870.

*Telegraph companies :*

Atlantic and Pacific.....	Jan. 13, 1870.
Bankers' and Brokers'.....	Jan. 29, 1870.
Franklin.....	Jan. 31, 1870.
Pacific and Atlantic.....	Jan. 10, 1870.
Philadelphia, Reading and Pottsville.....	Dec. 13, 1869.
Western Union.....	Jan. 31, 1870.

Very respectfully,

J. F. HARTRANFT, *Auditor General.*



**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.	Am't paid in as by last report.	Total am't now paid in of capi- tal stock.	Funded debt as per last report.
Allegheny Valley.....	\$5,000,000 00	\$2,189,550 00	.....	\$2,189,550 00	.....
Atlantic and Great Western.....	30,000,000 00	29,683,294 91	.....	29,598,695 38	.....
Bald Eagle Valley.....	1,000,000 00	550,000 00	\$550,000 00	550,000 00	\$482,000 00
Barclay coal company.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	134,500 00
Bellefonte and Snow Shoe.....	1,000,000 00	600,000 00	600,000 00	600,000 00	99,000 00
Buffalo, Bradford and Pittsburg.....	.....	.....	2,286,000 00	2,286,000 00	530,000 00
Buffalo, Corry and Pittsburg.....	1,000,000 00	442,497 50	428,717 50	428,717 50	700,000 00
Buffalo and Erie.....	6,000,000 00	6,000,000 00	6,000,000 00	6,000,000 00	3,700,000 00
Catawauqua and Fogelsville.....	426,900 00	426,900 00	402,875 00	426,900 00	.....
Catawissa.....	.....	3,359,500 00	3,359,500 00	3,359,500 00	371,000 00
Chester Creek.....	185,000 00	.....	.....	159,500 00	.....
Chester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	500,000 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	.....
Cleveland and Pittsburg.....	6,300,475 00	6,300,475 00	5,958,625 00	6,300,475 00	4,197,000 00
Colebrookdale.....	50,000 00	50,000 00	11,105 00	46,185 00	59,300 00
Columbia and Port Deposit.....	.....	220,000 00	203,172 11	203,172 11	.....
Connecting.....	1,800,000 00	1,278,360 00	100,000 00	1,278,360 00	1,000,000 00
Cumberland Valley.....	2,110,000 00	.....	1,316,900 00	1,316,900 00	352,400 00
Danville, Hazleton and Wilkesbarre.....	600,000 00	440,150 00	.....	413,150 00	.....
Delaware, Lackawanna and Western.....	.....	.....	14,100,600 00	14,100,600 00	3,683,000 00
East Brandywine and Waynesburg.....	285,000 00	91,150 00	89,800 00	89,800 00	168,000 00
East Mahanoy.....	500,000 00	392,550 00	392,550 00	392,550 00	.....
East Pennsylvania.....	.....	1,309,200 00	654,600 00	1,309,200 00	506,900 00
Ebensburg and Cresson.....	100,000 00	42,000 00	.....	42,000 00	.....
Elmira and Williamsport.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,620,000 00
Enterprise.....	500,000 00	339,625 00	276,700 00	334,700 00	.....
Erie.....	.....	78,536,910 00	46,302,210 00	78,536,910 00	23,398,800 00
Erie and Pittsburg.....	1,000,000 00	999,600 00	997,900 00	999,600 00	2,459,132 00
Fayette County.....	107,400 00	100,000 00	90,000 00	90,000 00	.....
Hanover Branch.....	500,000 00	116,850 00	116,850 00	116,850 00	.....
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	2,500,000 00	1,182,550 00	1,182,550 00	1,182,550 00	700,000 00
Hempfield.....	.....	1,890,365 00	1,809,565 13	1,809,565 13	500,000 00
Huntingdon and Broad Top Mountain.....	1,350,000 00	828,150 00	689,380 03	706,580 03	1,810,044 94
Ironton.....	500,000 00	400,000 00	400,000 00	400,000 00	150,000 00
Jamestown and Franklin.....	1,000,000 00	632,350 00	602,827 50	603,077 50	500,000 00



Junction.....	250,000 00	180,250 00	180,250 00	180,250 00	800,000 00
Lackawanna and Bloomsburg.....	1,900,000 00	1,835,000 00	1,835,000 00	1,835,000 00	2,248,000 00
Lake Shore*.....	15,000,000 00	15,000,000 00	8,750,000 00	15,000,000 00	2,500,000 00
Lawrence.....		260,450 00	150,400 00	260,450 00	300,000 00
Lehigh and Lackawanna.....	1,000,000 00	375,100 00	375,100 00	375,100 00	300,000 00
Lehigh Valley.....		16,060,650 00	16,054,050 00	16,060,650 00	2,985,000 00
Little Saw Mill Run.....	250,000 00	83,745 95	83,745 95	83,000 00	42,168 67
Littlestown.....	75,000 00	53,750 00	46,225 00	46,225 00	34,750 00
Little Schuylkill navigation, coal and.....		2,646,100 00	2,646,100 00	2,646,100 00	807,500 00
Lorberry Creek.....	52,050 00	52,050 00	52,050 00	52,050 00	30,000 00
Lykens Valley coal and, (leased to Summit Branch R. R. Co.)	800,000 00	600,000 00	600,000 00	600,000 00	
Mahanoy Valley.....	250,000 00	125,000 00		125,000 00	
Mahanoy and Broad Mountain.....		2,041,550 00	1,874,465 00	2,035,015 00	250,000 00
Mifflin and Centre County.....	100,000 00	68,400 00	62,212 50	63,519 00	172,500 00
Mill Creek and Mine Hill navigation and.....	323,375 00	323,375 00	323,375 00	323,375 00	
Mine Hill and Schuylkill Haven.....	3,856,450 00	3,856,450 00	3,776,600 00	3,856,450 00	
Mount Carbon.....	200,000 00	200,000 00	200,000 00	200,000 00	
Mount Carbon and Port Carbon.....	282,350 00	282,350 00	282,350 00	282,350 00	
Middle Creek.....	500,000 00	267,000 00	100,000 00	140,947 91	
Nesquehoning Valley.....	500,000 00	500,000 00	63,990 00	369,495 00	
New Castle and Beaver Valley.....	700,000 00	700,000 00	266,666 67	605,000 00	154,500 00
Northern Central.....	8,000,000 00	5,000,000 00	4,798,900 00	5,000,000 00	6,191,500 00
North Lebanon.....	150,000 00	150,000 00	800,000 00	300,000 00	
North Pennsylvania.....	†1,500,000 00	3,150,000 00	3,150,000 00	3,160,000 00	3,463,839 00
Oil Creek and Allegheny River.....	4,259,450 00	4,259,450 00	4,259,450 00	4,259,450 00	3,170,000 00
Oil City and Pit-Hole Branch.....	500,000 00	485,000 00	485,000 00	485,000 00	
Pennsylvania and New York canal and.....		1,061,700 00		1,061,700 00	2,697,000 00
Pennsylvania.....	35,000,000 00	33,501,350 00	27,040,782 50	33,493,112 50	14,915,568 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	39,650 00	37,505 00	37,650 00	255,700 00
Philadelphia and Baltimore Central.....	2,000,000 00	225,000 00	218,000 00	218,000 00	800,000 00
Philadelphia and Erie.....	10,000,000 00	6,100,000 00	6,004,200 00	6,004,300 00	13,000,000 00
Philadelphia and Reading.....			26,301,351 74	20,023,100 28	7,030,225 17
Philadelphia, Germantown and Norristown.....	1400,000 00	1,595,750 00	1,587,700 00	1,595,750 00	63,950 00
Philadelphia and Trenton.....	2,000,000 00	1,259,120 00	1,259,100 00	1,259,100 00	
Philadelphia, Wilmington and Baltimore.....			9,024,300 00	9,500,850 00	2,350,000 00
Pinegrove and Lebanon.....	100,000 00	100,000 00		100,000 00	
Pittsburg, Cincinnati and St. Louis.....				5,423,200 00	
Pittsburg and Connellsville.....	5,000,000 00	2,151,550 00	1,793,926 43	1,794,576 43	5,500,000 00
Pittsburg, Fort Wayne and Chicago.....		19,583,947 71	11,500,000 00	19,583,947 71	12,563,000 00
Port Kennedy.....	15,000 00	10,550 00		10,550 00	
Reading and Columbia.....	600,000 00	512,400 00	505,848 09	505,848 09	1,000,000 00
Schuylkill and Susquehanna.....	1,600,000 00	1,269,150 00	1,239,150 00	1,239,150 00	97,000 00

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Capital stock as author. by law.	Am't of stock subscribed.	Am't paid in as by last report.	Total am't now paid in of capital stock.	Funded debt as per last report.
Schuylkill Valley navigation and.....	\$576,050 00	\$576,050 00	\$576,050 00	\$576,050 00	.....
Shamokin Valley and Pottsville.....	1,500,000 00	869,450 00	869,450 00	869,450 00	\$700,000 00
Shamokin and Trevorton.....	150,000 00	150,000 00	.....	150,000 00	.....
Southwark.....	200,000 00	200,000 00	58,468 00	58,468 00	.....
Summit Branch.....	2,750,000 00	2,502,250 00	2,500,000 00	2,502,250 00	528,000 00
Tioga.....	125,000 00	124,950 00	576,400 00	580,900 00	250,500 00
Tyrone and Clearfield.....	1,000,000 00	510,000 00	510,000 00	510,000 00	.....
Warren and Pinegrove.....	100,000 00	87,500 00	.....	4,875 00	.....
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	.....
West Chester and Philadelphia.....	1,600,000 00	.....	684,035 83	684,045 83	959,600 00
Western Pennsylvania.....	3,000,000 00	822,450 00	1,022,450 00	1,022,450 00	1,800,000 00
Wilmington and Reading.....	800,000 00	800,000 00	413,290 00	734,812 07	68,200 00
Wrightsville, York and Gettysburg.....	1,500,000 00	317,050 00	317,050 00	317,050 00	.....
Wyoming Gravity, (located, but no portion built,).....	2,500,000 00	18,760 00	18,760 00	18,760 00	.....
Zerbe Valley.....	1,000,000 00	1,000,000 00	.....	1,000,000 00	.....
	174,337,379 00	278,173,816 07	239,616,504 98	339,972,450 47	136,337,165 78

\* Including Cleveland and Toledo railroad.

† With power to increase.

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total am't now of funded debt.	Floating debt by last report.	The am't now floating debt.	Total am't now of funded and floating debt.	Rate per cent. per annum of interest, &c.
Allegheny Valley.....	\$3,955,000 00	.....	\$441,936 74	\$4,396,936 74	7, 7 3-10
Atlantic and Great Western.....	29,999,900 00	.....	.....	29,999,900 00	7
Bald Eagle Valley.....	479,000 00	.....	.....	479,000 00	6, 7
Barclay coal company.....	119,000 00	.....	.....	119,000 00	7
Bellefonte and Snow Shoe.....	99,000 00	.....	.....	99,000 00	6
Buffalo, Bradford and Pittsburg.....	583,500 00	.....	.....	583,500 00	7
Buffalo, Corry and Pittsburg.....	700,000 00	\$378,234 17	374,315 43	1,074,315 43	7
Buffalo and Erie.....	4,000,000 00	.....	.....	4,000,000 00	7
Catawissa.....	445,350 00	.....	.....	445,350 00	.....
Chester Creek.....	185,000 00	.....	.....	185,000 00	6
Chester Valley.....	937,500 00	.....	500,000 00	1,437,500 00	7
Cleveland and Pittsburg.....	3,883,500 00	.....	.....	3,883,500 00	7, 6
Colebrookdale.....	282,800 00	900 73	228,176 88	490,976 88	6
Columbia and Port Deposit.....	100,000 00	83,000 00	1,460 57	101,460 57	7
Connecting.....	1,000,000 00	1,178,300 00	.....	1,000,000 00	6
Cumberland Valley.....	352,300 00	.....	.....	352,300 00	8, 6
Danville, Hazleton and Wilkesbarre.....	510,000 00	.....	.....	510,000 00	7
Delaware, Lackawanna and Western.....	3,308,000 00	1,008,161 95	2,190,000 00	5,498,000 00	7
East Brandywine and Waynesburg.....	175,000 00	2,000 00	2,000 00	177,000 00	7, 8
East Pennsylvania.....	495,900 00	.....	.....	495,900 00	7
Ebensburg and Cresson.....	80,000 00	.....	.....	80,000 00	6
Elmira and Williamsport.....	1,620,000 00	.....	.....	1,620,000 00	7, 5
Enterprise.....	.....	.....	5,533 11	5,533 11	.....
Erie.....	23,398,800 00	4,893,735 81	.....	23,398,800 00	6, 7
Erie and Pittsburg.....	2,577,504 00	62,103 32	.....	2,577,504 00	7
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	700,000 00	.....	.....	700,000 00	6
Hempfield.....	500,000 00	100,000 00	100,000 00	600,000 00	.....
Huntingdon and Broad Top Mountain.....	1,927,614 16	.....	.....	1,927,614 16	7
Ironton.....	130,000 00	.....	.....	130,000 00	7
Jamestown and Franklin.....	1,000,000 00	589,641 71	688,228 27	1,688,228 27	7
Junction.....	800,000 00	.....	.....	800,000 00	6
Lackawanna and Bloomsburg.....	2,200,000 00	68,619 00	125,000 00	2,325,000 00	7, 10
Lake Shore.....	5,499,000 00	.....	.....	5,499,000 00	7
Lawrence.....	360,000 00	27,000 00	20,000 00	380,000 00	7
Lehigh and Lackawanna.....	300,000 00	.....	40,000 00	340,000 00	7

RAILROAD REPORT.

XIX

TABLE A.—STOCK AND DEBT—Continued.

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AUDITOR GENERAL'S

NAME OF COMPANY.	Total am't now of funded debt.	Floating debt by last report.	The am't now floating debt.	Total am't now of funded and floating debt.	Rate per cent. per annum of interest, &c.
Lehigh Valley.....	\$4,573,500 00	\$1,018,563 25	\$1,943,189 25	\$6,516,689 25	6
Little Saw Mill Run.....	36,166 67	2,895 05		36,166 67	7
Littlestown.....	34,750 00		86 99	34,836 99	
Little Schuylkill navigation, coal and.....	795,500 00			795,500 00	7
Mahanoy Valley.....			15,260 00	15,260 00	
Mahanoy and Broad Mountain.....	250,000 00	180,000 00	217,907 40	467,907 40	6
Mifflin and Centre County.....	181,500 00	12,500 00	6,000 00	187,500 00	6
New Castle and Beaver Valley.....	136,300 00	3,000 00	2,000 00	138,300 00	7
Northern Central.....	7,005,500 00	232,955 56	592,582 28	7,598,082 28	6
North Pennsylvania.....	3,588,439 00		133,476 41	3,721,915 41	6, 10, 7
Oil Creek and Allegheny River.....	3,170,000 00			3,170,000 00	7
Oil City and Pit-Hole Branch.....		190,000 00	190,000 00	190,000 00	
Pennsylvania and New York canal and.....	3,000,000 00			3,000,000 00	7
Pennsylvania.....	17,779,564 00	50,000 00	2,054,451 86	19,834,015 86	6
Pennsylvania coal company.....	592,500 00	375,000 00	383,000 00	975,500 00	7
Perkiomen.....	393,500 00	193,360 87	222,980 85	616,480 85	6
Philadelphia and Baltimore Central.....	800,000 00	212,500 00	291,686 30	1,091,686 30	7
Philadelphia and Erie.....	12,598,000 00	328,633 00	40,974 00	12,638,974 00	6, 7
Philadelphia and Reading.....	7,330,190 83			7,330,190 83	5, 6, 7
Philadelphia, Germantown and Norristown.....	55,900 00			55,900 00	6
Philadelphia, Wilmington and Baltimore.....	2,338,000 00	107,500 00	205,000 00	2,543,000 00	6
Pine Grove and Lebanon.....			59,336 13	59,336 13	
Pittsburg, Cincinnati and St. Louis.....	10,036,680 00		421,184 46	10,457,874 46	7
Pittsburg and Connellsville.....	5,500,000 00			5,500,000 00	7, 6
Pittsburg, Fort Wayne and Chicago.....	13,563,000 00	139,986 76	72,092 67	13,686,092 67	7
Reading and Columbia.....	1,000,000 00	919,749 47	952,859 36	1,952,859 36	7
Schuylkill and Susquehanna.....	97,000 00	148,577 87	106,120 36	203,120 36	6
Shamokin Valley and Pottsville.....	700,000 00			700,000 00	7
Shamokin and Trevorton.....			67,331 50	67,331 50	
South Mountain iron company.....	369,000 00			369,000 00	6, 7
Summit Branch.....	501,000 00	22,823 97		501,000 00	6
Tioga.....	246,000 00			246,000 00	7
Tyrone and Clearfield.....			404,069 18	404,069 18	
West Chester and Philadelphia.....	957,600 00	111,199 00	97,500 00	1,056,100 00	7, 8, 10

Western Pennsylvania.....	1,800,000 00	224,881 80	304,412,56	2,104,412 56	6
Wilmington and Reading.....	789,300 00			789,300 00	7
Wrightsville, York and Gettysburg.....		76,484 79	76,484 79	70,484 79	
	192,802,568 66	13,034,807 58	13,576,637 85	206,379,208 01	

TABLE B.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Cost of road and equip- ment.....	Length of main line of road, in miles.....	Length of main line of road in Pennsy- vania, in miles.....	Length of road laid, in miles.....	Length of double track of road, in miles.....	Length of sidings, in miles.....	Gauge of road.....	Weight of rail per yd. on main track.....	Length of branch roads owned, in miles.....	Number of worked or leased roads.....
Allegheny Valley.....	\$7,913,532 20	131	131	131	.....	28	4 9½	60	.....	.....
Bald Eagle Valley.....	1,050,000 00	51.19	51.19	51.19	.....	4.10	4 8½	45	2	.....
Barclay coal company, (leased to Towanda coal company.).....	.....	16	16	16	.....	4	4 8½	50	.....	1
Bellefonte and Snow Shoe.....	442,058 87	21	21	21	.....	2	4 8½	45	1.50	1
Buffalo, Bradford and Pittsburg.....	2,869,500 00	26	18	26	.....	2	6	45-62	.....	.....
Buffalo, Corry and Pittsburg.....	1,446,987 95	43.20	6	43.20	.....	1	4 9½	56	.....	.....
Buffalo and Erie.....	7,008,901 03	88	18.50	88	3	40	4 10	60	.....	.....
Catasauqua and Foglesville.....	738,854 42	20	20	20	.....	8	4 8½	50-57	4	.....
Catawissa, (leased to Western Central railroad and Atlantic and Great Western railroad co.,)	3,826,500 00	65	65	65	.....	5	4 8½	58	2.50	2
Chester Creek.....	344,500 00	7.25	7.25	7.25	.....	.50	4 8½	50	.....	.....
Chester Valley.....	1,371,900 00	21.50	21.50	21.50	.....	1.50	4 8½	45-60	.....	.....
Chestnut Hill.....	120,650 00	4.12	4.12	4.12	.....	.50	4 8½	50	.....	.....
Cleveland and Pittsburg.....	10,733,780 17	167	15	167	2	49	4 10	60	32	1
Colebrookdale.....	516,099 55	18.40	18.40	12.80	.....	1.20	4 8½	56	.....	.....
Columbia and Port Deposit.....	804,632 88	39.18	28.31	4.87	.....	.83	4 9	56-64	.....	.....
Connecting.....	2,278,800 00	6.78	6.78	6.78	6.78	2.75	4 9½	67	.....	.....
Cumberland Valley.....	1,492,204 82	73	68	74	.....	11	4 8½	50	.....	.....
Danville, Hazleton and Wilkesbarre.....	329,510 00	51	51	14	.....	1	4 8½	.....	.....	.....
Delaware and Hudson canal and railroad.....	2,938,801 80	32	32	32	26	26	4 9	40-56	.....	1
Delaware, Lackawanna and Western.....	14,500,000 00	113	113	113	60	42	6	65	.....	.....
East Brandywine and Waynesburg.....	264,800 00	17.50	17.50	17.50	.....	.34	4 8½	45-56	.....	.....
East Mahanoy.....	391,603 93	7.54	7.54	7.54	.....	3.05	4 8½	60	.....	.....
East Pennsylvania.....	1,472,699 12	36	36	36	.....	9.08	4 8½	52-64	.....	.....
Ebensburg and Cresson.....	122,000 00	11	11	11	.....	.50	4 9	45	.....	.....
Elnira and Williamsport, (leased to Northern Central railway company.).....	2,620,000 00	78	69.02	78	.....	14	4 9	56	.....	.....
Enterprise.....	339,816 25	6.50	6.50	6.50	.....	1.50	4 8½	50-64	4.90	.....

Erie.....	65,131,959 01	459	42.50	459		*380.75		64-70	364.50	
Erie and Pittsburg.....	3,640,124 86	83.69	83.69	83.69		17.10	4 10	56	3.18	1
Fayette County.....	130,000 00	12.66	12.66	12.66		.47	4 8½	43		
Hanover Branch.....	257,890 80	12.20	12.20	12.20			4 8½	50		2
Harrisburg, Portsmouth, Mount Joy and Lancaster, (leased to Penn'a R. R. co.).....	1,882,560 00									
Hempfield.....	1,657,798 94	76	61	32		*1.83	4 8½	60-60		
Huntingdon and Broad Top Mountain.....	2,202,147 02	44	44	44		12	4 8½	58-57	14.75	
Ironton.....	268,000 00	10	10	11	11	4	4 8½	50-60		
Jamestown and Franklin.....	1,765,247 69	56.25	43.25	43.25		2.50	4 10	55	1.50	
Junction.....	898,324 25	4.62	4.62	4.62	4.62	.85	4 8½	67		
Lackawanna and Bloomsburg.....	3,870,000 00	80	80	80		16.50	4 8½	58-70		
Lake Shore.....	19,007,737 89	208.24	25.53	208.24	30.79	73.60	4 9½	60	43.86	1
Lawrence.....	614,868 34	17.40	8.10	17.40			4 10	60		
Lehigh and Lackawanna.....		36	86	15		1.03	4 8½	50		
Lehigh and Susquehanna.....	13,919,762 97	105	105	105	3	58	4 8½	60	30.25	1
Lehigh Valley.....	17,937,658 66	101	100.75	101	86.85	6.88	4 8½	57-60	98.45	1
Little Saw Mill Run.....	91,011 44	3	3	3		1	4 8½	50		
Littlestown.....	76,000 00	7.25	7.25	7.25		.43	4 8½	50-56		
Little Schuylkill navigation, coal and.....	1,466,283 14	28.25	28.25	28.25	8	16.65	4 8½	60	3	1
Lorberry Creek.....	82,050 00	5.50	5.50	5.50	1		4 8½	60	1	
Mahanoy Valley.....	130,085 23	6.85	6.85	6.85		.18	4 8½	64		
Mahanoy and Broad Mountain.....	2,272,344 89	12.74	12.74	16.70	8.90	15.56	4 8½	60-64	26.65	
Mifflin and Centre County.....	253,408 06	12.50	12.50	12.50		1	4 8½	46		
Mill Creek and Mine Hill navigation and. (leased to Philadelphia and Reading railroad co.).....	323,375 00	3.78	3.78	3.78	3.78	9.12	4 8½	64	8.02	
Mine Hill and Schuylkill Haven. (leased to Philadelphia and Reading railroad company,).....	3,814,957 42			†140				60-62		
Mount Carbon, (leased to P. and R. R. co.).....	203,259 58	7	7	7	4		4 8½	50		
Mount Carbon and Port Carbon, (leased to Philadelphia and Reading railroad company,).....	232,815 45	2.50	2.50	2.50	2.50	9.60	4 8½	64		
Middle Creek, (partly graded; no rails laid,).....	139,311 76	50	50							
Nesquehoning Valley, (unfinished,).....	239,230 82	13	13	7	1	1	4 8½	60		
New Castle and Beaver Valley.....	424,467 91	14.92	14.92	14.92		2.63	4 10	56		
Northern Central.....	13,555,720 37	138	102	133	78	45	4 9	64		3
North Lebanon.....	378,890 37	7	7	7.72		2.84	4 8½	50-64	.19	
North Pennsylvania.....	7,025,092 63	55.60	55.60	55.60	11	17.80	4 8½	58-64	12.10	
Oil Creek and Allegheny River.....	7,860,390 03	95	95	95		21.50	6 & 4 9	50-60	3.50	
Oil City and Pit-Hole Branch.....		7	7	7		1	4 8½	56-62		
Pennsylvania and New York canal and.....	2,449,079 49	105	105	105		10.33	4 8½	60		
Pennsylvania.....	32,392,868 71	354.90	354.90	354.90	353.50	141.40	4 8½, 4 9	56-67	36.40	9
Pennsylvania coal company.....	2,000,000 00	47	47	47	47	6	4 3½	36	15.87	
Perkiomen.....	518,739 37	36.50	36.50	11		1.09	4 8½	56		

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Cost of road and equipment .....	Length of main line of road, in miles.....	Length of main line of road in Pennsylvania, in miles.....	Length of road laid, in miles.....	Length double track of road, in miles.....	Length of sidings, in miles .....	Gauge of road.....	Weight of rail per yd. on main track.....	Length branch roads owned, in miles.....	Number of worked or leased roads.....
Philadelphia and Baltimore Central.....	\$1,415,975 71	46	36	46	.....	4.50	4 8 <sup>1</sup> / <sub>2</sub>	50-57	.....	2
Philadelphia and Erie.....	19,391,972 24	287.06	287.06	287.06	.....	86.58	4 9	58	.....	2
Philadelphia and Reading.....	29,815,067 49	147	152.04	152.04	139.01	.....	4 8 <sup>1</sup> / <sub>2</sub>	64	4 1/2	18
Philadelphia, Germantown and Norristown.....	1,454,872 44	17	17	17	17	5	4 8 <sup>1</sup> / <sub>2</sub>	50-67	5	2
Philadelphia and Trenton.....	1,436,338 41	26.50	26.50	26.50	26.50	9.27	4 10	60-62	.....	1
Philadelphia, Wilmington and Baltimore.....	10,652,228 28	95.95	18.37	95.95	80.16	27.86	4 8 <sup>1</sup> / <sub>2</sub>	50-68	3.79	5
Pine Grove and Lebanon.....	157,802 77	6	6	6	.....	.25	4 8 <sup>1</sup> / <sub>2</sub>	56	.....	.....
Pittsburg, Cincinnati and St. Louis.....	15,879,338 40	196	34	193	3	21	4 9	60-64	8	1
Pittsburg and Connellsville.....	3,090,992 57	149	141	60	.....	18.19	4 8 <sup>1</sup> / <sub>2</sub>	54-60	.....	1
Pittsburg, Fort Wayne and Chicago.....	24,391,380 09	468.80	49	468.30	38.70	99.80	4 9	60	65	2
Port Kennedy, (operated by P. and R. R. co.) ..	12,047 63	1.20	1.20	1.20	.....	.80	4 8 <sup>1</sup> / <sub>2</sub>	56	.....	.....
Reading and Columbia.....	2,146,147 42	40	40	40	.....	4.10	4 8 <sup>1</sup> / <sub>2</sub>	54-56	8	.....
Schuylkill and Susquehanna.....	1,300,701 76	54	54	54	.....	7	4 8 <sup>1</sup> / <sub>2</sub>	45-64	.....	.....
Schuylkill Valley navigation and, (leased to Philadelphia and Reading railroad company,) ..	576,840 94	11	11	11	5.23	3.80	4 8 <sup>1</sup> / <sub>2</sub>	60-64	12.80	.....
Shamokin Valley and Pottsville, (leased to Northern Central railway company.) ..	1,569,450 00	28	28	28	.....	4.50	4 9	58-64	.....	.....
Shamokin and Trevorton.....	195,868 66	6.80	6.80	6.80	.....	1.20	4 8 <sup>1</sup> / <sub>2</sub>	64	2.40	.....
South Mountain iron company.....	340,525 08	17.12	17.12	17.12	.....	1.25	4 9	51	.....	.....
Southwark, (leased to P., W. and B. R. R. co.) ..	.....	2.12	2.12	2.12	2.12	.....	4 8 <sup>1</sup> / <sub>2</sub>	52-56	.....	.....
Summit Branch.....	988,992 87	21	21	21	3	5.50	4 8 <sup>1</sup> / <sub>2</sub>	50-56	.50	1
Tioga.....	1,173,945 20	30.60	30.60	30.60	.....	6.10	6	57-64	.....	1
Tyrone and Clearfield.....	914,069 18	37.50	37.50	37.50	.....	10	4 8 <sup>1</sup> / <sub>2</sub>	45-64	8	.....
Warren and Pine Grove, (partly graded; no rails laid).....	4,500 00	11	11	.....	.....	.....	.....	.....	.....	.....
West Chester.....	202,886 79	9	9	9	.....	.80	4 8 <sup>1</sup> / <sub>2</sub>	50	.....	.....
West Chester and Philadelphia.....	1,618,359 88	26.05	26.05	26.05	.....	5	4 8 <sup>1</sup> / <sub>2</sub>	50-65	.....	1
Western Pennsylvania.....	3,179,441 44	36.10	36.10	36.10	.....	13.25	4 7 1	58	27.60	.....



Wilmington and Reading.....	1,088,732 49	63.74	51.09	19.85	.....	2.64	4 8 $\frac{1}{2}$	56	.....	.....
Wrightsville, York and Gettysburg.....	393,534 79	13	13	13	.....	1	4 9	56	.....	.....
Zerbe Valley .....	.....	15.10	15.10	19.80	.....	4.70	4 8	56	.....	.....
	397,883,892 00	5,330.05	3,684.85	5,105.27	1,067.94	1,475.30	.....	.....	896.19	55

\* Includes double track.

† Includes double track and sidings.

‡ Enterprise, Mahanoy Valley, Pine Grove and Lebanon, Shamokin and Trevorton, and Zerbe Valley not included.

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	No. of engine houses and shops.....	No. of engines.....	No. of first class passenger cars.....	No. of baggage, mail and express cars.....	No. of freight cars or trucks.....	No. of coal, ore and stone cars.....	No. of iron bridges.....	No. of wooden bridges.....	No. of stone bridges.....	No. of depots or stations.....	No. of wood and water stations.....	Value of real estate held by the company.....
Allegheny Valley .....	4	82	19	5	425		1	25		61	14	\$136,083 73
Bald Eagle Valley, (leased to Pennsylvania railroad company,).....								67		17	4	10,000 00
Barclay coal company.....	2	5		2	15	290		8		6	5	
Bellefonte and Snow Shoe.....	3	4	2		6	54		11		9	8	
Buffalo, Corry and Pittsburg.....	1	6	5	2	23					7		
Buffalo, Bradford and Pittsburg, (leased to Erie R. R. co., N. Y.,).....								10		8		
Buffalo and Erie.....	5	47	24	16		†1,057	16	3	5	21	17	1,668,498 00
Catasauqua and Fogelsville.....	2	6	3	2	18	400	5	1	3	16	7	21,000 00
Catawissa.....	6	21	9	5	535	50		11		10	11	
Chester Creek, (leased to Philadelphia and Baltimore Central railroad company,).....								3		8	1	
Chester Valley, (leased to Phila. and Reading railroad company,).....	1							32	23	18	2	3,000 00
Chestnut Hill.....								3	1	8		
Cleveland and Pittsburg.....	11	74	34	20	413	1,109	1	63	42	53	24	
Colebrookdale, (leased to Philadelphia and Reading railroad co.,).....								2		8	2	10,082 10
Columbia and Port Deposit, (leased to Philadelphia, Wilmington and Baltimore railroad company,).....										1		
Connecting, (leased to Philadelphia and Trenton railroad co.,).....							7		2			215,000 00
Cumberland Valley.....	5	16	14	6	232		3	1	2	8	6	110,000 00
Danville, Hazleton and Wilkesbarre.....	1	2	2	1	2	10		10		3	2	300,000 00
Delaware and Hudson canal and railroad.....	5	*41	8	2	180	3,350		16		8	3	
Delaware, Lackawanna and Western.....	8	103	19	9	824	6,662		13	5	21	28	
East Brandywine and Waynesburg, (leased to Pa. R. R. co.,).....								6		8	2	2,500 00
East Mahanoy, (leased to Philadelphia and Reading R. R. co.,).....										1	1	
East Pennsylvania, (leased to Phila. and Reading R. R. co.,).....							1	2	14	13	5	
Ebensburg and Cresson, (leased to Pennsylvania R. R. co.,).....	1							1		3	1	400 00
Elmira and Williamsport.....	3							27				
Enterprise, (operated by Phila. and Reading railroad company,).....	1							8		8	1	

Erie.....	40	444	213	71	17,447															
Erie and Pittsburg.....	9	22	2	4	52	683	3	9	21	9	546,000	00								
Fayette County, (leased to Pittsburg and Connellsville R. R. co.,)	2							22	6	1	1,500	00								
Hanover Branch.....	4	5	1	2	10			11	5	3	4,600	00								
Hempfield.....	2	3	2	1	13			12	1	11	4	104,899	96							
Huntingdon and Broad Top Mountain.....	5	15	3	3	8	50		40	13	8										
Ironton.....	1	2						5		2	249,500	00								
Jamestown and Franklin, (leased to Lake Shore and Michigan Southern railway company,)	5							8	12	7	35,000	00								
Junction.....								4												
Lackawanna and Bloomsburg.....	9	24	9	3	139	1,589		9	3	28	9									
Lake Shore.....	13	83	53	25	1,974	200	3	24	1	40	26	102,389	18							
Lawrence, (operated by Pitts'g. Ft. Wayne and Chicago R. W. co.,)	1							5		10	2									
Lehigh and Lackawanna, (equipped by Lehigh coal and nav. co.)	1	1		1				2		3	1									
Lehigh and Susquehanna.....	12	53	13	8	355	2,902	13	47		39	17									
Lehigh Valley.....	27	185	30	13	426	5,512	10	63	17	53	35									
Little Saw Mill Run.....	3	5				45					1	83,625	00							
Littlestown, (equipment furnished by Hanover Branch R. R. co.,)								3		2	2	500	00							
Little Schuylkill navigation, coal and, (leased to Philadelphia and Reading railroad company,)	3							1	22	3	7	915,657	82							
Lorberry Creek, (leased to Philadelphia and Reading R. R. co.,)								1			1									
Mahanoy Valley, (leased to Philadelphia and Reading R. R. co.,)																				
Mahanoy and Broad Mountain.....	6							4	9	10	13	6	88,069	71						
Mifflin and Centre County, (leased to Pennsylvania R. R. co.,)	2								11	10	2	3,000	00							
Nesquehoning Valley.....								5			1									
New Castle and Beaver Valley, (leased to Pittsburg, Fort Wayne and Chicago railroad company,)	2								6	2	7	3								
Northern Central.....	3	134	67	38	1,726	2,406	28	120	28	15	21									
North Lebanon.....	1	8			60		1	9	2	12	2	500	00							
North Pennsylvania.....	7	29	52	16	384	224	3	8	2	31	12	991,064	96							
Oil Creek and Allegheny River.....	11	28	16	5	314			7		26	21	45,000	00							
Oil City and Pit-Hole Branch.....	2	2	2	1	25			11		5	2	3,000	00							
Pennsylvania and New York canal and.....	3							38		22	11									
Pennsylvania.....	8	477	187	102	6,273	738	148	41	17	147	97									
Pennsylvania coal company.....	†27		4		50	2,000		28		5										
Perkiomen, (leased to Philadelphia and Reading railroad co.,)								6		8	1	15,951	57							
Philadelphia and Baltimore Central.....	3	6	6	2	63			30		30	5									
Philadelphia and Erie.....	11	108	30	15	1,857	52	2	160		76	48									
Philadelphia and Reading.....	34	297	99	41	1,778	7,633	24	24	54	53	33									
Philadelphia, Germantown and Norristown.....	4	22	43	12	165		1	16		17	4	448,882	52							
Philadelphia and Trenton.....	4							6		20	7	339,675	97							
Philadelphia, Wilmington and Baltimore.....	7	46	82	41	915			35	61	38	9									
Pinegrove and Lebanon, (leased to Phila. and Reading R. R. co.,)								2		1		500	00							

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

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AUDITOR GENERAL'S

NAME OF COMPANY.	No. of engine houses and shops.....	No. of engines.....	No. of first class passenger cars.....	No. of baggage, mail and express cars.....	No. of freight cars or trucks.....	No. of coal, ore and stone cars.....	No. of iron bridges...	No. of wooden bridges	No. of stone bridges..	No. of depots or stations.....	No. of wood and water stations.....	Value of real estate held by the company.....
Pittsburg, Cincinnati and St. Louis.....	4	77	31	16	1,239	39	3	60	12	69	13	\$196,000 00
Pittsburg and Connellsville.....	8	15	15	6	103		1	8		87	10	
Pittsburg, Ft. Wayne and Chicago.....	19	219	95	54	4,636	1,632	15	90	23	100	51	
Reading and Columbia.....	2	8	7	1	37			3	27	25	5	61,583 22
Schuylkill and Susquehanna.....	4	7	2	2	21		2	5	2	18	10	
Shamokin Valley and Pottsville.....	2					30						
Shamokin and Trevorton, (leased to Phila. and Reading R. R. co.)								2		1	2	
South Mountain iron company, (unfinished,)			1		10			1		4	2	
Summit Branch.....	5	5	1	1	2		1	3		4	4	
Tioga.....	4	11	4	1	34	817		14		12	5	24,908 13
Tyrone and Clearfield, (leased to Pennsylvania R. R. company,)	2							17		17	7	10,000 00
West Chester, (leased to West Chester and Phila. R. R. co.,)	2	1	1		1							
West Chester and Philadelphia.....	2	9	16	4	50		5	16		22	3	
Western Pennsylvania, (leased to Pennsylvania R. R. company,)	6							19		20	9	78,814 32
Wilmington and Reading.....	1	3			6			12			2	8,286 81
Wrightsville, York and Gettysburg, (equipment of Northern Central railway company used,)										5	1	
Zerbe Valley, (owned and operated by Philadelphia and Reading railroad company,)	2							8		5	2	1,500 00
	395	2,654	1,206	560	25,599	46,428	306	1,426	378	1,437	680	6,835,929 00

\* Thirty stationary engines.

† Includes freight cars.

‡ Gravity road, worked by stationary engines.

TABLE C.—DOINGS OF THE YEAR.

NAME OF COMPANY.	DOINGS OF THE YEAR IN TRANSPORTATION.			
	Number of through passengers for the year on main road...	Number of passengers (all classes) carried in cars .....	Number of tons of 2,000 lbs. of through freight for the year on main road.....	Gross amount of tonnage for the year ...
Allegheny Valley .....	11, 024	433, 387	67, 174	607, 763
Barclay coal company.....	7, 377	14, 690	169, 662	176, 065
Bellefonte and Snow Shoe.....	7, 661	25, 478	.....	107, 083
Buffalo, Corry and Pittsburg.....	.....	53, 122	80, 238	80, 238
Buffalo and Erie*.....	225, 265	388, 253	.....	986, 271
Catawauqua and Fogelsville.....	.....	14, 467	.....	303, 814
Catawissa.....	.....	.....	.....	454, 801
Cleveland and Pittsburg.....	47, 046	567, 455	350, 366	1, 098, 828
Cumberland Valley.....	.....	308, 213	18, 785	244, 532
Danville, Hazleton and Wilkesbarre, (under construction,)	.....	.....	.....	.....
Delaware and Hudson canal and railroad.....	21, 055	71, 505	14, 938	1, 348, 239
Delaware, Lackawanna and Western .....	3, 134	189, 938	13, 097	1, 993, 946
Elmira and Williamsport .....	84, 270	107, 064	267, 381	308, 448
Erie .....	.....	2, 497, 113	.....	4, 312, 209
Erie and Pittsburg .....	7, 540	154, 524	90, 345	597, 247
Hanover Branch.....	.....	35, 829	87, 705	91, 591
Hempfield.....	.....	23, 003	3, 762	11, 715
Huntingdon and Broad Top Mountain .....	5, 354	32, 254	6, 224	404, 297
Ironton.....	.....	.....	.....	102, 754
Junction.....	.....	225, 150	.....	1, 209, 915
Lackawanna and Bloomsburg .....	12, 788	253, 828	28, 923	1, 648, 437
Lake Shore†.....	222, 145	523, 544	753, 966	1, 149, 089
Lake Shore and Michigan Southern†.....	306, 266	946, 528	543, 846	1, 389, 600
Lawrence .....	.....	67, 156	.....	176, 642
Lehigh and Lackawanna.....	1, 230	8, 091	7, 400	15, 565
Lehigh and Susquehanna .....	4, 608	211, 450	671, 534	1, 535, 423

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TABLE C.—DOINGS OF THE YEAR—Continued.

NAME OF COMPANY.	DOINGS OF THE YEAR IN TRANSPORTATION.			
	Number of through passengers for the year on main road.	Number of passen- gers (all classes) carried in cars.....	Number of tons of 2,000 lbs. of through freight for the year on main road.....	Gross amount of ton- nage for the year..
Lehigh Valley.....		753, 379		3, 949, 238
Little Saw Mill Run.....				145, 358
Littlestown.....	6, 353	6, 353	13, 000	17, 164
Mahanoy and Broad Mountain .....				
Northern Central.....	16, 189	707, 278	147, 039	1, 496, 909
North Lebanon.....			176, 681	239, 985
North Pennsylvania.....	88, 938	771, 984	278, 844	552, 771
Oil Creek and Allegheny River.....		449, 970		657, 039
Oil City and Pit-Hole Branch.....		5, 500		
Pennsylvania and New York canal and§.....				
Pennsylvania.....	124, 830	4, 229, 363	704, 166	4, 992, 025
Pernsylvania coal company.....			964, 240	1, 103, 030
Philadelphia and Baltimore Central.....		162, 980		77, 673
Philadelphia and Erie.....	25, 980	651, 038	177, 157	1, 302, 041
Philadelphia and Reading.....	29, 328	1, 527, 789		6, 016, 467
Philadelphia, Germantown and Norristown.....	1, 970, 414	2, 777, 535		533, 326
Philadelphia and Trenton.....	734, 771	1, 110, 567	360, 318	449, 490
Philadelphia, Wilmington and Baltimore.....	332, 658	1, 312, 991	7, 187	320, 198
Pittsburg, Cincinnati and St. Louis.....		421, 016	438, 724	850, 028
Pittsburg and Connellsville.....	68, 229	462, 124	228, 199	515, 879
Pittsburg, Fort Wayne and Chicago.....	173, 456	1, 727, 633	646, 278	1, 659, 791
Reading and Columbia.....	11, 532	121, 818	123, 949	222, 012
Schuykill and Susquehanna.....	2, 454	78, 259		409, 378
Shamokin Valley and Pottsville.....	2, 079	46, 444	6, 399	547, 346
Summit Branch.....	4, 859	9, 803	439, 490	439, 690
Tioga.....	5, 824	82, 580	703, 627	730, 483

West Chester and Philadelphia.....	80,917	678,468	16,060	97,065
Wilmington and Reading†.....		1,041		5,512
Wrightsville, York and Gettysburg.....	31,018	41,587	77,846	95,414
	4,626,087	25,069,567	8,687,571	47,819,722

\* Ten months.

† Seven months.

‡ Five months.

|| Operated by and included in report of Philadelphia and Reading railroad company.

§ Completed and opened for through business Sept. 13, 1869; prior to 13th, finished portion operated by Lehigh Valley railroad company.

¶ Three months.

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, limestone and slate.....
Allegheny Valley.....		250,319	179,927	30,177	17,663	6,301	27,003	9,392
Barclay coal company.....		169,020						
Bellefonte and Snow Shoe.....		89,356						
Buffalo, Corry and Pittsburg.....	159		68,282					
Buffalo and Erie *.....	1,256	218,392	55,378	1,650	2,225	3,865		1,250
Catasauqua and Fogelsville.....	38,648	2,099			9,084		123,775	109,681
Catawissa.....		376,556		18,826	8,431		13,000	1,225
Cleveland and Pittsburg.....		511,435	17,480	46,601		69,365	165,226	
Cumberland Valley.....		\$72,511	282		16,699		12,811	3,142
Delaware and Hudson canal and railroad.....	1,333,301							
Delaware, Lackawanna and Western.....	1,592,414	1,648	81	8,628	44,062	6,309	99,854	40,084
Elmira and Williamsport.....		\$171,514	117	8,108	5,736	6,857	2,507	2,105
Erie and Pittsburg.....	160	395,849	531	35,433	1,286	23,707	90,497	3,522
Hempfield.....		5,478						
Huntingdon and Broad Top Mountain.....	389	355,608		3,655			27,215	3,729
Ironton.....	6,356						75,694	19,054
Lackawanna and Bloomsburg.....	1,448,791					72,000		82,371
Lake Shore †.....		\$186,927	25,402		14,443	46,964	26,565	6,988
Lake Shore and Michigan Southern †.....		\$267,145	13,223		21,692	35,916	65,406	6,473
Lawrence.....		10,946		78,794				
Lehigh and Lackawanna.....	7,116		10			44	393	6,082
Lehigh and Susquehanna.....	1,394,064	510	2,367	12,379	3,133	7,413	15,092	8,905
Lehigh Valley.....	2,611,175	16,557	61,431	217,521	43,228	25,564	324,685	79,008
Little Saw Mill Run.....		145,358						
Littlestown.....	1,379	240				30	9,962	
Northern Central.....		\$596,242	4,218	33,565	29,420	19,938	85,609	71,338
North Lebanon.....	52,482			25,569			150,783	9,965



North Pennsylvania.....	254,663	1,637	1,305	47,238	2,441	11,303	47,564	17,467
Oil Creek and Allegheny River.....		\$111,503	447,815			10,614		991
Pennsylvania.....	424,582	1,904,773	186,796	186,182	140,735	182,878	143,517	27,412
Pennsylvania coal company.....	1,090,733					64		
Philadelphia and Baltimore Central.....	13,963		72	153	110	859	2,725	8,640
Philadelphia and Erie.....	359,100	64,867	102,762	17,560	26,319	15,328	18,144	22,817
Philadelphia and Reading.....	4,150,819	442,910	11,203	146,285	60,942	100,069	284,595	201,757
Philadelphia, Germantown and Norristown.....	320,128	39,340				57,416	8,996	81,062
Philadelphia, Wilmington and Baltimore.....		\$28,643	13,290	9,267	11,653	40,001	2,448	5,447
Pittsburg and Connellsville.....		\$406,386	554	8,936		5,258		2,053
Pittsburg, Fort Wayne and Chicago.....		258,786			61,408			
Reading and Columbia.....	111,670	243		15,402		1,924	49,764	9,082
Schuylkill and Susquehanna.....	325,579							
Shamokin Valley and Pottsville.....		\$525,221	118	2,125	303	317	784	4,301
Summit Branch.....	432,484							
Tioga.....	42	702,853		324	172	64	7	1,110
West Chester and Philadelphia.....	40,979					874		3,115
Wilmington and Reading.....	151	531		213	1,216	3,068		40
Wrightsville, York and Gettysburg.....		\$2,918	64	2,799	2,114	3,050	62,392	867
	16,012,583	8,034,316	1,162,183	966,390	531,263	706,960	1,937,013	799,455
* Ten months.	† Seven months.	‡ Five months.	§ Anthracite and bituminous.	Three months.				

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.....
Allegheny Valley.....	14,280	10,545	30,537	501	5,718	25,400	607,763
Barclay coal company.....	641	641			3,511	2,892	176,065
Bellefonte and Snow Shoe.....	991	1,046			11,480	4,210	107,083
Buffalo, Corry and Pittsburg.....	300	197	6,396	1,836	2,170	918	80,238
Buffalo and Erie*.....	28,650	228,625	189,678	236,138	9,672	9,492	989,271
Catasauqua and Fogelsville.....	2,120	436	5,717		8,604	3,667	303,814
Catawissa.....	11,568	6,328	9,380	505	127,193	181,789	454,801
Cleveland and Pittsburg.....	46,502	115,288	32,720	23,341	31,024	39,846	1,098,828
Cumberland Valley.....	34,949	35,493	15,615	13,146	18,711	21,173	244,532
Delaware and Hudson canal and railroad.....		13,210			1,728		1,348,239
Delaware, Lackawanna and Western.....	34,510	26,633	14,015	6,360	97,934	21,414	1,093,946
Elmira and Williamsport.....	52,708	18,456	13,176	1,146	19,857	6,163	308,448
Erie.....	338,730	459,784	496,846	273,548	191,629	2,611,672	4,312,209
Erie and Pittsburg.....	4,122	20,126	2,887	1,813	16,970	344	597,247
Hempfield.....						5,236	11,715
Huntingdon and Broad Top Mountain.....				590	4,955	8,156	404,297
Ironton.....						1,648	102,754
Lackawanna and Bloomsburg.....			85,275				1,688,437
Lake Shore†.....	269,056	196,685		129,712	59,681	184,666	1,149,089
Lake Shore and Michigan Southern†.....	332,110	168,536	39,948	132,923	107,601	199,627	1,389,600
Lawrence.....	1,557	2,556	71,720	787	2,622	902	176,642
Lehigh and Lackawanna.....	171	926	329		360	134	15,565
Lehigh and Susquehanna.....	6,697	20,597	11,333	47	50,132	2,754	1,535,423
Lehigh Valley.....				159,406	109,370	321,288	3,949,238
Little Saw Mill Run.....							145,358
Littletown.....	2,966	816	16		1,971		17,164
Northern Central.....	120,188	280,594	22,871	17,424	138,352	41,155	1,496,909
North Lebanon.....						1,185	239,985
North Pennsylvania.....	43,094	28,559	82,817	1,102	30,949	32,552	552,771
Oil Creek and Allegheny River.....	7,699		27,844		24,196	26,877	657,039
Pennsylvania.....	483,105	375,883	207,596	277,938	236,825	295,053	4,992,025

Pennsylvania coal company.....	138	2,741			9,364		1,103,030
Philadelphia and Baltimore Central.....	23,663	7,000	7,690	646	9,402	2,750	77,873
Philadelphia and Erie.....	245,131	51,905	36,754	7,455	272,112	61,797	1,302,041
Philadelphia and Reading.....	137,752		97,087	156,323	95,537	131,178	6,016,467
Philadelphia, Germantown and Norristown.....			33,475	430	7,580	34,899	533,326
Philadelphia, Wilmington and Baltimore.....	79,951		70,210	25,479	17,555	16,254	320,198
Pittsburg and Connellsville.....	15,012	5,829	7,546	4,626	8,679	51,000	515,879
Pittsburg, Fort Wayne and Chicago.....	250,951	172,513	338,367	204,537	103,218	270,011	1,659,791
Reading and Columbia.....	10,263		9,061	1,014	13,589		22,012
Schuylkill and Susquehanna.....					16,449	67,350	409,378
Shamokin Valley and Pottsville.....	3,942	2,004	1,530	25	5,102	1,574	547,346
Summit Branch.....						7,206	439,690
Tioga.....	2,921	4,973	574		17,438		730,483
West Chester and Philadelphia.....	12,519	10,200		260	9,654	15,364	97,065
Wilmington and Reading.....	10	104		10	169		5,512
Wrightsville, York and Gettysburg.....	1,454	5,623	558	389	12,035	1,151	95,414
	2,619,778	2,276,692	1,859,878	1,659,457	1,911,088	4,710,747	45,218,800
* Ten months.	† Seven months.	‡ Five months.	§ Three months.				

TABLE E.—EXPENDITURES AND RECEIPTS.

XXXVI

AUDITOR GENERAL'S

NAME OF COMPANY.	EXPENSES.				RECEIPTS.
	Maintaining the road or real estate of the corporation.	Repairs of machinery.	Operating the road.	Total.	Total.
Allegheny Valley.....	\$171,216 73	\$109,058 91	\$422,387 96	\$702,663 60	\$1,045,385 00
Barclay coal company.....	42,277 42	21,160 22	34,177 14	97,614 78	9,464 31
Bellefonte and Snow Shoe.....	34,807 05	7,925 95	26,429 56	69,162 56	108,342 96
Buffalo, Cory and Pittsburg.....	42,989 05	17,048 36	88,638 01	148,675 42	225,909 34
Buffalo and Erie.....	208,273 12	182,258 68	560,967 38	1,041,499 16	1,888,267 77
Catawauqua and Fogelsville.....	26,718 52	14,239 98	28,166 72	70,125 22	150,265 08
Catawissa.....	135,619 38	100,203 38	199,781 11	435,603 87	625,131 66
Chestnut Hill, (leased to Philadelphia, Germantown and Norristown railroad company.....				8,300 00	21,313 97
Cleveland and Pittsburg.....	359,766 14	332,522 17	709,659 36	1,401,947 67	2,353,670 23
Cumberland Valley.....				347,076 64	523,992 85
Delaware and Hudson canal and railroad.....	138,912 51	246,786 64	318,318 87	704,018 02	60,469 47
Delaware, Lackawanna and Western.....	437,827 71	561,944 74	632,546 36	1,632,318 81	2,417,324 31
Elmira and Williamsport.....	139,977 74	72,540 06	266,162 26	478,680 06	562,932 88
Erie.....	4,248,273 36	3,182,634 07	5,823,359 18	13,259,266 61	16,721,500 34
Erie and Pittsburg.....	189,982 28	89,320 59	208,448 32	487,751 19	824,610 94
Hanover Branch.....	16,527 48	10,773 29	23,879 86	50,180 63	81,726 42
Hempfield.....	19,483 03	7,885 58	19,710 52	47,079 13	60,494 57
Huntingdon and Broad Top Mountain.....	56,851 19	52,945 12	65,995 73	175,792 04	291,564 28
Ironton.....	5,116 44	143 26	6,681 08	11,940 78	32,361 57
Junction.....				45,018 98	107,612 51
Lackawanna and Bloomsburg.....	243,326 30	153,935 17	195,958 11	593,219 58	966,832 52
Lake Shore.....	761,769 08	334,849 32	981,465 81	2,078,084 21	3,137,434 25
Lake Shore and Michigan Southern.....	1,152,162 92	419,672 41	1,425,286 73	2,997,122 06	4,897,342 37
Lawrence.....	11,069 46	18,138 11	23,567 24	52,774 81	86,402 65
Lehigh and Lackawanna.....				16,424 93	22,996 11
Lehigh and Susquehanna.....	345,147 63	293,968 24	537,843 81	1,176,959 68	1,945,508 54
Lehigh Valley.....	1,048,770 68	648,608 21	1,005,075 98	2,702,454 87	4,936,691 26
Little Saw Mill Run.....	6,582 04	6,716 83	12,122 64	25,421 51	52,264 35
Littlestown.....	8,952 32		791 41	9,743 73	9,181 95
Mahanoy and Broad Mountain.....	148,971 31			148,971 31	128,589 19
Northern Central.....	452,252 16	458,721 99	974,390 42	1,885,364 57	2,928,063 28

North Lebanon.....	15,760 81	9,455 82	5,650 25	80,846 88	77,965 32
North Pennsylvania.....	193,820 59	120,021 35	321,420 37	640,262 31	1,132,731 14
Oil Creek and Allegheny River.....	331,455 09	180,773 64	488,843 75	1,001,072 48	2,014,427 34
Oil City and Pit-Hole Branch.....				24,888 29	33,522 11
Pennsylvania.....	4,004,166 28	3,220,834 69	4,978,266 63	12,203,267 60	17,250,811 73
Philadelphia and Baltimore Central.....	91,088 01		96,312 53	187,400 54	196,672 50
Philadelphia and Erie.....	773,817 69	552,914 11	1,997,486 45	3,324,218 25	3,262,705 29
Philadelphia and Reading.....	1,132,557 86	1,424,229 09	2,555,169 90	5,111,956 85	11,208,381 18
Philadelphia, Germantown and Norristown.....	103,167 86	60,104 41	193,510 09	354,782 36	697,619 70
Philadelphia and Trenton.....	344,866 46		410,935 01	755,801 47	1,077,558 93
Philadelphia, Wilmington and Baltimore.....	631,153 08	340,121 05	717,933 70	1,689,207 83	2,565,302 31
Pittsburg, Cincinnati and St. Louis.....	665,940 04	377,215 92	859,112 65	1,902,268 61	2,434,101 21
Pittsburg and Connellsville.....	137,165 36	152,719 82	94,819 76	334,704 94	608,918 69
Pittsburg, Fort Wayne and Chicago.....	1,324,562 11	1,010,041 62	2,605,168 80	4,939,772 53	8,131,531 42
Reading and Columbia.....	40,767 16	24,282 44	81,716 00	146,765 60	207,799 19
Schuylkill and Susquehanna.....	63,617 23	21,508 74	52,996 46	138,120 43	172,493 61
Shamokin Valley and Pottsville.....	61,056 64	35,054 41	84,739 65	180,850 70	261,317 04
Summit Branch.....	56,207 43	9,755 91	33,911 01	99,874 35	238,149 92
Tioga.....	76,598 88	43,193 71	71,063 73	190,859 32	395,440 00
West Chester and Philadelphia.....	91,750 80	32,400 28	91,523 47	215,674 55	330,571 14
Wilmington and Reading.....				1,061 88	1,253 82
Wrightsville, York and Gettysburg.....	20,651 00	3,876 22	16,592 85	41,110 07	61,436 70
	20,708,793 43	14,962,482 49	30,353,974 63	66,468,021 27	99,614,318 22
* Ten months.	† Seven months.	‡ Five months.	§ Three months.		

TABLE F.—ACCIDENTS.

NAME OF COMPANY.	PASSENGER'S.		EMPLOYE'S.		OTHERS.		TOTAL.	
	Killed .....	Injured.....	Killed .....	Injured.....	Killed .....	Injured.....	Killed .....	Injured.....
Allegheny Valley .....			3	7	1	1	4	8
Bellefonte and Snow Shoe .....					1		1	
Buffalo, Corry and Pittsburg .....				1				1
Buffalo and Erie .....			1				1	
Catasauqua and Fogelsville .....			1				1	
Cleveland and Pittsburg .....	1	1	2	13	6	7	9	21
Delaware and Hudson canal and railroad .....			1	2	3	2	4	4
Delaware, Lackawanna and Western .....			6		1		7	
Elmira and Williamsport .....				1		1		2
Erie .....	10	22	40	68	25	24	75	114
Erie and Pittsburg .....			4	4	1	2	5	6
Lackawanna and Bloomsburg .....			3		3	2	6	2
Lake Shore .....	1		13	11	3	4	17	15
Lake Shore and Michigan Southern .....	2	4	7	14	14	2	23	20
Lehigh and Susquehanna .....			9	7	1	2	10	9
Lehigh Valley .....		1	10	15	8	12	18	28
Little Saw Mill Run .....						1		1
Northern Central .....	1		5	3	3	2	9	5
North Pennsylvania .....		1	1		5	2	6	3
Oil Creek and Allegheny River .....		1	1	1		5	1	7
Pennsylvania .....	2	9	27	116	49	63	78	188
Philadelphia and Erie .....		14	4	51	10	11	14	58
Philadelphia and Reading .....			10	8	20	16	30	24
Philadelphia, Germantown and Norristown .....	2	1			7	9	9	10
Philadelphia and Trenton .....							4	9
Philadelphia, Wilmington and Baltimore .....			2	2	11	5	13	7
Pittsburg, Cincinnati and St. Louis .....			3	8	4	4	7	12
Pittsburg and Connellsville .....		1	1	4	2	2	3	7
Pittsburg, Fort Wayne and Chicago .....			6	9	19	7	25	16
Reading and Columbia .....						4		4
Shamokin Valley and Pottsville .....			2		1		3	
Summit Branch .....				1				1
Tioga .....				1	1		1	1
Wilmington and Reading .....				1		1		2
	19	55	159	320	195	187	384	583

## COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					\$2,169,550 00
Atlantic and Great Western.....					29,598,695 38
Bald Eagle Valley.....	\$550,000 00	\$550,000 00	\$550,000 00	\$550,000 00	550,000 00
Barclay coal company.....	984,000 00	984,800 00	984,800 00	1,000,000 00	1,000,000 00
Bellefonte and Snow Shoe.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Buffalo, Bradford and Pittsburg.....	1,100,000 00	1,100,000 00	1,100,000 00	2,286,000 00	2,286,000 00
Buffalo, Corry and Pittsburg.....			68,897 50	428,717 50	428,717 50
Buffalo and Erie.....			5,000,000 00	6,000,000 00	6,000,000 00
Catasauqua and Fogelsville.....	332,275 00	332,275 00	340,225 00	402,875 00	428,900 00
Catawissa.....	3,350,000 00	3,350,000 00	3,359,500 00	3,359,500 00	3,359,500 00
Chester Creek.....					159,500 00
Chester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	871,900 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Cleveland and Pittsburg.....		5,391,575 00	5,411,925 00	5,954,625 00	6,300,475 00
Colebrookdale.....				11,105 00	45,185 00
Columbia and Port Deposit.....				203,172 11	203,172 11
Connecting.....	100,000 00	100,000 00	100,000 00	100,000 00	1,278,300 00
Cumberland Valley.....	1,316,900 00	1,316,900 00	1,316,900 00	1,316,900 00	1,316,900 00
Danville, Hazleton and Wilkesbarre.....					413,150 00
Delaware, Lackawanna and Western.....	10,247,050 00	11,228,600 00	13,386,030 00	14,100,600 00	14,100,600 00
East Brandywine and Waynesburg.....	89,800 00	89,800 00	89,800 00	89,800 00	89,800 00
East Mahanoy.....	392,550 00	392,550 00	392,550 00	392,550 00	392,550 00
East Pennsylvania.....	604,400 00	654,400 00	654,400 00	654,600 00	1,309,200 00
Elmira and Williamsport.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Ebensburg and Cresson.....					42,000 00
Enterprise.....		99,625 00	158,750 00	276,700 00	334,700 00
Erie.....				46,302,210 00	78,536,910 00
Erie and Pittsburg.....	664,300 00	664,300 00	664,300 00	947,900 00	999,600 00
Fayette County.....		107,400 00	107,400 00	130,000 00	90,000 00
Hanover Branch.....	116,850 00	116,850 00	116,850 00	116,850 00	116,850 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00	1,182,550 00
Hempfield.....	1,809,565 13	1,809,565 13	1,809,565 13	1,809,565 13	1,809,565 13
Huntingdon and Broad Top Mountain.....	685,130 03	685,130 03	685,130 03	689,380 03	706,580 03
Ironton.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Jamestown and Franklin.....	402,900 00	569,952 50	611,305 00	602,827 50	603,077 50
Junction.....	24,250 00			155,250 00	180,250 00
Lackawanna and Bloomsburg.....	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00

RAILROAD REPORT.

XXXIX

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—Continued.

XI

AUDITOR GENERAL'S

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Lake Shore.....	\$5,000,000 00	\$5,000,000 00	\$8,750,000 00	\$8,750,000 00	\$15,000,000 00
Lawrence.....			150,400 00	150,400 00	260,450 00
Lehigh and Lackawanna.....			375,100 00	375,100 00	375,100 00
Lehigh Valley.....	6,632,250 00	9,408,200 00	10,731,400 00	16,058,150 00	16,060,650 00
Little Saw Mill Run.....	83,562 00	83,562 00	83,562 00	83,745 95	83,000 00
Littlestown.....			46,225 00	46,225 00	46,225 00
Little Schuylkill navigation, coal and.....	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00
Lorberry Creek.....	52,050 00	52,050 00	52,050 00	52,050 00	52,050 00
Lykens Valley coal and.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Mahanoy Valley.....					125,000 00
Mahanoy and Broad Mountain.....	921,615 00	1,335,815 00	1,676,915 00	1,874,465 00	2,035,015 00
Mifflin and Centre County.....	24,209 27	24,874 27	59,479 27	62,212 50	63,519 00
Mill Creek and Mine Hill navigation and.....	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Mine Hill and Schuylkill Haven.....	3,704,200 00	3,775,600 00	3,775,600 00	3,775,600 00	3,856,450 00
Mount Carbon.....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Mount Carbon and Port Carbon.....	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Middle Creek.....				100,000 00	140,947 91
Nesquehoning Valley.....	63,890 00	63,890 00	63,940 00	63,990 00	369,495 00
New Castle and Beaver Valley.....	170,850 00	198,250 00	233,300 00	206,666 67	605,000 00
Northern Central.....	4,295,630 00	4,518,900 00	4,648,900 00	4,798,900 00	5,000,000 00
North Lebanon.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
North Pennsylvania.....	3,150,150 00	3,150,150 00	3,150,000 00	3,150,000 00	3,150,000 00
Oil Creek and Allegheny River.....				4,259,450 00	4,259,450 00
Oil City and Pit-Hole Branch.....				485,000 00	485,000 00
Pennsylvania and New York canal and.....					1,081,700 00
Pennsylvania.....	20,000,000 00	20,000,000 00	21,045,750 00	27,040,762 50	33,493,112 50
Pennsylvania coal company.....	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00	3,200,000 00
Perkiomen.....		11,599 20	25,150 00	37,305 00	37,650 00
Philadelphia and Baltimore Central.....	218,100 00	218,100 00	218,000 00	218,000 00	218,000 00
Philadelphia and Erie.....	5,069,450 00	5,083,700 00	5,996,700 00	6,004,200 00	6,004,300 00
Philadelphia and Reading.....	20,040,673 47	22,742,867 27	23,854,101 35	26,301,351 74	29,023,100 28
Philadelphia, Germantown and Norristown.....	1,476,300 00	1,491,850 00	1,535,550 00	1,587,700 00	1,595,750 00
Philadelphia and Trenton.....	999,200 00	1,099,120 00	1,099,120 00	1,259,120 00	1,259,100 00
Philadelphia, Wilmington and Baltimore.....	8,973,300 00	9,019,300 00	9,058,300 00	9,084,300 00	9,520,850 00
Pine Grove and Lebanon.....					100,000 00
Pittsburg, Cincinnati and St. Louis.....					5,423,200 00
Pittsburg and Connellsville.....	1,774,623 43	1,776,129 43	1,776,129 43	1,793,926 43	1,794,576 43



Pittsburg, Fort Wayne and Chicago.....	9,307,000 00	9,040,785 48	11,497,402 35	11,500,000 00	19,583,947 71
Port Kennedy.....					10,550 00
Reading and Columbia.....	504,019 09	505,214 09	505,748 09	505,848 00	500,818 09
Schuylkill and Susquehanna.....	1,269,150 00	1,269,150 00	1,269,150 00	1,269,150 00	1,269,150 00
Schuylkill Valley navigation and Shamokin Valley and Pottsville.....	576,050 00	576,050 00	576,050 00	576,050 00	576,050 00
Shamokin and Trevorton.....	869,450 00	869,450 00	869,450 00	869,450 00	869,450 00
Southwark.....					150,000 00
Summit Branch.....	58,368 00	58,458 00	58,468 00	58,468 00	58,468 00
Tioga.....		2,500,000 00	2,500,000 00	2,500,000 00	2,502,250 00
Tyrone and Clearfield.....	437,800 00	549,400 00	576,400 00	576,400 00	580,900 00
Warren and Pine Grove.....				510,000 00	510,000 00
West Chester.....					4,375 00
West Chester and Philadelphia.....	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
Western Pennsylvania.....	684,035 83	684,035 83	684,035 83	684,035 83	684,045 83
Wilmington and Reading.....	822,450 00	822,450 00	1,022,450 00	1,022,450 00	1,022,450 00
Wrightsville, York and Gettysburg.....				413,290 00	734,812 07
Wyoming Gravity.....	317,050 00	317,050 00	317,050 00	317,050 00	317,050 00
Zerbe Valley.....			18,760 00	18,760 00	18,760 00
					1,000,000 00

RAILROAD REPORT.

XI

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

xiii

AUDITOR GENERAL'S

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					\$4,396,936 74
Atlantic and Great Western.....					29,999,900 00
Bald Eagle Valley.....	\$500,000 00	\$500,000 00	\$488,000 00	\$482,000 00	479,000 00
Barclay coal company.....	135,000 00	180,000 00	160,000 00	134,500 00	119,000 00
Bellefonte and Snow Shoe.....	107,089 85	101,144 47	101,119 99	99,000 00	99,000 00
Buffalo, Bradford and Pittsburg.....	1,540,000 00	1,766,000 00	1,766,000 00	580,000 00	583,500 00
Buffalo, Corry and Pittsburg.....			108,561 00	1,076,234 17	1,074,315 43
Buffalo and Erie.....			1,000,000 00	3,700,000 00	4,000,000 00
Catawissa.....	279,000 00	266,000 00	262,500 00	371,000 00	445,350 00
Chester Creek.....					185,000 00
Chester Valley.....	850,600 00	868,100 00	885,000 00	920,000 00	1,437,500 00
Cleveland and Pittsburg.....		3,887,060 00	3,964,000 00	4,197,000 00	3,883,500 00
Colebrookdale.....				60,200 73	490,976 88
Columbia and Port Deposit.....				83,000 00	101,460 57
Connecting.....	600,000 00	1,000,000 00	1,900,035 13	2,078,300 00	1,000,000 00
Cumberland Valley.....	470,500 00	384,000 00	356,100 00	352,400 00	352,300 00
Danville, Hazleton and Wilkesbarre.....					510,000 00
Delaware, Lackawanna and Western.....	4,234,085 48	4,087,721 83	4,016,205 31	4,691,161 95	5,498,000 00
East Brandywine and Waynesburg.....	170,000 00	170,000 00	170,000 00	170,000 00	177,000 00
East Pennsylvania.....	643,288 30	574,900 00	574,900 00	506,900 00	493,900 00
Elmira and Williamsport.....	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Ebensburg and Cresson.....					80,000 00
Enterprise.....					5,533 11
Erie.....				28,242,535 81	23,398,800 00
Erie and Pittsburg.....	1,550,000 00	1,684,001 04	1,848,450 92	2,521,235 32	2,577,504 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
Hempfield.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Huntingdon and Broad Top Mountain.....	1,825,400 96	1,462,142 50	1,656,245 00	1,810,044 94	1,927,614 16
Ironton.....	200,000 00	203,500 00	150,000 00	150,000 00	150,000 00
Jamestown and Franklin.....	104,000 00	500,000 00	567,936 23	1,089,641 71	1,688,228 27
Junction.....	679,904 09		800,000 00	800,000 00	800,000 00
Lackawanna and Bloomsburg.....	2,398,133 73	2,470,525 00	2,342,175 00	2,316,709 00	2,325,000 00
Lake Shore.....	1,500,000 00	1,500,000 00	2,500,000 00	2,500,000 00	5,499,000 00
Lawrence.....				3-7,000 00	380,000 00
Lehigh and Lackawanna.....	90,000 00	105,000 00	200,000 00	320,000 00	340,000 00
Lehigh Valley.....	1,477,000 00	1,477,000 00	2,303,111 00	3,998,563 25	6,516,689 25
Little Saw Mill Run.....	73,333 05	62,841 53	49,454 08	45,061 72	36,166 67

Littlestown.....					84,834 99
Little Schuylkill navigation, coal and.....	978,554 81	885,000 00	888,000 00	807,500 00	798,500 00
Mahanoy Valley.....					15,260 00
Mahanoy and Broad Mountain .....	250,000 00	250,000 00	250,000 00	430,000 00	467,007 40
Mifflin and Centre County.....	138,132 81	104,200 00	155,500 00	185,000 00	187,500 00
New Castle and Beaver Valley.....	206,500 00	193,300 00	182,700 00	167,500 00	138,300 00
Northern Central.....	4,850,000 00	6,094,282 45	5,829,507 33	6,424,455 56	7,598,082 28
North Pennsylvania.....	3,135,705 00	3,124,737 50	3,292,164 00	3,403,839 00	3,721,915 41
Oil Creek and Allegheny River.....				3,170,000 00	3,170,000 00
Oil City and Pit-Hole Branch.....				190,000 00	190,000 00
Pennsylvania and New York canal and.....					3,000,000 00
Pennsylvania.....	10,868,720 08	11,884,355 75	13,903,395 24	14,965,588 00	19,834,015 86
Pennsylvania coal company.....	997,500 00	947,500 00	983,250 00	972,500 00	975,500 00
Perkiomen.....			164,900 00	449,060 87	616,480 85
Philadelphia and Baltimore Central.....	800,000 00	800,000 00	882,500 00	1,012,500 00	1,091,688 30
Philadelphia and Erie.....	13,002,000 00	13,000,600 00	13,022,473 00	13,328,633 00	12,638,974 00
Philadelphia and Reading.....	6,900,662 67	6,719,562 67	6,560,825 17	7,030,225 17	7,330,190 83
Philadelphia, Germantown and Norristown.....	183,000 00	159,800 00	116,100 00	63,950 00	55,900 00
Philadelphia, Wilmington and Baltimore.....	676,000 00	1,450,000 00	1,826,000 00	2,437,500 00	2,543,000 00
Pine Grove and Lebanon.....					59,336 13
Pittsburg, Cincinnati and St. Louis.....					10,457,874 46
Pittsburg and Connellsville.....	1,564,207 43	1,573,108 10	1,574,862 97	5,575,584 55	5,500,000 00
Pittsburg, Fort Wayne and Chicago.....	12,576,500 00	12,572,500 00	12,648,278 39	12,702,936 76	13,635,092 67
Reading and Columbia.....	1,099,294 00	1,374,446 23	1,740,935 33	1,919,749 47	1,952,859 36
Schuylkill and Susquehanna.....	230,566 19	267,722 42	246,218 54	245,577 87	203,120 36
Shamokin Valley and Pottsville.....	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
Shamokin and Trevorton.....					67,331 50
South Mountain iron company.....					369,000 00
Summit Branch.....		542,000 00	567,274 67	550,823 97	501,000 00
Tioga.....	352,292 12	316,000 00	255,500 00	250,500 00	246,000 00
Tyrone and Clearfield.....					404,069 18
West Chester and Philadelphia.....	1,093,140 00	1,078,464 80	1,096,565 80	1,070,799 00	1,055,100 00
Western Pennsylvania.....	1,041,670 13	1,219,992 80	1,914,518 73	2,124,381 30	2,104,412 58
Wilmington and Reading.....				68,200 00	789,300 00
Wrightsville, York and Gettysburg.....	76,180 43	76,180 43	76,332 61	76,484 79	76,484 79

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

xlii

AUDITOR GENERAL'S

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					\$7,913,532 20
Bald Eagle Valley.....	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	\$1,050,000 00	1,050,000 00
Bellefonte and Snow Shoe.....	428,513 66	436,286 41	440,598 72	442,058 87	442,058 87
Buffalo, Bradford and Pittsburg.....			180,691 08	1,431,465 73	1,446,987 95
Buffalo, Corry and Pittsburg.....			5,109,932 80	6,718,800 71	7,008,901 03
Buffalo and Erie.....		2,866,000 00	2,866,000 00	2,866,000 00	2,869,500 00
Catasauqua and Foglesville.....	570,215 60	621,860 59	678,537 89	708,322 17	738,854 42
Catawissa.....	3,634,000 00	3,634,000 00	3,634,000 00	3,744,000 00	3,826,500 00
Chester Creek.....					344,500 00
Chester Valley.....					1,371,900 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Cleveland and Pittsburg.....		9,066,895 00	9,415,618 00	10,317,692 18	10,733,780 17
Colebrookdale.....				54,601 54	516,099 55
Columbia and Port Deposit.....				150,000 00	304,632 68
Connecting.....			2,000,035 00	2,178,300 00	2,278,300 00
Cumberland Valley.....	1,131,037 05	1,691,037 05	1,691,037 05	1,468,237 05	1,492,204 82
Danville, Hazleton and Wilkesbarre.....					329,510 00
Delaware and Hudson canal and railroad.....	1,998,042 67	2,162,876 04	2,154,474 45	2,387,577 81	2,938,801 80
Delaware, Lackawanna and Western.....	10,251,819 55	12,599,844 58	12,884,405 79	13,988,875 97	14,500,000 00
East Brandywine and Waynesburg.....	259,000 00	259,000 00	259,000 00	259,000 00	264,000 00
East Mahanoy.....	391,603 93	391,603 93	391,603 93	391,603 93	391,603 93
East Pennsylvania.....	1,435,353 96	1,569,739 92	1,861,664 38	1,912,850 60	1,472,599 12
Elmira and Williamsport.....	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00
Ebensburg and Cresson.....					122,000 00
Enterprise.....				237,479 41	339,816 25
Erie.....				56,486,605 97	65,131,959 01
Erie and Pittsburg.....	2,173,936 97	2,397,649 09	2,717,998 16	2,900,571 91	3,600,124 86
Fayette County.....	130,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Hanover Branch.....	224,073 57	233,710 00	233,710 00	253,815 92	257,890 80
Harrisburg, Portsmouth, Mount Joy and Lancaster.....					1,882,550 00
Hempfield.....	1,657,799 94	1,657,799 94	1,657,799 94	1,657,798 94	1,657,798 94
Huntingdon and Broad Top Mountain.....	2,089,327 76	2,188,498 67	2,192,814 35	2,201,675 24	2,202,147 02
Ironton.....	275,046 01	280,158 22	268,000 00	268,000 00	268,000 00
Jamestown and Franklin.....	917,329 55	1,227,600 20	1,629,846 29	1,643,127 69	1,765,247 69
Junction.....	716,731 81		801,251 43	892,751 43	898,324 25
Lackawanna and Bloomsburg.....	3,776,327 18	3,812,146 04	3,753,130 04	3,753,744 00	3,870,000 00
Lake Shore.....	4,789,121 12	4,868,427 13	4,868,427 13	4,868,427 18	19,007,737 89

## RAILROAD REPORT.

Lawrence.....				399,409 66	614,869 84
Lehigh and Susquehanna.....	2,828,911 00	5,000,221 00	11,206,766 34	13,570,597 27	13,919,762 97
Lehigh Valley.....	9,841,593 96	12,994,222 35	14,867,141 92	17,541,839 03	17,987,654 66
Little Saw Mill Run.....	91,011 44	91,011 44	91,011 44	91,011 44	91,011 44
Littlestown.....		76,000 00	76,000 00	76,000 00	76,000 00
Little Schuylkill navigation, coal and.....	1,466,283 14	1,466,283 14	1,466,662 24	1,466,283 14	1,466,283 14
Lorberry Creek.....	82,050 00	82,050 00	82,050 00	82,050 00	82,050 00
Mahanoy Valley.....					130,056 23
Mahanoy and Broad Mountain.....	1,166,698 66	1,582,410 17	1,897,201 77	2,008,243 68	2,272,344 69
Mifflin and Centre County.....	167,284 69	167,900 00	195,654 89	252,491 21	253,403 66
Mill Creek and Mine Hill navigation and.....					323,375 00
Mine Hill and Schuylkill Haven.....					3,814,957 42
Mount Carbon.....	203,259 58	203,259 58	203,259 58	203,259 58	203,259 58
Mount Carbon and Port Carbon.....					282,815 45
Middle Creek.....				100,000 00	139,311 76
Nesquehoning Valley.....	36,117 17	36,117 17	36,117 17	42,213 21	239,230 82
New Castle and Beaver Valley.....	575,354 28	390,025 06	408,533 45	425,007 29	424,467 91
Northern Central.....	10,171,515 34	10,894,519 35	11,315,510 51	12,011,761 18	13,555,720 87
North Lebanon.....	317,715 46	319,631 86	319,631 86	339,020 76	378,880 67
North Pennsylvania.....	6,336,168 31	6,420,184 73	6,517,345 50	6,694,991 07	7,025,092 63
Oil Creek and Allegheny River.....				7,549,786 93	7,600,390 08
Pennsylvania and New York canal and.....					2,449,079 49
Pennsylvania.....	20,889,610 40	21,135,439 82	29,115,018 90	29,761,532 65	32,392,863 71
Pennsylvania coal company.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Perkiomen.....		10,714 20	139,240 60	417,332 82	518,739 37
Philadelphia and Baltimore Central.....	1,058,840 50	1,095,346 40	1,170,279 40	1,336,551 54	1,415,975 71
Philadelphia and Erie.....	17,682,766 48	17,869,732 84	19,014,864 78	19,350,997 78	19,391,972 24
Philadelphia and Reading.....	25,311,934 81	26,300,004 18	27,317,907 25	27,656,100 50	29,815,067 49
Philadelphia, Germantown and Norristown.....	1,407,567 96	1,407,567 96	1,445,198 36	1,491,459 03	1,454,872 44
Philadelphia and Trenton.....	1,336,388 56	1,396,283 84	1,378,696 85	1,379,164 17	1,436,558 41
Philadelphia, Wilmington and Baltimore.....				11,224,605 95	10,652,226 26
Pine Grove and Lebanon.....					157,802 77
Pittsburg, Cincinnati and St. Louis.....					15,879,334 40
Pittsburg and Connellsville.....	2,324,489 37	2,432,068 05	2,518,066 85	2,590,070 55	3,090,992 57
Pittsburg, Fort Wayne and Chicago.....	22,727,993 96	23,841,274 52	25,118,926 80	23,247,488 52	24,391,380 03
Port Kennedy.....					12,047 63
Reading and Columbia.....	1,548,277 32	1,852,707 99	2,036,778 66	2,134,616 59	2,146,147 42
Schuylkill and Susquehanna.....	1,308,686 15	1,308,686 15	1,308,696 15	1,299,845 54	1,300,701 76
Schuylkill Valley navigation and.....					576,840 94
Shamokin Valley and Pottsville.....					1,569,450 00
Shamokin and Trevorton.....					195,868 66
South Mountain iron company.....					340,525 08
Summit Branch.....					988,902 37
		937,496 46	975,868 01	988,902 37	

XIV

**COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Tioga .....	\$1,032,988 29	\$1,073,612 10	\$1,085,175 46	\$1,118,423 62	\$1,173,946 20
Tyrone and Clearfield.....					914,060 18
Warren and Pine Grove .....					4,500 00
West Chester .....					202,886 79
West Chester and Philadelphia.....	1,475,197 49	1,492,108 36	1,571,580 77	1,626,636 96	1,618,359 88
Western Pennsylvania.....	1,748,981 90	2,282,298 30	2,876,329 56	3,049,056 69	3,179,441 44
Wilmington and Reading.....					1,088,732 49
Wrightsville, York and Gettysburg .....	393,230 43	393,230 43	393,230 43	393,534 79	393,534 79

XI VI

AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					433,387
Barclay coal company.....	8,703	7,086	7,169	*8,950	14,680
Bellefonte and Snow Shoe.....	16,579	21,948	27,212	24,846	25,478
Buffalo, Corry and Pittsburg.....			23,046	69,088	53,122
Buffalo and Erie.....			476,119	450,949	*388,253
Catasauqua and Fogelsville.....				10,294	14,467
Cleveland and Pittsburg.....			681,930	582,164	567,455
Cumberland Valley.....	336,914	293,054	281,655	281,134	308,213
Delaware and Hudson canal and railroad.....	73,850	65,603	72,107	66,957	71,505
Delaware, Lackawanna and Western.....	199,755	200,486	187,533	191,888	189,988
Elmira and Williamsport.....	116,506	84,516	92,246	96,421	107,044
Erie.....				2,194,348	2,497,113
Erie and Pittsburg.....		185,413	166,473	147,041	154,524
Hanover Branch.....	87,247	30,226	31,982	34,841	35,829
Hempfield.....	27,445	23,542	21,696	19,363	23,003
Huntingdon and Broad Top Mountain.....	49,069	36,458	30,305	27,812	32,254
Junction.....			167,971	179,720	225,150
Lackawanna and Bloomsburg.....	256,556	263,018	269,564	221,541	253,828
Lake Shore.....	501,092	593,748	504,682	417,280	†523,544
Lake Shore and Michigan Southern.....					\$946,628
Lawrence.....				134,750	67,156
Lehigh and Lackawanna.....					8,091
Lehigh and Susquehanna.....	25,718	36,610	64,573	202,584	211,450
Lehigh Valley.....	499,302	552,804	631,448	688,584	753,379
Littlestown.....			5,250	5,400	6,363
Northern Central.....	712,707	625,081	655,651	687,997	707,278
North Pennsylvania.....	637,781	653,508	698,359	746,911	771,984
Oil Creek and Allegheny River.....				†247,507	449,970
Oil City and Pit-Hole Branch.....				8,595	5,550
Pennsylvania.....	2,861,836	2,673,568	3,347,466	3,747,178	4,229,363
Philadelphia and Baltimore Central.....	101,148	103,491	125,849	130,870	162,980
Philadelphia and Erie.....	769,250	695,415	635,542	629,320	651,038
Philadelphia and Reading.....	1,481,632	1,444,287	1,273,644	1,194,575	1,527,769

\* Ten months.

† Eight months.

‡ Seven months.

§ Five months.

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

XLVIII

AUDITOR GENERAL'S

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Philadelphia, Germantown and Norristown.....	2,589,684	2,469,354	2,578,521	2,756,814	2,777,535
Philadelphia and Trenton.....	1,146,531	922,599	920,434	953,722	1,110,567
Philadelphia, Wilmington and Baltimore.....	1,385,921	1,093,259	1,067,399	1,108,372	1,312,991
Pittsburg, Cincinnati and St. Louis.....					421,016
Pittsburg and Connellsville.....	366,833	380,044	411,116	422,739	462,124
Pittsburg, Fort Wayne and Chicago.....	1,462,701	1,302,211	1,289,075	1,378,998	1,727,633
Reading and Columbia.....	71,391	89,768	127,304	146,464	121,818
Schuylkill and Susquehanna.....	74,974	68,433	68,320	65,049	78,259
Shamokin Valley and Pottsville.....	42,208	42,435	40,599	41,239	46,444
Summit Branch.....		5,508	5,114	6,673	9,803
Tioga.....	82,007	71,108	63,989	73,298	82,580
West Chester and Philadelphia.....	506,578	524,765	567,982	658,636	678,463
Wilmington and Reading.....					*1,041
Wrightsville, York and Gettysburg.....			32,497	34,873	41,687

\* Three months.



COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					607,763
Barclay coal company.....	75,402	92,737	81,459	*52,868	176,065
Bellefonte and Snow Shoe.....	57,534	83,005	75,442	77,815	107,083
Buffalo, Corry and Pittsburg.....			25,051	94,196	80,238
Buffalo and Erie.....			870,582	702,914	*986,271
Catasauqua and Fogelsville.....	112,126	162,063	218,974	234,975	303,814
Catawissa.....	128,356	214,409	312,858	356,554	454,801
Cleveland and Pittsburg.....			768,861	979,863	1,098,828
Cumberland Valley.....	123,781	188,215	219,695	244,480	244,532
Delaware and Hudson canal and railroad.....	819,510	1,454,750	1,615,120	1,650,147	1,348,239
Delaware, Lackawanna and Western.....	1,200,097	1,920,874	2,140,134	2,128,512	1,993,946
Elmira and Williamsport.....	146,658	206,562	144,093	271,649	308,448
Erie.....				3,908,243	4,312,209
Erie and Pittsburg.....	120,000	321,074	373,170	434,005	597,247
Hanover Branch.....	38,259	43,982	59,282	85,647	91,591
Hempfield.....	12,215	12,206	14,713	13,040	11,715
Huntingdon and Broad Top Mountain.....	336,955	301,568	250,388	293,895	404,297
Ironton.....	96,479	123,700	115,948	129,015	102,754
Junction.....				1,008,270	1,209,915
Lackawanna and Bloomsburg.....	498,723	646,929	796,274	1,058,672	1,688,437
Lake Shore.....	597,306	589,210	970,803	1,058,990	†1,149,089
Lake Shore and Michigan Southern.....					†1,389,600
Lawrence.....				158,725	176,642
Lehigh and Lackawanna.....					15,565
Lehigh and Susquehanna.....	472,708	729,779	950,438	1,038,694	1,536,423
Lehigh Valley.....	2,360,422	3,050,624	3,415,213	4,064,037	3,949,238
Little Saw Mill Run.....	131,126	123,056	151,128	123,642	145,358
Littlestown.....		1,129	8,861	13,179	17,164
Northern Central.....	758,076	919,843	1,190,064	1,506,745	1,496,909
North Lebanon.....	181,653	243,617	292,283	241,532	239,985
North Pennsylvania.....	307,751	335,191	346,884	476,534	552,771
Oil Creek and Allegheny River.....				§399,015	657,039
Pennsylvania.....	2,798,810	3,452,718	4,000,538	4,722,015	4,992,025
Pennsylvania coal company.....	507,425	593,403	970,958	1,065,005	1,103,030
Philadelphia and Baltimore Central.....	39,154	49,388	45,048	56,025	77,673

\* Ten months.

† Seven months.

‡ Five months.

§ Eight months.

RAILROAD REPORT.

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COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Philadelphia and Erie.....	534,975	815,096	792,008	1,090,845	1,302,041
Philadelphia and Reading.....	4,307,816	5,197,567	5,421,538	5,143,177	6,016,467
Philadelphia, Germantown and Norristown.....	251,880	371,202	388,771	468,664	533,326
Philadelphia and Trenton.....	28,796	86,497	95,945	312,714	449,490
Philadelphia, Wilmington and Baltimore.....	235,929	260,294	243,361	281,418	320,198
Pittsburg, Cincinnati and St. Louis.....					850,026
Pittsburg and Connellsville.....	220,214	315,734	374,965	398,502	515,879
Pittsburg, Fort Wayne and Chicago.....	891,198	1,602,918	1,100,140	1,459,230	1,669,791
Reading and Columbia.....	100,421	125,576	151,180	157,192	222,012
Schuylkill and Susquehanna.....	247,805	298,069	355,843	428,279	409,378
Shamokin Valley and Pottsville.....	514,602	640,718	563,053	573,460	547,346
Summit Branch.....		247,114	267,447	436,009	439,690
Tioga.....	401,975	477,694	490,267	634,287	730,483
West Chester and Philadelphia.....	79,850	99,637	101,711	118,417	97,065
Wilmington and Reading.....					*5,512
Wrightsville, York and Gettysburg.....		28,150	39,149	68,090	95,414

\* Three months.

**COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					\$702,683 60
Barclay coal company.....	\$36,096 66	\$37,616 34	\$36,181 21	*\$51,108 89	97,614 78
Bellefonte and Snow Shoe.....	47,349 25	56,825 79	58,609 15	62,966 44	69,162 53
Buffalo, Corry and Pittsburg.....				172,073 84	148,675 42
Buffalo and Erie.....			1,775,388 71	1,676,164 72	*1,041,499 16
Catasauqua and Fogelsville.....	45,182 53	37,865 53	50,144 93	79,837 33	70,125 22
Catawissa.....	220,636 12	356,509 89	359,237 44	370,125 49	435,603 87
Chestnut Hill.....			5,679 67	6,630 10	8,300 00
Cleveland and Pittsburg.....		1,595,487 71	1,410,531 24	1,372,115 22	1,401,947 67
Cumberland Valley.....	320,931 17	357,945 36	440,148 26	392,417 26	347,076 64
Delaware and Hudson canal and railroad.....	530,672 61	642,834 16	527,256 28	583,273 28	704,018 02
Delaware, Lackawanna and Western.....	1,694,648 62	2,023,672 64	2,712,662 06	1,948,459 15	1,632,318 81
Elmira and Williamsport.....	724,776 71	596,461 79	391,811 60	433,235 36	478,680 06
Erie.....				11,143,092 32	13,259,266 61
Erie and Pittsburg.....	290,543 73	403,411 86	413,235 89	433,469 96	487,751 19
Hanover Branch.....	38,237 65	42,807 00	34,408 11	44,331 64	50,180 63
Hempfield.....	52,634 30	52,719 99	53,857 58	51,326 53	47,079 13
Huntingdon and Broad Top Mountain.....	273,511 28	197,311 14	134,106 77	148,336 19	175,792 04
Ironton.....	21,221 60	18,978 31	14,273 43	13,667 57	11,940 78
Junction.....	14,403 62		27,549 87	34,547 51	45,018 98
Lackawanna and Bloomsburg.....	572,814 60	533,888 01	548,465 85	545,850 37	593,219 58
Lake Shore.....	1,210,661 80	1,616,793 45	1,498,146 29	1,437,906 49	†2,078,084 21
Lake Shore and Michigan Southern.....					\$2,997,122 06
Lawrence.....				46,116 37	52,774 81
Lehigh and Lackawanna.....					16,424 93
Lehigh and Susquehanna.....	330,787 00	230,655 01	340,378 43	858,264 87	1,176,959 68
Lehigh Valley.....	1,198,230 29	1,453,643 04	2,120,208 88	2,509,389 12	2,702,454 87
Little Saw Mill Run.....	38,700 61	32,577 66	28,009 54	28,703 05	25,421 51
Littlestown.....		4,256 80	5,131 36	6,107 25	9,743 73
Northern Central.....	2,055,826 10	1,800,818 95	1,556,538 71	1,893,765 58	1,885,364 57
North Lebanon.....	26,006 43	36,359 08	46,940 32	26,789 14	30,846 88
North Pennsylvania.....	462,711 04	519,713 42	514,840 84	577,462 88	640,282 31
Oil Creek and Allegheny River.....				†521,891 27	1,001,072 48

\* Ten months.

† Eight months.

‡ Seven months.

§ Five months.

RAILROAD REPORT.

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COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Oil City and Pit-Hole Branch.....				\$21,601 22	\$24,888 29
Pennsylvania.....	\$13,270,058 54	\$12,790,909 27	\$12,080,299 64	11,860,983 88	12,203,267 60
Philadelphia and Baltimore Central.....	116,190 51	115,469 35	125,925 34	136,321 74	187,400 54
Philadelphia and Erie.....	2,357,415 15	2,819,713 33	2,688,112 37	2,887,425 01	3,324,218 25
Philadelphia and Reading.....	4,537,383 65	4,896,288 22	4,667,019 73	4,638,704 25	5,111,956 85
Philadelphia, Germantown and Norristown.....	320,363 66	332,619 43	302,519 71	320,153 28	356,782 36
Philadelphia and Trenton.....	684,547 57	789,908 48	564,379 21	663,651 23	755,801 47
Philadelphia, Wilmington and Baltimore.....	2,789,874 38	1,413,271 19	1,541,800 83	1,488,006 05	1,689,207 83
Pittsburg, Cincinnati and St. Louis.....					1,902,268 61
Pittsburg and Connellsville.....	252,226 37	293,143 89	307,219 20	311,702 25	384,704 94
Pittsburg, Fort Wayne and Chicago.....	4,856,502 57	5,350,628 14	4,736,274 27	4,793,067 12	4,939,772 53
Reading and Columbia.....	133,521 16	117,202 04	148,540 14	143,455 46	146,765 60
Schuylkill and Susquehanna.....	158,903 61	160,249 42	121,806 01	161,278 55	138,120 43
Shamokin Valley and Pottsville.....	174,397 78	217,746 80	172,640 74	194,252 16	180,850 70
Summit Branch.....		57,384 21	72,473 51	70,929 70	99,874 35
Tioga.....	136,893 69	140,311 48	128,898 52	164,037 35	215,674 55
West Chester and Philadelphia.....	146,642 59	230,249 77	191,939 80	186,480 95	215,674 55
Wilmington and Reading.....					*1,061 88
Wrightsville, York and Gettysburg.....		26,621 21	24,890 03	36,370 31	41,110 07

\* Three months.

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AUDITOR GENERAL'S

**COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allegheny Valley.....					\$1,045,385 00
Barclay coal company.....	\$59,884 00	\$71,600 97	\$37,092 77	*\$8,047 92	9,464 31
Bellefonte and Snow Shoe.....	115,414 11	98,150 24	93,233 23	96,646 92	108,342 96
Buffalo, Corry and Pittsburg.....			11,284 90	223,029 98	225,909 34
Buffalo and Erie.....			2,352,229 70	2,222,804 73	*1,888,267 77
Catasauqua and Fogelsville.....	55,321 97	84,039 28	100,604 92	126,059 89	150,265 08
Catawissa.....	370,223 33	487,051 69	502,917 98	540,542 95	625,131 66
Chestnut Hill.....	22,272 75	19,473 15	19,400 96	19,625 69	21,313 97
Cleveland and Pittsburg.....		2,612,186 17	2,140,150 00	2,306,236 88	2,383,670 23
Cumberland Valley.....	460,340 73	564,407 90	534,295 36	1570,787 42	523,992 85
Delaware and Hudson canal and railroad.....	35,363 50	57,324 53	31,590 20	30,449 78	60,469 47
Delaware, Lackawanna and Western.....	1,733,319 98	2,738,496 20	2,613,978 62	3,743,107 00	2,417,324 81
Elmira and Williamsport.....	620,319 00	517,630 65	395,149 48	528,626 39	562,932 88
Erie.....				14,376,872 27	16,721,500 34
Erie and Pittsburg.....	490,220 50	618,565 67	640,768 18	636,915 95	824,610 94
Hanover Branch.....	48,688 05	55,801 29	48,561 40	78,489 87	81,726 42
Hempfield.....	53,829 49	55,691 77	52,198 22	48,980 86	60,494 57
Huntingdon and Broad Top Mountain.....	352,213 15	250,906 09	188,450 91	219,211 02	291,564 27
Ironton.....	124,147 10	56,452 12	37,144 44	37,321 87	32,361 58
Junction.....	49,166 91		75,263 38	79,032 70	107,612 51
Lackawanna and Bloomsburg.....	633,015 34	818,877 80	790,808 46	842,567 15	966,832 52
Lake Shore.....	2,359,222 86	2,568,834 83	2,659,346 60	2,467,628 09	†3,137,434 25
Lake Shore and Michigan Southern.....					‡4,897,342 37
Lawrence.....				103,162 95	86,462 65
Lehigh and Lackawanna.....					22,996 11
Lehigh and Susquehanna.....	333,031 59	401,076 69	534,154 58	1,027,418 11	1,945,508 54
Lehigh Valley.....	3,049,859 80	3,718,479 99	3,580,764 58	4,220,535 57	4,936,591 26
Little Saw Mill Run.....	62,003 10	52,162 73	54,288 70	45,250 13	52,264 35
Littlestown.....		5,180 13	5,733 12	7,671 82	9,181 93
Mahanoy and Broad Mountain.....		100,000 00	106,377 51	116,239 34	128,589 19
Northern Central.....	3,477,640 98	2,964,032 94	2,701,123 28	2,907,151 82	2,928,063 28
North Lebanon.....	38,107 95	41,418 05	86,335 80	77,830 90	77,965 32
North Pennsylvania.....	875,951 05	902,213 17	898,573 75	1,015,394 29	1,132,731 14
Oil Creek and Allegheny River.....				§1,197,090 26	2,014,427 34
Oil City and Pit-Hole Branch.....				26,671 51	33,522 11

\* Ten months.    † \$29,922 69 was for transportation of previous year.    ‡ Seven months.    § Five months.    ¶ Eight months.

RAILROAD REPORT.

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COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS—Continued.

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NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Pennsylvania.....	\$17,594,013 85	\$16,717,289 20	\$16,340,156 36	\$17,233,497 31	\$17,250,811 73
Philadelphia and Baltimore Central.....	138,434 98	149,218 35	149,347 91	155,746 03	196,672 50
Philadelphia and Erie.....	2,074,140 79	2,541,051 79	2,334,731 22	2,804,250 36	3,262,705 29
Philadelphia and Reading.....	11,142,518 70	10,902,818 87	9,106,496 23	8,791,937 05	11,208,381 18
Philadelphia, Germantown and Norristown.....	656,739 51	605,345 91	634,717 39	642,639 49	697,619 70
Philadelphia and Trenton.....	1,030,438 78	849,445 69	863,705 32	995,196 35	1,077,558 93
Philadelphia, Wilmington and Baltimore.....	3,828,464 06	2,470,958 64	2,432,531 12	2,393,897 52	2,565,302 31
Pittsburg, Cincinnati and St. Louis.....					2,434,101 21
Pittsburg and Connellsville.....	410,723 85	539,109 56	608,596 32	508,625 92	608,918 69
Pittsburg, Ft. Wayne and Chicago.....	8,582,300 79	7,525,386 23	7,278,897 68	7,955,300 58	8,131,531 42
Reading and Columbia.....	149,980 96	139,295 89	172,642 72	178,447 15	207,799 19
Schuylkill and Susquehanna.....	121,570 64	145,897 50	146,840 90	167,517 63	172,493 61
Shamokin Valley and Pottsville.....	303,223 13	348,138 11	280,452 08	277,763 49	261,317 04
Summit Branch.....		131,784 00	164,453 06	237,928 48	238,149 92
Tioga.....	239,609 55	284,123 06	262,569 52	337,060 36	395,440 00
West Chester and Philadelphia.....	347,240 95	357,590 06	375,680 30	350,131 01	330,571 14
Wilmington and Reading.....					*1,253 82
Wrightsville, York and Gettysburg.....		27,597 85	31,227 92	43,788 58	61,436 70

\* Three months.

AUDITOR GENERAL'S

## COMPARATIVE STATEMENT OF CASH OR STOCK DIVIDENDS DECLARED FOR FIVE YEARS.

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Barclay coal company .....				2	7
Bellefonte and Snow Shoe .....		2	3	3	3
Buffalo and Erie .....			5	9	8
Catawissa and Fogelsville .....		6	6	6	6
Catawissa .....			*3½	*6	*6½
Chester Creek .....					6
Chestnut Hill .....	11	10	10	9	10
Cleveland and Pittsburg .....		4	5	4	8
Cumberland Valley .....	8	8	8	8	8
Delaware, Lackawanna and Western .....	15	20	10-†75	10-†3 6½	10
East Mahanoy .....	6	6	6	6	6
East Pennsylvania .....					7†100
Elmira and Williamsport .....	*7-§5	*7-§5	*7-§5	*7-§5	*7-§5
Fayette County .....		‡3 80	‡3 80	‡3 75	‡3 80
Hanover Branch .....		5	10	10	10
Harrisburg, Portsmouth, Mount Joy and Lancaster .....	7	7	7	7	7
Lake Shore .....	35	10	10	7	4½-†10
Lake Shore and Michigan Southern .....					4
Lehigh Valley .....	10	20	10	10	10
Little Saw Mill Run .....			7	7	18
Little Schuylkill navigation, coal and .....	3	2		2	7½
Lykens Valley coal and .....	4½	9	9	10	10
Mill Creek and Mine Hill navigation and .....	10	10	10	10	10
Mine Hill and Schuylkill Haven .....	8	8	8	8	8
Mount Carbon .....	6	6	6	6	6
Mount Carbon and Fort Carbon .....	12	12	12	12	12
New Castle and Beaver Valley .....	7½	11½	12	12	11½
Northern Central .....	8	8	8	8	8
North Lebanon .....	10	10	10	16	14
North Pennsylvania .....			**5	**5	**5
Oil Creek and Allegheny River .....				5	10
Pennsylvania .....	10	9	††11	††13	10
Pennsylvania coal company .....	32½	20	20	20	20
Philadelphia and Reading .....	10	10	††10	††10	††10
Philadelphia, Germantown and Norristown .....	8	9	10	10	10
Philadelphia and Trenton .....	10	15	10	10	10
Philadelphia, Wilmington and Baltimore .....	10	5	9	8	8
Pittsburg, Fort Wayne and Chicago .....	10	10	10	10	10-††7
Schuylkill Valley navigation and .....	5	5	5	5	5
Shamokin Valley and Pottsville .....	4	4½	5½	6	6
Southwark .....	6	6	6	6	6
Summit Branch .....				3	8
Tioga .....	4	25	8		

\* On preferred stock.    \*§ On common stock.    \*\* Scrip.  
† Per share on scrip.    †† Per share.    †† Cash and stock.  
‡ Stock.    ‡ Bonds.    †† 3 qrs. at 10 per ct.; 1 qr. at 7 per ct.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1865.		1866.		1867.		1868.		1869.	
	Killed .....	Injured.....	Killed .....	Injured.....	Killed .....	Injured.....	Killed .....	Injured.....	Killed .....	Injured.....
Allegheny Valley.....									4	8
Bellefonte and Snow Shoe.....								1	1	
Buffalo, Corry and Pittsburg.....								1		1
Buffalo and Erie.....					5	53		2	1	
Catasauqua and Fogelsville.....			2		2				1	
Catawissa.....	2		4	4	2	1	4	4		
Cleveland and Pittsburg.....			10	25	18	9	8	23	9	21
Cumberland Valley.....					2	6				
Delaware and Hudson canal and railroad.....	4	4	5	8	3	3	7	4	4	4
Delaware, Lackawanna and Western.....	17	16	11	13	13	21	9	9	7	
Elmira and Williamsport.....	1	2	3		3	2				2
Erie.....							104	157	75	114
Erie and Pittsburg.....	2	3	5	2	7	13	2	6	5	6
Huntingdon and Broad Top Mountain.....			1	1			6	9		
Ironton.....					1					
Lackawanna and Bloomsburg.....	2	3	3	4	3	4	6	11	6	2
Lake Shore*.....	8		6		5		2	1	17	15
Lake Shore and Michigan Southern †.....									23	20
Lehigh and Susquehanna.....	4	3	4	1	4	3	5	5	10	9
Lehigh Valley.....	19	21	19	23	24	1	25	20	18	28
Little Saw Mill Run.....				1						1
Littlestown.....				1		1				
Northern Central.....	26	20	18	31	9	6	14	11	9	5
North Pennsylvania.....	9	3	5	2	4	4	6	8	6	3
Oil Creek and Allegheny River.....							9	21	1	7
Pennsylvania.....	95	304	82	128	70	138	66	207	78	188
Philadelphia and Baltimore Central.....					1	1				
Philadelphia and Erie.....	29	32	15	29	14	13	24	40	14	56
Philadelphia and Reading.....	27	22	32	19	28	11	19	18	30	24
Philadelphia, Germantown and Norristown.....	5	3	8	2	3	7	7	9	9	10
Philadelphia and Trenton.....	18	44	1	8	4	8	6	7	4	9



Philadelphia, Wilmington and Baltimore .....	20	15	11	2	8	7	13	8	18	7
Pittsburg, Cincinnati and St. Louis.....									7	12
Pittsburg and Connellsville .....	8	8	9	7	7	7	9	4	8	7
Pittsburg, Fort Wayne and Chicago.....	51	58	38	104	29	54	40	71	25	18
Reading and Columbia .....	1	8	1	1	2	3	1	1		4
Schuylkill and Susquehanna .....		1	1		1	1	2	1		
Shamokin Valley and Pottsville .....	2				1	1	1		8	
Summit Branch .....							1			1
Tioga .....		2	2	2			1	1	1	1
West Chester and Philadelphia.....	4				1	3	1			
Wilmington and Reading.....										2
Wrightsville, York and Gettysburg .....					1					

\*Seven months.

† Five months.



**TABULATED RESULTS  
COMPILED FROM CITY PASSENGER RAILWAYS.**

TABLE A.—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 funded and floating debt....	Rate per cent. of interest on funded debt.....	Rate per cent. of dividend.....
Allentown.....	\$31,500 00	\$31,500 00	\$30,313 75	\$11,900 00	.....	.....
Citizens', Philadelphia.....	500,000 00	500,000 00	192,750 00	.....	.....	14
Citizens', Pittsburg.....	200,000 00	*100,000 00	184,000 00	57,700 00	7	18
Easton and South Easton.....	75,000 00	29,562 50	29,562 50	.....	.....	†‡50 cts. 2½
Erie City.....	100,000 00	23,300 00	18,550 00	17,371 73	7	.....
Frankford and Southwark, Philadelphia.....	500,000 00	491,750 00	491,750 00	198,000 00	7	6
Germantown, Philadelphia.....	1,000,000 00	1,000,000 00	307,545 00	350,000 00	7	6
Girard College, Philadelphia.....	500,000 00	500,000 00	170,000 00	.....	.....	‡\$2 00
Green and Coates Street, Philadelphia.....	500,000 00	150,000 00	150,000 00	100,000 00	7	‡2 50
Harrisburg City.....	75,000 00	43,475 00	41,994 77	11,904 75	7	.....
Hestonville, Mantua and Fairmount, Philadelphia.....	2,050,000 00	2,050,000 00	306,390 36	165,900 00	7	‡20
Lombard and South Street, Philadelphia.....	500,000 00	250,000 00	90,000 00	73,962 20	7	.....
Oakland and East Liberty.....	100,000 00	59,500 00	59,500 00	67,163 15	7	.....
People's Street, Luzerne county.....	\$80,000 00	125,300 00	125,230 00	.....	.....	6
Philadelphia City, Philadelphia.....	750,000 00	750,000 00	225,000 00	221,264 71	6	‡\$3 00
Philadelphia and Darby, Philadelphia.....	1,000,000 00	200,000 00	200,000 00	57,000 00	7	.....
Philadelphia and Gray's Ferry, Philadelphia.....	1,000,000 00	.....	285,307 00	5,500 00	7	8
Pittsburg, Allegheny and Manchester.....	.....	200,000 00	140,000 00	25,433 57	7	4
Pittsburg and Birmingham, Pittsburg.....	100,000 00	100,000 00	88,000 00	55,531 42	7	‡\$3 00
Ridge Avenue and Manayunk, Philadelphia.....	250,000 00	241,000 00	120,500 00	63,300 00	.....	.....
Schuylkill River.....	500,000 00	500,000 00	50,000 00	.....	.....	.....
Second and Third Street, Philadelphia.....	961,100 00	961,100 00	573,387 25	119,300 00	7	6
Seventeenth and Nineteenth Street, Philadelphia.....	500,000 00	500,000 00	160,000 00	7,408 11	.....	.....
Thirteenth and Fifteenth Street, Philadelphia.....	1,000,000 00	997,700 00	.....	.....	.....	2
Union, Philadelphia.....	1,000,000 00	1,000,000 00	400,000 00	300,000 00	6	‡\$3 00
West Philadelphia, Philadelphia.....	500,000 00	400,000 00	400,000 00	100,000 00	7	10
Wilkesbarre and Kingston.....	75,000 00	75,000 00	50,000 00	8,500 00	.....	.....
Williamsport.....	50,000 00	15,600 00	15,600 00	20,965 82	7	.....
	13,897,600 00	11,294,787 50	4,905,380 63	2,038,005 46	.....	.....

\* Originally.

† Stock.

‡ Per share.

§ With power to increase.

TABLE B.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	COST OF ROAD AND EQUIP'T.	CHARACTERISTICS OF ROAD.									
	Total cost of road and equipm't.	Length of road laid....	Length of double-track inc. sidings.	Gauge of road	Weight of rail per yard....	No. car-houses shops and stables.....	No. of depots.	No. 1st class pass'r cars..	No. 2d class pass'r cars..	No. of other cars.....	No. of horses and mules owned by the comp'y.
Allentown.....	\$27,739 17	8.25	.....	4 8½	19	2	4	.....	.....	11	\$15,632 56
Citizens', Philadelphia.....	179,635 29	7.25	.....	5 2	45	3 1	32	2	3	202	85,758 00
Citizens', Pittsburg.....	234,437 23	5.55	3.50	5 2½	43	4 2	26	2	2	148	70,000 00
Easton and South Easton.....	25,230 13	1.87	.25	5 2	43	1	3	.....	.....	12	3,600 00
Erie City.....	32,914 99	2.74	.69	4 8½	30	.....	1 4	.....	.....	18	6,000 00
Frankford and Southwark, Philadelphia.....	702,440 86	12.33	4.04	5 2	43-47	2 3	45	.....	9	273	76,300 00
Germantown, Philadelphia.....	562,270 00	25.50	8.75	5 2	45	9 3	59	.....	.....	361	74,500 00
Girard College, Philadelphia.....	173,657 08	5.04	.....	5 2	45	1 1	25	.....	.....	135	50,000 00
Green and Coates Street, Philadelphia.....	239,745 61	4.84	.25	5 2	45	5 2	39	8	.....	193	70,279 52
Harrisburg City.....	60,119 55	2.	.13	5 2½	43	1 1	5	.....	.....	13	10,000 00
Hestonville, Mantua and Fairmount, Philadelphia, Lombard and South Street, Philadelphia.....	470,818 69	*11.451	*3.17	5 2	43	5 2	56	1	.....	339	62,000 00
.....	168,567 28	4.51	.69	5 2	45	2 1	17	.....	3	113	12,000 00
Oakland and East Liberty.....	118,892 21	5.	2.25	5 2	22-43	5 1	6	8 1	.....	83	15,000 00
People's Street, Luzerne county.....	126,001 29	9.50	.07	4 8½	25	5	6	3 4	.....	32	9,000 00
Philadelphia City, Philadelphia.....	446,264 71	7.07	.....	5 2½	45-55	4 1	46	.....	1	293	.....
Philadelphia and Darby, Philadelphia.....	258,419 58	5.05	.62	5 2	42	3 1	10	5 1	.....	47	50,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	295,000 69	10.37	2.50	5 2	44	3 1	20	3 3	.....	124	50,000 00
Pittsburg, Allegheny and Manchester.....	144,118 97	4.75	3.50	5 2	45	6 3	28	.....	1	153	35,934 33
Pittsburg and Birmingham, Pittsburg.....	114,661 20	2.60	2.60	5 2	45	3 2	15	.....	2	80	39,233 14
Ridge Avenue and Manayunk, Philadelphia.....	179,635 59	4.50	3.50	5 2	40	3 2	12	.....	.....	51	.....
Schuylkill River.....	47,463 54	3.11	.37	6 2	44	.....	.....	.....	.....	.....	.....
Second and Third Street, Philadelphia.....	640,523 87	30.50	3.50	5 2½	45	5 2	70	2 7	.....	500	111,000 00
Seventeenth and Nineteenth Street, Philadelphia.....	119,668 06	5.62	.....	5 2	55	3 1	17	2 2	.....	127	45,000 00
Thirteenth and Fifteenth Street, Philadelphia.....	.....	6.25	.17	5 2	45	3 1	28	.....	3	172	103,700 00
Union, Philadelphia.....	787,340 71	26.25	.....	5 2	43	2 2	70	10 9	.....	548	160,923 57
West Philadelphia, Philadelphia.....	549,906 58	10.	3.50	5 2½	44	10 1	60	5 5	.....	382	235,000 00
Wilkesbarre and Kingston.....	94,633 37	4.12	.23	5 2	30-45	1 1	4	2 1	.....	14	10,000 00
Williamsport.....	32,692 33	2.34	.08	4 8½	16	.....	4	.....	.....	13	.....
	6,890,603 53	222.41	44.36	.....	.....	91 36	711	52 57	.....	4,442	1,380,914 12

\* Estimated.

TABLE C.—TRANSPORTATION OF PASSENGERS, EXPENSES AND RECEIPTS.

LXI

AUDITOR GENERAL'S

NAME OF COMPANY.	TRANSPORTA'N OF PASSENG'S.	EXPENSES.			RECEIPTS.
	Number of pas- sengers car- ried in cars.	Of maintain- ing road or real estate of corporation.	Of operating the road.	Total.	From all sources.
Allentown .....			\$6,451 68	\$6,451 68	\$9,088 72
Citizens', Philadelphia .....	3,902,356	\$3,539 81	135,116 95	138,656 26	240,293 21
Citizens', Pittsburg .....	2,405,709	15,217 63	81,899 35	97,116 98	145,568 15
Easton and South Easton .....	154,112	111 23	5,895 22	6,006 45	8,565 05
Erie City .....	201,274	347 56	9,414 03	9,761 59	12,443 81
Frankford and Southwark, Philadelphia .....	4,540,779	28,063 75	205,039 23	233,102 98	308,138 06
Germantown, Philadelphia .....	4,050,000	8,215 07	230,990 67	239,205 74	348,021 09
Girard College, Philadelphia .....				101,377 72	136,884 95
Green and Coates Street, Philadelphia .....		5,611 16	130,507 72	136,118 88	176,078 35
Harrisburg City .....	124,346			7,058 45	7,280 35
Hestonville, Mantua and Fairmount, Philadelphia .....	3,880,875	18,209 11	195,346 72	213,555 83	283,927 07
Lombard and South Street, Philadelphia .....	1,450,000	1,950 33	64,105 66	66,055 99	78,378 30
Oakland and East Liberty .....	770,064	3,860 03	41,427 96	45,287 99	47,781 21
People's Street, Luzerne county .....	290,852	1,165 00	17,425 79	18,590 79	27,721 46
Philadelphia City, Philadelphia .....	4,281,152	7,723 13	163,955 01	171,681 14	256,815 73
Philadelphia and Darby, Philadelphia .....	400,000	195 60	26,593 25	26,788 85	40,434 35
Philadelphia and Gray's Ferry, Philadelphia .....	1,700,000	2,675 50	58,474 53	61,150 03	84,642 22
Pittsburg, Allegheny and Manchester .....	2,364,545	4,690 26	78,145 27	82,835 53	134,686 08
Pittsburg and Birmingham, Pittsburg .....	1,281,216	10,221 84	57,964 95	68,186 79	81,702 01
Ridge Avenue and Manayunk, Philadelphia .....		2,584 54	29,223 63	31,808 17	41,494 62
Schuylkill River: Not operated during the year.					
Second and Third Street, Philadelphia .....	7,873,497	21,018 86	287,743 16	308,762 02	401,156 31
Seventeenth and Nineteenth Street, Philadelphia .....	1,731,483	5,174 88	66,119 73	71,294 61	105,467 32
Thirteenth and Fifteenth Street, Philadelphia .....	3,069,749	2,740 16	99,862 63	102,602 79	170,503 67
Union, Philadelphia .....	7,034,606			368,941 86	463,268 49
West Philadelphia, Philadelphia .....	6,100,000	21,079 15	264,057 31	275,136 46	393,731 63
Wilkesbarre and Kingston .....	240,000	512 42	11,289 00	11,801 42	19,120 00
Williamsport .....		194 28	5,886 18	6,080 44	8,384 09
	57,826,615	165,103 78	2,262,936 63	2,905,417 44	4,032,576 28

TABLE D.—ACCIDENTS.

NAME OF COMPANY.	PASSENGER'S.		EMPLOYEE'S.		OTHERS.		TOTAL.	
	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...
Frankford and Southwark, Philadelphia.....		1				2		3
Germantown, Philadelphia.....							1	2
Green and Coates Street, Philadelphia.....					1		1	
Hestonville, Mantua and Fairmount, Philadelphia,					1	1	1	1
Lombard and South Street, Philadelphia .....					1	1	1	1
People's Street, Luzerne county.....					1	1	1	1
Philadelphia City, Philadelphia.....					1	1	1	
Pittsburg, Allegheny and Manchester .....		2			1	1	1	3
Pittsburg and Birmingham, Pittsburg.....					1		1	
Ridge Avenue and Manayunk, Philadelphia.....						1		1
Second and Third Street, Philadelphia.....	1	1			3	2	4	3
Seventeenth and Nineteenth Street, Philadelphia...						1		1
West Philadelphia, Philadelphia.....	1				1		2	
	2	4			10	10	13	18

**COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.**

LXIV

AUDITOR GENERAL'S

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown.....				\$29,813 75	\$30,813 75
Citizens', Philadelphia.....	\$192,750 00	\$192,750 00	\$192,750 00	192,750 00	192,750 00
Citizens', Pittsburg.....	100,000 00	126,000 00	166,000 00	176,000 00	184,000 00
Easton and South Easton.....			24,500 06	26,000 00	29,562 50
Erie City.....					18,550 00
Frankford and Southwark, Philadelphia.....	491,620 00	491,650 00	491,650 00	491,750 00	491,750 00
Germantown, Philadelphia.....	112,245 00	112,245 00	112,245 00	112,245 00	307,645 00
Girard College, Philadelphia.....	160,000 00	160,000 00	170,000 00	170,000 00	170,000 00
Green and Coates Street, Philadelphia.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Harrisburg City.....	30,118 75	41,113 91	41,994 77	41,994 77	41,994 77
Hestonville, Mantua and Fairmount, Philadelphia.....				306,390 36	306,390 36
Lombard and South Street, Philadelphia.....	90,000 00	90,000 00	90,000 00	90,000 00	90,000 00
Oakland and East Liberty.....		59,500 00	59,500 00	59,500 00	59,500 00
People's Street, Luzerne county.....			34,800 00	104,028 45	125,230 00
Philadelphia City, Philadelphia.....	100,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Philadelphia and Darby, Philadelphia.....	100,000 00	100,000 00	160,000 00	160,000 00	200,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	217,697 00	260,157 00	285,307 00	285,307 00	285,307 00
Pittsburg, Allegheny and Manchester.....	75,000 00	100,000 00	110,000 00	124,000 00	140,000 00
Pittsburg and Birmingham, Pittsburg.....	54,000 00	68,000 00	76,000 00	82,000 00	88,000 00
Ridge Avenue and Manayunk, Philadelphia.....	120,000 00	120,000 00	120,500 00	120,500 00	120,500 00
Schuylkill River.....		50,000 00	50,000 00	50,000 00	50,000 00
Second and Third Street, Philadelphia.....	203,757 25	339,007 25	339,007 25	573,387 25	573,387 25
Seventeenth and Nineteenth Street, Philadelphia.....	120,000 00	120,000 00	130,000 00	130,000 00	160,000 00
Union, Philadelphia.....	291,475 00	400,000 00	400,000 00	400,000 00	400,000 00
West Philadelphia, Philadelphia.....	249,000 00	249,100 00	375,000 00	375,000 00	400,000 00
Wilkesbarre and Kingston.....		25,000 00	49,800 00	50,000 00	50,000 00
Williamsport.....	14,150 00	15,600 00	15,600 00		15,600 00



**COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown .....				\$12,191 55	\$11,900 00
Citizens', Pittsburg.....	\$68,618 15	\$64,056 00	\$63,300 00	64,000 00	57,700 00
Erie City .....					17,271 73
Frankford and Southwark, Philadelphia .....	200,000 00	200,000 00	200,000 00	200,000 00	198,000 00
Germantown, Philadelphia .....	250,000 00	388,294 87	370,000 00	350,000 00	350,000 00
Green and Coates Street, Philadelphia.....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Harrisburg City .....	9,000 00	14,324 67	11,998 13	12,012 92	11,904 75
Hestonville, Mantua and Fairmount, Philadelphia.....		185,250 49		168,992 33	165,900 00
Lombard and South Street, Philadelphia .....	66,200 00	64,700 00	68,100 00	73,000 00	78,962 20
Oakland and East Liberty.....		58,331 17	58,599 17	60,094 50	67,163 15
Philadelphia City, Philadelphia.....	135,000 00	171,254 78	211,911 48	221,264 71	221,264 71
Philadelphia and Darby, Philadelphia.....	17,000 00	17,000 00	89,000 00	89,000 00	57,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	25,000 00			5,500 00	5,500 00
Pittsburg, Allegheny and Manchester.....	35,150 00	54,507 72	59,918 79	39,950 00	25,433 57
Pittsburg and Birmingham, Pittsburg.....	22,600 00	10,600 00	20,000 00	40,681 89	55,531 42
Ridge Avenue and Manayunk, Philadelphia .....			63,300 00	63,300 00	63,300 00
Second and Third Street, Philadelphia .....	187,300 00	155,429 83	182,288 35	109,300 00	119,300 00
Seventeenth and Nineteenth Street, Philadelphia.....				37,408 11	7,408 11
Union, Philadelphia .....	378,128 11	335,000 00	300,000 00	300,000 00	300,000 00
West Philadelphia, Philadelphia .....	110,000 00	100,000 00	100,000 00	115,000 00	100,000 00
Wilkesbarre and Kingston .....		6,260 76	8,500 00	12,000 00	8,500 00
Williamsport.....	522 93	1,124 84	6,127 04		20,965 82

RAILROAD REPORT.

IXV

COMPARATIVE STATEMENT OF INTEREST ON FUNDED DEBT, AND DIVIDEND DECLARED FOR FIVE YEARS.

LXVI

AUDITOR GENERAL'S

NAME OF COMPANY.	INTEREST ON FUNDED DEBT.					DIVIDEND DECLARED.				
	1865.	1866.	1867.	1868.	1869.	1865.	1866.	1867.	1868.	1869.
Citizens', Philadelphia.....						9	12	12	12	14
Citizens', Pittsburg.....	7	7	7	7	7	10	10	20	18	18
Easton and South Easton.....								2		*†50, 2½
Erie City.....					7					
Frankford and Southwark, Philadelphia.....	7	7	7	7	7		6	6	5	6
Germantown, Philadelphia.....	7	7	7	7	7			8	3	6
Girard College, Philadelphia.....						*\$2 00	*\$2 50	*\$2 00	*\$2 00	*\$2 00
Green and Coates Street, Philadelphia.....	7	7	7	7	7	*1 00	*2 75	*1 50	*2 00	*2 50
Harrisburg City.....		7	7	7	7					
Hestonville, Mantua and Fairmount, Philadelphia.....		7	7	7	7					*20
Lombard and South Street, Philadelphia.....	7	7	7	7	7					
Oakland and East Liberty.....				7	7					
People's Street, Luzerne county.....									15	6
Philadelphia City, Philadelphia.....	6		6	6	6	*3 75	*5 50	*1 50	*3 00	*3 00
Philadelphia and Darby, Philadelphia.....	7	7	7	7	7	*50		10½	4	
Philadelphia and Gray's Ferry, Philadelphia.....	7			7	7	4½	8	3	7	8
Pittsburg, Allegheny and Manchester.....	7	7	7	7	7		16	*2 50	†7	4
Pittsburg and Birmingham, Pittsburg.....	7	7	7	7	7	*7 00	*7 00	*4 00	*3 00	*3 00
Ridge Avenue and Manayunk, Philadelphia.....	6, 7	6, 7	6, 7	6, 7	6, 7		4	*50		
Second and Third Street, Philadelphia.....	7	7	7	7	7		10	10	7	6
Thirteenth and Fifteenth Street, Philadelphia.....						*2 50	*2 00	*1 50	1	2
Union, Philadelphia.....	6	6	6	6	6		*1 50	*1 50	*2 50	*3 00
West Philadelphia, Philadelphia.....	7	7	7	7	7		10	10	10	10
Williamsport.....				7	7					

\* Per share.

† Stock.

**COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown.....				\$27, 673 72	\$27, 739 17
Citizens', Philadelphia.....	\$176, 048 70	\$176, 048 70	\$176, 048 70	179, 635 29	179, 635 29
Citizens', Pittsburg.....	188, 024 24	218, 024 24	230, 479 77	234, 045 25	234, 437 23
Easton and South Easton.....			22, 421 75	24, 275 13	25, 230 13
Erie City.....					32, 914 99
Frankford and Southwark, Philadelphia.....	765, 569 50	772, 606 44	766, 490 86	762, 490 86	762, 440 86
Germantown, Philadelphia.....	385, 169 34	481, 335 54	562, 270 00	562, 270 00	562, 270 00
Girard College, Philadelphia.....	81, 611 72	81, 611 72	170, 864 02	171, 712 30	173, 657 08
Green and Coates Street, Philadelphia.....	232, 953 62	232, 953 62	234, 463 70	236, 219 95	239, 745 61
Harrisburg City.....	49, 404 92	55, 874 19	57, 948 20	60, 119 55	60, 119 55
Hestonville, Mantua and Fairmount, Philadelphia.....				472, 688 69	470, 618 69
Lombard and South Street, Philadelphia.....	156, 000 00	160, 189 80	162, 957 28	165, 627 28	166, 567 28
Oakland and East Liberty.....				105, 427 21	118, 892 21
People's Street, Luzerne county.....			84, 800 00	110, 906 61	126, 001 29
Philadelphia City, Philadelphia.....	240, 264 02	396, 254 73	486, 911 43	446, 264 71	446, 264 71
Philadelphia and Darby, Philadelphia.....	86, 383 04	118, 383 04	250, 419 53	250, 419 53	258, 419 53
Philadelphia and Gray's Ferry, Philadelphia.....	249, 411 82	250, 252 91	286, 583 36	293, 548 14	295, 000 69
Pittsburg, Allegheny and Manchester.....	96, 885 36	140, 740 03	146, 895 10	143, 123 42	144, 118 97
Pittsburg and Birmingham, Pittsburg.....	66, 440 64	72, 909 23	82, 845 85	108, 488 59	114, 661 20
Ridge Avenue and Manayunk, Philadelphia.....	179, 635 59	179, 635 59	179, 635 59	179, 635 59	179, 635 59
Schuylkill River.....		46, 019 40	47, 463 54	47, 463 54	47, 463 54
Second and Third Street, Philadelphia.....	472, 031 61	485, 823 44	487, 936 68	628, 843 00	640, 528 87
Seventeenth and Nineteenth Street, Philadelphia.....	114, 368 06	114, 368 06	114, 368 06	116, 918 06	119, 668 06
Union, Philadelphia.....	675, 403 17	762, 247 57	764, 927 03	764, 927 03	787, 340 71
West Philadelphia, Philadelphia.....	355, 105 86	358, 523 78	479, 705 99	571, 055 26	549, 906 58
Wilkesbarre and Kingston.....		26, 860 00	70, 285 42	92, 332 67	94, 633 37
Williamsport.....		19, 282 75	20, 367 09		32, 692 33

**COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.**

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AUDITOR GENERAL'S

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Citizens', Philadelphia.....	3,500,000	3,500,000	3,500,000	3,646,303	3,902,358
Citizens', Pittsburg.....	1,994,641	2,323,919	2,438,970	2,323,088	2,405,709
Easton and South Easton.....			93,361	163,298	154,114
Erie City.....					201,274
Frankford and Southwark, Philadelphia.....	4,500,000	4,000,000	4,000,000	4,385,779	4,540,779
Germantown, Philadelphia.....		2,900,000	3,400,000	3,900,000	4,050,000
Green and Coates Street, Philadelphia.....	1,021,426				
Harrisburg City.....	194,537	929,256	162,945	185,444	124,346
Hestonville, Mantua and Fairmount, Philadelphia.....				3,607,233	3,880,875
Lombard and South Street, Philadelphia.....	1,200,000	1,200,000	1,200,000	1,300,000	1,450,000
Oakland and East Liberty.....		716,483	803,043	750,757	770,064
People's Street, Luzerne county.....			45,000	185,192	290,852
Philadelphia City, Philadelphia.....	2,566,904	3,252,497	3,845,941	4,175,418	4,961,152
Philadelphia and Darby, Philadelphia.....	333,809	291,067	303,621	379,285	400,000
Philadelphia and Gray's Ferry, Philadelphia.....	1,792,644	1,985,451	1,712,891	1,700,000	1,700,000
Pittsburg, Allegheny and Manchester.....	1,600,000	1,900,000		2,284,598	2,364,545
Pittsburg and Birmingham, Pittsburg.....	1,174,615	1,290,525	1,221,143	1,157,123	1,281,216
Second and Third Street, Philadelphia.....	7,000,000	7,000,000	7,500,000	6,569,148	7,873,497
Seventeenth and Nineteenth Street, Philadelphia.....				1,305,986	1,731,483
Thirteenth and Fifteenth Street, Philadelphia.....		1,600,000		3,536,539	3,069,749
Union, Philadelphia.....		5,334,505		6,324,921	7,034,606
West Philadelphia, Philadelphia.....					6,100,000
Wilkesbarre and Kingston.....		91,689	125,000	180,000	240,000

**COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown.....				\$3,680 77	\$6,451 68
Citizens', Philadelphia.....	\$121,333 15	\$113,827 95	\$124,336 24	137,717 93	138,656 26
Citizens', Pittsburg.....	79,873 68	86,416 62	91,828 55	93,596 26	97,116 98
Easton and South Easton.....			4,543 34	6,570 05	6,006 45
Erie City.....					9,761 59
Frankford and Southwark, Philadelphia.....	195,316 71	201,898 37	238,146 40	226,636 99	233,102 98
Germantown, Philadelphia.....	147,634 43	467,646 28	220,992 69	225,802 08	239,205 74
Girard College, Philadelphia.....	86,034 03	87,594 51	96,226 27	92,223 25	101,377 72
Green and Coates Street, Philadelphia.....	119,082 88	114,566 44	160,835 00	144,505 49	136,118 88
Harrisburg City.....	3,164 75	11,642 40	10,332 52	9,608 43	7,068 45
Hestonville, Mantua and Fairmount, Philadelphia.....		211,193 52		194,683 13	213,555 83
Lombard and South Street, Philadelphia.....	58,453 98	47,292 19	53,483 48	56,734 66	66,055 99
Oakland and East Liberty.....		62,534 04	58,424 32	44,050 44	45,287 99
People's Street, Luzerne county.....			2,218 33	10,283 86	18,590 79
Philadelphia City, Philadelphia.....	90,256 48	130,503 75	173,032 99	183,090 57	171,681 14
Philadelphia and Darby, Philadelphia.....	30,287 46	25,802 44	28,919 43	27,831 57	26,788 85
Philadelphia and Gray's Ferry, Philadelphia.....	64,355 99	63,495 42	70,545 01	67,606 50	61,150 03
Pittsburg, Allegheny and Manchester.....	68,552 57	93,282 59	116,006 59	95,512 96	82,835 53
Pittsburg and Birmingham, Pittsburg.....	52,762 31	50,197 75	53,302 39	57,908 23	68,186 79
Ridge Avenue and Manayunk, Philadelphia.....	34,834 41	34,146 63	34,074 18	34,538 15	31,808 17
Second and Third Street, Philadelphia.....	278,732 50	276,335 82	302,707 83	321,034 24	308,762 02
Seventeenth and Nineteenth Street, Philadelphia.....	42,496 57	43,793 19	58,343 63	65,908 92	71,294 61
Thirteenth and Fifteenth Street, Philadelphia.....	104,603 87	101,742 91	109,568 58	98,886 37	102,602 79
Union, Philadelphia.....		277,320 92	323,757 65	334,987 49	368,941 86
West Philadelphia, Philadelphia.....	227,926 75	211,614 49	230,366 09	258,517 32	275,136 46
Wilkesbarre and Kingston.....		5,744 53	4,695 71	8,001 23	11,801 42
Williamsport.....		6,507 81	8,246 08		6,080 44

**COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Allentown.....				\$6,771 86	\$9,088 72
Citizens', Philadelphia.....	\$210,143 26	\$206,945 35	\$208,983 88	227,869 44	240,293 21
Citizens', Pittsburg.....	114,721 76	143,111 19	144,008 31	139,863 58	145,568 15
Easton and South Easton.....			4,971 11	10,444 07	8,665 05
Erie City.....					12,443 81
Frankford and Southwark, Philadelphia.....	286,861 53	261,223 06	295,141 91	209,227 90	308,138 06
Germantown, Philadelphia.....	197,195 29	294,683 57	284,574 13	322,439 51	348,021 09
Girard College, Philadelphia.....	122,866 73	104,934 35	112,204 20	117,842 28	186,884 95
Green and Coates Street, Philadelphia.....	153,803 50	166,791 71	170,439 48	187,103 17	176,078 35
Harrisburg City.....	6,726 85	11,462 81	9,776 71	9,272 52	7,280 35
Hestonville, Mantua and Fairmount, Philadelphia.....		242,181 51		262,828 96	283,927 07
Lombard and South Street Philadelphia.....	72,460 63	67,458 47	66,529 37	70,352 72	78,378 30
Oakland and East Liberty.....		43,263 96	49,980 38	49,929 22	47,781 21
People's Street, Luzerne county.....			4,600 00	16,003 04	27,721 46
Philadelphia City, Philadelphia.....	149,978 54	191,825 49	226,043 60	250,556 82	255,815 73
Philadelphia and Darby, Philadelphia.....	36,781 46	39,290 84	38,371 08	40,373 64	40,434 35
Philadelphia and Gray's Ferry, Philadelphia.....	84,900 80	101,996 39	93,888 07	87,642 72	86,642 22
Pittsburg, Allegheny and Manchester.....	88,795 17	116,338 79	138,501 05	133,266 37	134,686 06
Pittsburg and Birmingham, Pittsburg.....	67,040 37	80,135 43	74,852 22	70,706 17	81,702 01
Ridge Avenue and Manayunk, Philadelphia.....	41,737 58	42,025 52	40,799 40	36,111 30	41,494 62
Second and Third Street, Philadelphia.....	437,562 65	407,923 64	408,155 84	524,610 72	401,156 81
Seventeenth and Nineteenth Street, Philadelphia.....	51,853 67	67,662 19	69,627 54	79,754 46	105,467 32
Thirteenth and Fifteenth Street, Philadelphia.....	143,038 19	128,955 25	131,728 41	146,241 43	170,503 67
Union, Philadelphia.....		344,895 17	366,348 59	420,293 53	463,268 49
West Philadelphia, Philadelphia.....	309,261 56	292,461 36	281,058 31	321,374 46	393,731 63
Wilkesbarre and Kingston.....		9,168 92	12,118 95	13,663 18	19,120 00
Williamsport.....		7,652 68	9,565 64		8,384 09

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AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1865.		1866.		1867.		1868.		1869.	
	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...
Allentown.....							1			
Citizens', Philadelphia.....		2	1	1	1		1			
Citizens', Pittsburg.....		2	2	2	1	2	1	2		
Easton and South Easton.....										
Frankford and Southwark, Philadelphia.....	2	2		1		3	1	3		3
Germantown, Philadelphia.....		2	1		1		1	1	1	2
Girard College, Philadelphia.....	1	1			1		1			
Green and Coates Street, Philadelphia.....	1	4		1		2		1	1	
Harrisburg City.....		1						1		
Hestonville, Mantua and Fairmount, Philadelphia.....			2	4			2	2	1	1
Lombard and South Street, Philadelphia.....	2		1		1	1	1	1		1
People's Street, Luzerne county.....									1	1
Philadelphia City, Philadelphia.....	1			2		2	2		1	
Philadelphia and Gray's Ferry, Philadelphia.....	1									
Pittsburg, Allegheny and Manchester.....	1	1		1					1	3
Pittsburg and Birmingham, Pittsburg.....	2	3	1	1		1			1	
Ridge Avenue and Manayunk, Philadelphia.....							1			1
Second and Third Street, Philadelphia.....	4	7		4	1	7		5	4	3
Seventeenth and Nineteenth Street, Philadelphia.....		1			1	1				1
Thirteenth and Fifteenth Street, Philadelphia.....	2	2		1				1		
Union, Philadelphia.....	2	2								
West Philadelphia, Philadelphia.....		5		5	2	2	1		2	
Wilkesbarre and Kingston.....			1			1	1	1		





**TABULATED RESULTS  
COMPILED FROM CANAL REPORTS.**

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law .....	Total amount now paid in of capital stock .....	Total amount of funded debt .....	Total amount of floating debt .....	Total amount of funded and floating debt .....	Rate per cent on funded debt .....	Rate per cent of dividend .....
Delaware and Hudson.....		\$15,000,000 00	\$3,169,476 00		\$3,169,476 00	7	10
Delaware Division.....	\$2,400,000 00	1,633,350 00	800,000 00		800,000 00	6	8
Erie.....	1,500,000 00	64,000 00		\$1,498,004 87	1,498,004 87		
Junction.....	400,000 00	399,060 00					
Lehigh coal and navigation.....		8,739,800 00	14,375,891 49		14,375,891 49	6	
Muncy.....		2,625 00					
Pennsylvania.....	5,000,000 00	4,300,000 00	1,961,000 00		1,961,000 00	6 6-10	
Schuylkill navigation.....	4,797,184 75				8,400,725 99	6, 7	
Susquehanna.....	*1,500,000 00	2,002,746 00	2,632,310 58	195,232 24	2,827,542 82	6	
Union.....	2,907,850 00	2,907,850 00	3,000,000 00	20,000 00	3,020,000 00	6	
West Branch and Susquehanna.....	1,500,000 00	1,100,000 00	708,000 00	86,000 00	794,000 00	6, 6 6-10	
Wisconsinco.....	60,000 00	58,925 00	15,000 00	16,000 00	31,000 00	6	
	20,065,034 75	36,208,356 00	28,661,678 07	1,815,237 11	36,877,641 17		

\* With power to increase.

TABLE B—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.....	Length of main line of canals, (miles)..	Length of branch canals own d., (miles.)	Number of branch or leased canals.....	Number of basins....	Number of houses...	Number of locks ...	Number of weigh locks.....	Number of bridges...	Number of dams.....	No. of aqueducts .....	Number of miles of slack-water .....	No. of boats owned by the company.....	No. of boats owned and run by private parties.....	Average tonnage of boats.....	Value of real estate held by the company, exclusive of canal.....
Delaware and Hudson.....	\$6,899,068 27	108	.....	.....	120	109	2	158	31	22	5	991	246	128	.....	.....
Delaware Division.....	2,433,350 00	60	.....	4	24	32	1	88	2	10	.....	.....	1,000	95	\$5,000 00	
Erie.....	1,562,004 87	136	25	90	33	134	1	221	13	9	32	11	255	65	150 00	
Junction.....	.....	18	.....	3	8	11	.....	94	3	2	.....	.....	.....	90	2,500 00	
Lehigh coal and navigation.....	4,455,000 00	48	.....	1	5	46	53	1	14	9	3	12	530	965	65-96	.....
Muncy.....	6,182 62	.75	.....	1	1	.....	.....	1	.....	.....	.....	.....	.....	12	.....	.....
Pennsylvania.....	.....	237	.....	1	24	132	120	4	352	23	43	24	52	1,200	100	5,600 00
Schuylkill navigation.....	10,537,125 74	108.23	1	19	67	71	.....	113	31	12	50	.....	750	150	170	.....
Susquehanna.....	4,741,292 89	45	.....	2	28	33	1	13	1	8	.....	.....	2	.....	95	45,000 00
Union.....	6,907,850 00	77.64	10	8	92	91	2	93	16	17	5	.....	.....	.....	80-100	.....
West Branch and Susquehanna.....	.....	123	.....	58	33	38	1	191	7	25	19	.....	.....	.....	90-95	.....
Wiconisco.....	512,000 00	12	.....	1	4	7	.....	18	1	3	.....	.....	.....	.....	95	12,000 00
	37,103,874 39	973.62	36	2	155	557	699	13	1,296	137	154	152	2,336	3,828	.....	70,150 00

TABLE C.—TONNAGE, EXPENSES AND RECEIPTS.

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AUDITOR GENERAL'S

NAME OF COMPANY.	TONNAGE.		EXPENSES.			RECEIPTS.
	Number tons of thro'gh frei'ht on main line...	Gross am't tonnage, includ'g br's & lsd. c'ls.	Main'g canal or real estate of the corporat'n.	Operating the canal.	Total.	Total.
Delaware and Hudson.....		1,604,654	\$240,352 03	\$125,817 99	*\$366,170 02	\$110,610 38
Delaware Division, (leased to and operated by Lehigh coal and navigation company,).....	518,599	808,425	89,703 53	24,134 36	113,837 89	231,194 02
Erie.....		259,474	64,003 31	22,265 25	86,268 56	104,960 99
Junction.....		†82,011		16,049 17	16,049 17	13,253 35
Lehigh coal and navigation.....	740,796	1,046,474	110,795 34	71,547 27	182,342 61	406,174 23
Muney.....		†3,453	15 43	26 43	41 86	220 29
Pennsylvania.....		1,099,476	360,796 63	116,070 28	476,866 91	735,303 14
Schuylkill navigation.....		1,100,667	104,352 80	35,430 38	139,783 18	1,159,085 24
Susquehanna.....	442,729	493,671			72,394 24	167,435 03
Union.....		127,253	21,176 30	37,521 75	58,698 05	43,587 16
West Branch and Susquehanna, (leased to Pennsylvania canal company).....						
Wiconisco.....	116,611				14,279 53	11,641 41
	1,818,735	6,625,558	991,195 37	448,862 88	1,526,732 07	2,982,465 34

\* Partly estimated.

† Lumber not included.

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

NAME OF COMPANY.	Lumber.	Shingles.	Anthracite coal.	Bituminous coal.	Pig iron.	Railroad iron.	Other iron or castings.
Delaware and Hudson.....	38,519	33		634		688	275
Delaware Division, (Lehigh coal and nav. co., lessees,)....	4,770	697	655,643	4,865	27,979		161
Junction.....			65,899	637	4		54
Lehigh coal and navigation.....	2,147		829,079		18,416		45
Muncy.....			3,356		5		
Pennsylvania.....		417,546	502,138	11,305			
Schuylkill navigation.....	38,258	60	785,880	470	24,689		11,842
Susquehanna.....		185,784	234,877	235	6,921		358
Union.....	46,246	55	21,726	572			5,338
Wiconisco.....	272		113,452	52		823	
	130,212	604,175	3,212,050	18,770	78,014	1,491	18,073

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

NAME OF COMPANY.	Iron and other ores.	Lime and limestone.	Agricultural products.	Merchandise.	Manufactures.	Other articles.
Delaware and Hudson.....	1,716	10,080	8,402	10,937	1,915	180,372
Delaware Division, (Lehigh coal and navigation company lessees,)....	2,087	66,405	1,242	4,552	3,744	36,280
Junction.....		3,729	2,617	598	1,931	7,141
Lehigh coal and navigation.....	102,891	43,944	841	3,186	6,882	39,043
Muncy.....						92
Pennsylvania.....						168,486
Schuylkill navigation.....	76,632	73,449	5,183	4,656	12,641	66,927
Susquehanna.....	5,650	19,059	13,978		14,741	12,068
Union.....	24,871	19,243	952			8,250
Wiconisco.....		1,829	24	4	16	137
	213,847	237,738	32,619	23,933	41,870	518,796

**COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.**

LXXVIII

AUDITOR GENERAL'S

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$10,000,000 00	\$10,000,000 00	\$10,000,000 00	\$14,997,300 00	\$15,000,000 00
Delaware Division.....	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Erie.....	64,000 00	64,000 00	64,000 00	64,000 00	64,000 00
Junction.....			398,910 00	398,910 00	399,060 00
Lehigh coal and navigation.....	5,104,050 00	6,130,000 00	8,739,800 00	8,739,800 00	8,739,800 00
Muncy.....	2,625 00	2,625 00	2,625 00	2,625 00	2,625 00
Pennsylvania.....			2,751,765 00	2,750,000 00	4,300,000 00
Schuylkill navigation.....	4,797,184 75	4,797,184 75	4,797,184 75	4,797,184 75	4,797,184 75
Susquehanna.....			2,002,746 00	2,002,746 00	2,002,746 00
Union.....	2,787,000 00	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00
West Branch and Susquehanna.....	1,000,000 00	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00
Wiconisco.....	58,925 00	58,925 00	58,925 00	58,925 00	58,925 00

**COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$800,000 00	\$536,000 00	\$531,000 00	\$2,031,000 00	\$3,169,476 00
Delaware Division.....	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Erie.....	1,300,984 94	1,300,984 94	1,300,984 94	1,373,529 87	1,498,004 87
Lehigh coal and navigation.....	4,297,877 04	5,976,479 39	7,990,284 81	14,004,387 48	14,375,891 49
Pennsylvania.....				701,000 00	1,961,000 00
Schuylkill navigation.....	7,619,650 35	8,764,536 81	8,265,036 55	8,299,131 07	8,400,725 99
Susquehanna.....			2,770,816 50	2,777,608 32	2,827,542 82
Union.....	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,020,000 00
West Branch and Susquehanna.....	750,000 00	750,000 00	633,000 00	616,000 00	794,000 00
Wiconisco.....	15,000 00	15,000 00	21,225 00	27,560 00	31,000 00

**COMPARATIVE STATEMENT OF COST OF CANAL AND FIXTURES FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$6,311,966 91	\$6,557,266 62	\$6,820,198 49	\$6,888,184 52	\$6,899,068 27
Delaware Division.....	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Erie.....	1,364,984 94	1,364,984 94	1,364,984 94	1,437,829 87	1,562,004 87
Junction.....				500,000 00	
Lehigh coal and navigation.....	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00
Muncy.....			6,219 84	6,182 62	6,182 62
Schuylkill navigation.....	10,538,462 72	10,535,800 20	10,553,333 42	10,586,399 30	10,587,125 74
Susquehanna.....			4,619,461 21	4,685,266 68	4,741,292 89
Union.....	5,787,000 00	5,907,850 00	5,907,850 00	5,907,850 00	5,907,850 00
West Branch and Susquehanna.....	500,000 00				
Wiconisco.....	465,000 00		500,000 00	500,000 00	512,000 00

**COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	963,847	1,647,651	1,745,934	1,984,088	1,604,654
Delaware Division, (Lehigh coal and navigation co. lessees.).....					808,425
Erie.....	307,356	355,042	327,374	220,257	259,474
Junction.....				91,060	82,011
Lehigh coal and navigation.....	1,173,355	*1,446,368	*1,464,889	*2,360,411	1,046,474
Muncy.....	2,387	2,714	5,028	1,664	3,453
Pennsylvania.....	564,826	932,604	818,732	810,832	1,099,476
Schuylkill navigation.....	1,344,730	1,769,288	1,464,163	1,419,511	1,100,667
Susquehanna.....			413,877	493,586	493,671
Union.....	76,061	138,228	149,102	132,110	127,253
Wiconisco.....		130,000	94,028	73,775	116,611

\* Includes tonnage on leased canal.

**COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$460,567 86	\$407,401 40	\$499,655 80	\$473,669 34	\$366,170 02
Delaware Division, (Lehigh coal and navigation co. lessees, )..			97,472 89	68,245 70	113,837 89
Erie.....	132,564 88	99,440 95	105,825 42	101,435 36	86,268 56
Junction.....				16,955 10	16,049 17
Lehigh coal and navigation.....	84,978 00	98,629 01	106,794 98	187,035 61	182,342 61
Muncy.....	612 48	191 83	28 16	43 00	41 86
Pennsylvania.....	279,843 51	225,943 84	205,902 13	227,633 23	476,866 91
Schuylkill navigation.....	166,297 67	285,280 90	205,325 63	158,948 62	139,783 18
Susquehanna.....			92,125 48	77,403 07	72,394 24
Union.....	47,225 86	65,167 81	68,754 34	55,522 44	58,698 05
Wiconisco.....	24,869 00	17,600 00	13,648 27	9,000 00	14,279 58

**COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.**

NAME OF COMPANY.	1865.	1866.	1867.	1868.	1869.
Delaware and Hudson.....	\$197,266 98	\$160,444 47	\$114,648 99	\$97,539 18	\$110,610 38
Delaware Division, (Lehigh coal and navigation co. lessees, )..			193,435 98	222,611 25	231,194 02
Erie.....	134,965 94	160,486 52	120,583 59	79,247 75	104,960 99
Junction.....					13,253 35
Lehigh coal and navigation.....	654,924 85	702,787 75	406,045 02	380,455 31	405,174 28
Muncy.....	96 30	117 48	241 87	193 34	220 29
Pennsylvania.....	181,015 38	297,867 16	262,654 75	258,340 22	735,303 14
Schuylkill navigation.....	1,650,882 41	1,401,132 58	1,645,093 99	1,162,855 04	1,159,085 24
Susquehanna.....			155,872 98	166,589 04	167,435 08
Union.....	48,504 56	64,074 72	75,279 27	60,822 98	48,587 16
Wiconisco.....	9,237 60		10,197 76	9,785 20	11,641 41



**TABULATED RESULTS**  
**COMPILED FROM TELEGRAPH REPORTS.**

**TABLE A.—STOCK AND DEBT.**

NAME OF COMPANY.	Capital stock as authorized by law.	Amount paid in as by last report.	Total am't now paid in of capital stock.	Total amount of funded and floating debt.	Rate per ct. of funded debt.	Rate per cent of dividend.
Atlantic and Pacific.....	\$10,000,000 00					
Bankers' and Brokers'.....	1,050,000 00	\$407,231 25	\$407,231 25	\$124,325 04	6	
Franklin.....	1,000,000 00	1,000,000 00	1,000,000 00	105,000 00	7	
Pacific and Atlantic.....	3,000,000 00	697,150 00	1,157,225 00			10
Philadelphia, Reading and Pottsville.....	50,000 00	20,000 00	20,000 00	20,914 96		
Western Union, (Atlantic and Ohio district, ).....	650,000 00	650,000 00	650,000 00			4
Western Union, (lines outside Atlantic and Ohio district, ).....	41,074,710 00		41,074,710 00	4,608,900 00		4
	56,824,710 00	2,774,381 25	44,309,166 25	4,859,140 00		

**TABLE B.—CHARACTERISTICS OF LINE, AND EXPENSES AND RECEIPTS.**

NAME OF COMPANY.	Cost of line and equipment.	Length of main line in miles...	Length of main line in Penn'a.	No. of stations in Pennsylvania.	Number of persons employed, &c., on the line.	Number of persons employed, &c., in Penn'a.	Gross expenses of entire line.	Gross expenses in Pennsylvania only.	Gross receipts of entire line.	Gross receipts in Pennsylvania only.
Atlantic and Pacific.....		1,600	50	2		2		\$1,308 50	\$120,680 00	\$1,703 85
Bankers' and Brokers'.....	\$429,268 04	283½	88½	6		17		29,172 44		37,299 76
Franklin.....	545,000 00	750	120	5		41		21,294 92		22,224 81
Pacific and Atlantic.....	1,222,811 17	3,849	367	49	310	117	\$137,147 91	50,000 00	176,640 12	78,492 15
Philadelphia, Reading and Pottsville.....	56,324 10	101	101	94		160		23,379 40		27,603 73
Western Union, Atlantic and Ohio district.....			917	36		281		185,802 16		213,859 21
Western Union lines outside A. and O. dist.....		1,623		221		290		115,349 80		124,574 54
	2,253,203 31	6,583½	3,268½	413	310	908	137,147 91	426,305 22	297,320 12	505,758 05

# REPORTS OF COMPANIES.



# REPORTS OF COMPANIES.

(No. 1.)

## ALLEGHENY VALLEY.

STATE OF PENNSYLVANIA, }  
*Allegheny County,* } SS:

Personally appeared William Phillips, president, and John Ballantine, treasurer, of the Allegheny Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)      W. PHILLIPS, *President.*  
                     JOHN BALLANTINE, *Treasurer.*

Sworn and subscribed before me, this }  
 14th day of December, 1869.        }

A. S. NICHOLSON, *Alderman.*

### STOCK AND DEBT.

Capital stock as authorized by law .....	\$5,000,000 00
Amount of stock subscribed .....	2,169,550 00
Amount paid in as by last report .....	1,898,800 00
Total amount now paid in of capital stock .....	2,169,550 00
Funded debt, as per last report .....	3,679,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1875,) .....	\$168,000 00
2d mortgage bonds, (date of maturity, Oct. 1, 1893,) .....	45,000 00
General mortgage bonds, (date of maturity, March 1, 1896,) .....	3,742,000 00
	3,955,000 00
The amount now of floating debt .....	441,936 74

## ALLEGHENY VALLEY

Total amount now of floating and funded debt. . . .	\$4,396,936 74
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; general mortgage, 7 <sup>3</sup> / <sub>10</sub> per cent.	
Number of shares of stock. . . . .	43,991
Par value of each share . . . . .	\$50 00
Amount paid in on each share. . . . .	<u>50 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost. . . . .	<u>\$7,258,716 63</u>	<u>\$7,913,532 20</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Venango City. . . . .	131 miles.
Length of main line of road in Pennsylvania. . . . .	131 "
Length of road laid. . . . .	131 "
Length of sidings. . . . .	23 "
Gauge of road. . . . .	4 ft. 9 <sup>1</sup> / <sub>2</sub> in.
Weight of rail per yard on main track. . . . .	60 pounds.
Number of engine houses and shops: 4 engine houses and 1 shop.	
Number of engines . . . . .	32
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,500.) . . . . .	19
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each \$2,500,) . . . . .	5
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,) . . . . .	425
Number of iron bridges, (total length in feet, 60,) . . . . .	1
Number of wooden bridges, (total length in feet, 3,660,) . . . . .	25
Number of railroads crossed . . . . .	1
Number of stations on main road . . . . .	61
Number of wood and water stations on main road, . . . . .	14
Value of real estate held by the company, exclusive of road way. . . . .	\$136,083 73
How is track laid, and on what foundation? Stone and gravel ballast and white oak ties.	

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

Number of miles run by passenger trains .....	858,282
Number of miles run by freight trains.....	4,891,637
Number of miles run by coal trains.....	527,351
Number of through passengers for the year on main road.....	11,024
Number of passengers (all classes) carried in cars..	433,387
Number of tons of 2,000 lbs. of through freight for the year on main road.....	67,174
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	607,763
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.....	25 "
Average rate of speed adopted by freight trains, including stops.....	12 "
Weight of first class passenger engines .....	26 tons.
Weight of freight engines .....	30 "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	29,421	June, 1869.....	33,078
December, 1868.....	28,197	July, 1869.....	39,953
January, 1869.....	28,352	August, 1869.....	40,008
February, 1869.....	25,478	September, 1869.....	43,683
March, 1869.....	32,789	October, 1869.....	47,032
April, 1869.....	40,214		
May, 1869.....	42,182	Total.....	433,387

*The amount of freight, specifying the quantity in tons :*

Anthracite coal .....	None.	Agricultural products.....	14,280
Bituminous coal .....	250,319	Merchandise.....	10,545
Petroleum.....	179,927	Manufactures .....	30,537
Pig iron .....	30,177	Live stock .....	501
Railroad iron.....	17,663	Lumber .....	5,718
Other iron or castings.....	6,301	Other articles .....	25,400
Iron and other ores.....	27,003		
Lime and limestone .....	9,392	Total.....	607,763

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

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

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

For through freight.....	2½ cents.
For through coal .....	2 "
For local freight.....	3 "
For local coal .....	3 "

#### EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintainance of way, including build- ings.....	\$169,739 56
Taxes on real estate.....	1,477 17
Total .....	<u>171,216 73</u>

*Repairs of machinery:*

Repairs of engines and tenders .....	\$40,376 69
Repairs of passenger and baggage cars .....	11,751 58
Repairs of freight cars .....	24,847 28
Repairs of tools and machinery in shops.....	2,097 91
Incidental expenses, including oil, fuel, clerks, watch- men, &c., about shops .....	29,985 45
Total .....	<u>109,058 91</u>

*Operating the road:*

Office expenses, stationery, &c .....	\$9,957 16
Agents and clerks .....	25,883 82
Labor—loading and unloading freight .....	11,762 28
Porters, watchmen and switch tenders .....	17,805 71
Conductors, baggage masters and brakemen.....	49,570 87
Engineers and firemen .....	42,402 60
Fuel and cost of preparing for use.....	33,705 67



## RAILROAD REPORT.

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Oil and waste for engines and tenders, passenger, baggage and freight cars .....	\$7,748 90
Loss and damage of goods and baggage .....	3,275 73
Use of freight cars .....	5,690 98
Shoveling snow .....	1,028 15
Damage for injury of persons .....	2,322 05
Damage to property, including damage by fire and cattle killed on road .....	400 00
General superintendence .....	26,263 60
Contingencies .....	185,570 44
<b>Total</b> .....	<b>422,387 96</b>

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
November, 1868.	\$24,519 97	\$49,055 86	\$1,148 75	\$11 40	\$102 50	\$74,838 48
December, 1868.	19,167 38	46,799 68	1,148 75	22 30	192 00	67,330 11
January, 1869.....	16,860 53	33,565 23	1,148 75	10 80	70 00	51,658 36
February, 1869...	16,609 83	41,394 69	1,148 75	8 40	92 50	59,254 07
March, 1869.....	20,432 80	58,502 14	1,148 75	19 96	222 00	80,325 65
April, 1869.....	33,881 77	55,389 64	1,148 75	17 14	192 47	90,629 77
May, 1869.....	26,644 38	68,160 66	1,218 75	7 20	20 00	91,050 99
June, 1869.....	26,696 13	78,926 14	1,218 75	.....	33 00	106,774 02
July, 1869.....	30,239 70	62,941 97	1,218 75	36	77 00	94,477 78
August, 1869.....	30,690 61	74,209 98	1,218 75	.....	75 00	106,094 34
September, 1869..	33,331 92	82,372 29	1,218 75	.....	75 00	116,997 96
October, 1869.....	30,962 95	73,709 07	1,148 75	57 70	75 00	105,953 47
<b>Total</b> .....	<b>309,837 97</b>	<b>720,030 30</b>	<b>14,135 00</b>	<b>155 26</b>	<b>1,228 47</b>	<b>1,045,385 00</b>

*Summary of payments:*

For maintaining and operating the road .....	\$702,663 60
For interest .....	305,417 41
For United States tax .....	10,167 90

## ACCIDENTS.

Employees .....	Killed. 3	Injured. 7
Others .....	1	1
<b>Total</b> .....	<b>4</b>	<b>8</b>

*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 :*

The following list of employees, killed and injured, not including any passengers, as there were none injured :

February 6. George Adams fell from cars at ———; train No. 4; leg smashed; died.

February 17. Pat. Dunkle caught between bumpers at Scrubgrass; express; arm amputated; well.

February 17. W. C. Reiter fell from train at Rosston; local freight; arm amputated; well.

March 6. Jno. Kerns, on track, unseen by engineer, at Foster; shifting engine; killed instantly.

April 23. M. M'Donough fell from cars at Franklin; gravel train; killed instantly.

May 29. Harry Trent fell from engine at Sharpsburg; engine No. 9; foot amputated; well.

May 4. W. H. Taylor fell from train at Logansport; mixed way; severe scalp wound; well.

July 15. Jno. Rodgers fell from train at Logan's Ferry; freight train; injured; died.

September 1. R. Baylers fell from train at ———; crude oil train; three fingers taken off.

August 23. Wm. Caughey caught between bumpers at Kittanning; freight train; killed instantly.

October 28. Jno. Brinton; coupling cars at Emlenton; gravel train; killed instantly.

October 29. John Smith; coupling cars at ———; freight train; hand smashed.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Phillips.....	Pittsburg.
J. Talton Lyon.....	Pittsburg.
Wm. M. Lyon.....	Pittsburg.
Wm. K. Nimick.....	Pittsburg.
B. F. Jones.....	Pittsburg.
Felix R. Brunot.....	Pittsburg.
Jas. Park, Jr.....	Pittsburg.
William Phillips, President.....	Pittsburg.
John Ballentine, Secretary.....	Pittsburg.
John Ballentine, Treasurer.....	Pittsburg.
John J. Lawrence, Superintendent.....	Pittsburg.

(No. 2.)

## ATLANTIC AND GREAT WESTERN.

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

Personally appeared James M'Henry, president, and John Gardner, treasurer, of the Atlantic and Great Western railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES M'HENRY, *President.*  
 JOHN GARDNER, *Treasurer.*

Sworn and subscribed before me, this }  
 24th day of November, 1869. }

JOSEPH C. LAWRENCE, *Commissioner.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$30,000,000 00
Amount of stock subscribed .....	29,683,294 91
Total amount now paid in of capital stock .....	29,598,695 38
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1876, 1877, 1879, 1882 and 1884,) .....	\$8,512,400 00
2d mortgage bonds, (date of maturity, 1881, 1882 and 1883,) ..	3,908,000 00
Consolidated 1st mortgage bonds, (date of maturity, 1895,) .....	17,579,500 00
	29,999,900 00
The amount now of floating debt .....	Unascertained.
Total amount now of floating and funded debt ..	Unascertained.
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; consolidated mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends .....	None paid.

Number of shares of stock .....	600,000
Par value of each share .....	\$50 00
Amount paid in on each share .....	Unascertained.
Amount of capital on which the respective dividends were declared .....	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
James M'Henry.....	New York.
John Gardner.....	New York.
Charles Day.....	New York.
Rush C. Hawkins.....	New York.
T. W. Kennard.....	New York.
E. W. M'Dermott.....	New York.
John B. Pannes.....	New York.
W. W. Macfarland.....	New York.
S. L. M. Barlow.....	New York.
Daniel J. Day.....	New York.
L. D. Rucker.....	New York.
R. L. Cutting, Jr.....	New York.
M. L. Mackenzie.....	New York.
Wentworth Hoythe.....	New York.
L. Johnston.....	New York.
Tattoo Jackson.....	Philadelphia.
Jacob Riblet.....	Gallon, O.
J. W. Tyler.....	Cleveland, O.
E. P. Brainard.....	Ravenna, O.
David Jones.....	Ravenna, O.
Jacob Crall.....	Ashland, O.
James M'Henry, President.....	New York.
Charles Day, Secretary.....	New York.
John Gardner, Vice President and Treasurer.....	New York.

ATLANTIC AND GREAT WESTERN RAILWAY Co.,  
 SECRETARY'S OFFICE, No. 40, BROADWAY,  
 New York, November 24, 1869. }

J. F. HARTRANFT, Esq.,

*Auditor General, &c., of the State of Pennsylvania:*

DEAR SIR:—I beg leave to submit herewith as full a return of the business of this company, for the year ending the 30th day of October, 1869, as can be made from this ~~office~~. The receiver—being in full possession—can alone furnish such further information as may be required.

I am, my dear sir, very truly yours,

C. DAY, *Secretary.*

(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 in the within 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 }  
 23d day of November, 1869. }

W. O. KRESS, *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 .....	482,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1881,) .....	\$379,000 00
2d mortgage bonds, (date of maturity, July 1, 1884,) .....	100,000 00
	479,000 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	479,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: 1869, January, 4 per cent; July 27, 4 per cent.	

Number of shares of stock .....	11,000
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 .....	<u>550,000 00</u>

## COST OF ROAD AND EQUIPMENT.

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

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Lock Haven to junction with Tyrone and Clearfield road, near Tyrone .....	51 $\frac{195}{1000}$ miles.
Length of main line of road in Pennsylvania ....	51 $\frac{195}{1000}$ miles.
Length of road laid .....	51 $\frac{195}{1000}$ miles.
Length of double track of road .....	None.
Length of sidings .....	4 $\frac{1}{10}$ miles.
Gauge of road .....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track .....	45 pounds.
Branch roads owned by the company, and their length, viz: From Milesburg to Bellefonte ....	2 miles.
Roads worked or leased by the company .....	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 .....	None.
Number of wooden bridges, (total length 1,698 feet,) .....	67
Number of stone bridges .....	None.

## RAILROAD REPORT.

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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, exclu-	
sive of road way .....	\$10,000 00
Number of tunnels .....	None.
How is track laid and on what foundation? On	
wooden cross-ties, ballasted with stone.	

The road of this company is maintained and operated by the Pennsylvania railroad company, under a lease for ninety-nine years, dated December 7, 1864.

*Summary of payments :*

For construction .....	\$1,050,000 00
For dividends .....	44,000 00
For interest.....	29,920 00
For miscellaneous .....	1,356 00
For State tax on capital stock .....	1,650 00
For United States tax.....	2,315 80
<b>Total.....</b>	<b>79,241 80</b>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
L. A. Mackey.....	Lock Haven, Pa.
Thos. A. Scott.....	Philadelphia, Pa.
Andrew G. Curtin.....	Philadelphia, Pa.
D. K. Jackman.....	Philadelphia, Pa.
Chas. A. Mayer.....	Lock Haven, Pa.
James Gamble.....	Jersey Shore, Pa.
Wm. P. Wilson .....	Bellefonte, Pa.
L. A. Mackey, President.....	Lock Haven, Pa.
H. T. Beardsley, Secretary.....	Lock Haven, Pa.
Phillip M. Price, Treasurer.....	Lock Haven, Pa.
Geo. C. Wilkins, Superintendent .....	Tyrone, Pa.

(No. 4.)

## BARCLAY COAL AND RAILROAD COMPANY.

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

Personally appeared Edward M. Davis, president, and Harvey Shaw, treasurer, of the Barclay coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. M. DAVIS, *President.*

HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, }  
 this 22d day of November, 1869. }

CHARLES H. EVANS, *Notary Public.*

## 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.....	134,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1882,).....	\$119,000 00
2d mortgage bonds .....	None.
3d mortgage bonds .....	None.
	119,000 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	119,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: January, April, June, September and November, (total,) .....	
	7 per cent.



**RAILROAD REPORT.**

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Number of shares of stock.....	20,000
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.....	<u>1,000,000 00</u>

**COST OF ROAD AND EQUIPMENT.**

This company purchased the "road and equipment" at public sale, with the mines, lands, houses, &c., therefore we cannot state the cost of road and equipment in the manner queried after.

The Barclay coal company's railroad and mines are leased to the Towanda coal company. To all unanswered questions, we respectfully refer the Auditor General to the said Towanda coal company.

**NAMES AND RESIDENCE OF OFFICERS.**

Directors.	Post office address.
J. V. Williamson.....	Philadelphia.
Edward Lewis.....	Philadelphia.
Thomas Wilson.....	Baltimore.
Levi Dickson.....	Philadelphia.
J. R. Claghorn.....	Philadelphia.
T. T. Wierman.....	Harrisburg.
Edward M. Davis, President.....	Philadelphia.
Harvey Shaw, Secretary and Treasurer.....	Philadelphia.

(No. 5.)

## BARCLAY.

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

Personally appeared James M. Ward, superintendent, and Alex. Diven, treasurer, of the Towanda coal company, lessees of Barclay railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. M. WARD, *Superintendent.*  
 A. DIVEN, *Treasurer.*

Sworn and subscribed before me, this }  
 30th day of November, 1869. }

W. C. BOGERT, *J. P.*

## STOCK AND DEBT.

Refer to Barclay coal company.

H. SHAW, *Secretary and Treasurer, Philadelphia, Pa.*

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Towanda to Barclay .....	16 miles.
Length of main line of road in Pennsylvania.....	16 miles.
Length of road laid.....	16 miles.
Length of double track of road .....	None.
Length of sidings .....	• 4 miles.
Gauge of road .....	4 feet 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, viz: We transport coal from Towanda to Waverly, N. Y., over the Pennsylvania and New York canal and railroad company's railroad, and pay trackage for same.	
Number of engine houses and shops.....	2

RAILROAD REPORT.

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Number of engines .....	5
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, \$1,200,) .....	2
Number of freight cars, rated as four wheel cars, (average cost of each, \$300,) .....	15
Number of coal cars, rated as four wheel cars, (average cost of each, \$250,) .....	290
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 .....	6
Number of wood and water stations on main road, .....	5
Number of tunnels .....	None.
How is track laid and on what foundation? Oak and Hemlock cross-ties and gravel ballast.	

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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 .....	54,688
Number of through passengers for the year on main road .....	7,377
Number of passengers (all classes) carried in cars, .....	14,690
Number of tons of 2,000 lbs. of through freight for the year on main road .....	169,662 $\frac{905}{2000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	176,065 $\frac{905}{2000}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.) ....	None run.
Average rate of speed adopted by express trains, including stops .....	None run
Average rate of speed adopted by coal trains, including stops .....	12 miles.
Weight of freight engines .....	<u>25 tons.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	1,054	June, 1869.....	1,203
December, 1868.....	1,054	July, 1869.....	1,375
January, 1869.....	848	August, 1869.....	1,551
February, 1869.....	945	September, 1869.....	1,523
March, 1869.....	1,200	October, 1869.....	1,378
April, 1869.....	1,215		
May, 1869.....	1,335	Total.....	<u>14,690</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	None.	Other articles, bark.....	2,892
Bituminous coal.....	169,020:1520		
Merchandise.....	641:1385	Total.....	<u>178,065 905</u>
Lumber.....	3,511		

*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 cents.</u>

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

For through freight.....	About 4 cts.
For through coal.....	About 2½ cts.
For local freight.....	About 6 cts.
For local coal.....	<u>None carried.</u>

EXPENSES.

*Maintaining the road or real estate of the corporation :*

	Freight transport'n.
Repairs or maintenance of way, including buildings,	\$38,575 50
Taxes on real estate, including coal lands.....	3,701 92
Total.....	<u>42,277 42</u>

*Repairs of machinery :*

Repairs of engines and tenders.....	\$4,389 72
Repairs of passenger, baggage and freight cars, and of tools and machinery in shops and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	16,770 50
Total.....	<u>21,160 22</u>

*Operating the road :*

Office expenses, stationery, &c .....	\$838 75
Agents and clerks .....	4,820 00
Labor—loading and unloading freight .....	866 32
Conductors, baggage masters and brakemen .....	7,099 60
Engineers and firemen .....	8,273 02
Fuel and cost of preparing for use .....	4,964 07
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	3,109 38
Shoveling snow: Included in maintenance of way.	
Damage for injury of persons and to property, in- cluding damage by fire and cattle killed on road,	206 00
General superintendence .....	4,000 00
Contingencies .....	None.
<b>Total</b> .....	<u><u>34,177 14</u></u>

*Receipts :*

From passengers .....	\$4,819 60
From freight .....	4,569 71
From mail and express .....	75 00
<b>Total</b> .....	<u><u>9,464 31</u></u>

What express companies run on your road and on what terms ?  
None.

What transportation or freight companies run on your road and  
on what terms ? None.

This road was leased by the Towanda coal company from the Barclay coal company, and is used almost exclusively for carrying the company's coal from their mines at Barclay to Waverly, N. Y., passing from Towanda, over the Pennsylvania and New York canal and railroad company's railroad, to its connection with Erie railway. The accounts in our office are kept so as to include all expenses of mining coal and contingencies connected therewith. We consequently cannot give as full report as made by railroad companies doing an exclusive transportation business.

## ACCIDENTS.

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jay Gould .....	New York.
J. C. B. Davis.....	New York.
A. S. Diven.....	New York.
Jas. Fisk, Jr.....	New York.
G. M. Diven.....	Elmira, N. Y.
Jay Gould, President.....	New York.
H. N. Otis, Secretary.....	New York.
Alex. Diven, Treasurer.....	Towanda, Pa.
J. M. Waid, Superintendent.....	Towanda, Pa.

(No. 6.)

## BELLEFONTE AND SNOW SHOE.

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

Personally appeared R. H. Downing, president, and Daniel Rhoads, general superintendent and treasurer, of the Bellefonte and Snow Shoe railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) R. H. DOWNING, *President.*  
 DANIEL RHOADS, *Treasurer.*

Affirmed and subscribed before me, }  
 this 1st day of December, 1869. }

SAM'L P. JONES, JR., *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 stock.....	600,000 00
Funded debt, as per last report .....	99,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1883,).....	99,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: February 1, 1869.....	3 per cent.
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>

## BELLEFONTE AND SNOW SHOE

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$323,291 10	\$323,291 10
Equipment .....	118,767 77	118,767 77

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley road to Snow Shoe .....	21 miles.
Length of main line of road in Pennsylvania.....	21 "
Length of road laid.....	21 "
Length of double track of road .....	None.
Length of sidings .....	2 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by the company, and their length, viz: One to saw mill.....	1½ miles.
Roads worked or leased by the company, viz: One four miles long, or the joint use of the Bald Eagle Valley road from Snow Shoe intersection to Bellefonte.	
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,).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$700,).....	6
Number of coal cars, rated as eight wheel cars, (average cost of each, \$350,).....	54
Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, 4,680,).....	11
Number of stone bridges.....	None.
Number of railroads crossed.....	Not any.
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, on stone and gravel ballast.	

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

Number of miles run by passenger trains: No such trains.	
Number of through passengers for the year on main road .....	7,661
Number of passengers (all classes) carried in cars,	25,478
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	107,083
Average rate of speed adopted by freight trains, including stops .....	10 miles.
Weight of freight engines .....	<u>27 tons.</u>

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	1,632	June, 1869 .....	2,337
December, 1868 .....	1,672	July, 1869 .....	2,368
January, 1869 .....	1,356	August, 1869 .....	2,736
February, 1869 .....	1,656	September, 1869 .....	2,410
March, 1869 .....	2,199	October, 1869 .....	2,267
April, 1869 .....	2,651		
May, 1869 .....	2,194	Total .....	<u>25,478</u>

*The amount of freight, specifying the quantity in tons:*

Bituminous coal .....	89,856	Other articles .....	4,210
Agricultural products .....	991		
Merchandise .....	1,046	Total .....	<u>107,083</u>
Lumber .....	11,480		

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

For first class through passengers .....	3 $\frac{1}{2}$ cents.
For first class way passengers .....	<u>4 " "</u>

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

For through freight.....	12 cents.
For through coal .....	1½ “
For local coal .....	2½ “

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including build- ings.....	\$34,522 69
Taxes on real estate.....	284 36
Total.....	<u>34,807 05</u>

*Repairs of machinery:*

Repairs of engines and tenders .....	\$5,322 73
Repairs of passenger, baggage and freight cars...	2,291 61
Repairs of tools and machinery in shops.....	311 61
Total.....	<u>7,925 95</u>

*Operating the road:*

Office expenses, stationery, &c.....	\$409 30
Agents and clerks .....	1,680 00
Labor—loading and unloading freight .....	837 60
Porters, watchmen and switch tenders.....	2,475 34
Conductors, baggage masters and brakemen.....	6,502 98
Engineers and firemen .....	4,773 64
Fuel, and cost of preparing for use.....	2,433 61
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,308 25
Loss and damage of goods and baggage .....	79 82
Shoveling snow.....	324 25
Damage to property, including damage by fire and cattle killed on road.....	25 00
General superintendence .....	3,397 58
Contingencies .....	2,182 19
Total.....	<u>26,429 56</u>

## RECEIPTS.

Months.	Passengers.	Freight.	Miscella's.	Total.
November, 1868 .....	\$583 60	\$4,705 58	\$15 44	.....
December, 1868 .....	607 10	4,138 02		.....
January, 1869 .....	503 25	4,354 31	3 97	.....
February, 1869 .....	565 10	4,559 27	6 70	.....
March, 1869 .....	751 45	5,564 79		.....
April, 1869 .....	982 50	5,328 59	8 30	.....
May, 1869 .....	801 60	5,760 08	6 21	.....
June, 1869 .....	846 65	5,563 18		.....
July, 1869 .....	866 50	4,900 44	1,311 51	.....
August, 1869 .....	953 80	4,802 85	55 55	.....
September, 1869 .....	831 35	4,806 43		.....
October, 1869 .....	703 85	4,901 11	66 61	.....
Total .....	8,896 75	50,389 65	1,474 29	\$69,760 69
Received from other sources .....				38,582 27
				<u>108,342 96</u>

*Summary of payments:*

For maintaining and operating the road .....	\$69,162 56
For dividends, and United States and State tax thereon .....	19,800 00
For interest .....	6,123 42
For miscellaneous .....	4,413 52
For State tax on capital stock and tonnage .....	3,524 53
For United States tax .....	1,905 92
Total .....	<u>104,929 95</u>

*Cost of transportation:*

What express companies run on your road, and on what terms?  
No express company using road.

What transportation or freight companies run on your road, and  
on what terms? None.

## ACCIDENTS.

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

KILLED—Others .....

1

Mrs. Sarah Webster, walking on track near engine house at Bellefonte, was killed October 1, 1869, by train, while shifting cars.

## BELLEFONTE AND SNOW SHOE

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. H. Downing .....	Philadelphia.
Wistar Morris .....	Philadelphia.
Jacob P. Jones .....	Philadelphia.
F. C. Yarnall.....	Philadelphia.
M. T. Milliken .....	Bellefonte, Pa.
R. H. Downing, President.. .... 1608 Market street, Philadelphia.	
John H. Wheeler, Secretary .....	
1608 Market street, Philadelphia.	
Daniel Rhoads, Treasurer and Supt... Bellefonte.	

(No. 7.)

## BLOSS COAL MINING AND RAILROAD COMPANY.

SUPERINTENDENT'S OFFICE, }  
 Corning, N. Y., December 6, 1869. }

Hon. J. F. HARTRANFT,

*Auditor General:*

DEAR SIR:—Our company is a coal company, and the amount of our capital stock includes lands, improvements, &c., pertaining to the developing and operating the mines.

The railroad was built from our mines to Blossburg, and upon its completion we made a perpetual lease of it to the Tioga railroad company.

The cost of construction was..... \$120,000 00

Yours, &c.,

F. N. DRAKE, *Sup't.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Arnot.....	Elmira, N. Y.
Lorenzo Webber.....	Elmira, N. Y.
Henry Sherwood.....	Corning, N. Y.
F. N. Drake .....	Corning, N. Y.
Constant Cook.....	Bath, N. Y.
H. H. Cook.....	Bath, N. Y.
F. C. Dimming.....	Addison, N. Y.
M. P. Bush.....	Buffalo, N. Y.
John Arnot, President.....	Elmira, N. Y.
Constant Cook, Vice President.....	Bath, N. Y.
H. H. Cook, Secretary and Treasurer.....	Bath, N. Y.
F. N. Drake, Superintendent.....	Corning, N. Y.

(No. 8.)

## BUFFALO, CORRY AND PITTSBURG.

STATE OF NEW YORK, }  
 Chautauqua County, } ss:

Personally appeared Matthew P. Bemus, treasurer of the Buffalo, Corry and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) MATTHEW P. BEMUS, *Treasurer.*

Sworn and subscribed before me, this }  
 12th day of January, 1870. }

H. O. LAKIN, *Surrogate.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,000,000 00
Amount of stock subscribed .....	442,497 50
Amount paid in as by last report .....	428,717 50
Total amount now paid in of capital stock .....	428,717 50
Funded debt, as per last report .....	700,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1886,) .....	700,000 00
Floating debt, as by last report .....	376,234 17
The amount now of floating debt .....	374,315 43
Total amount now of floating and funded debt...	1,074,315 43
Rate per cent. per annum of interest on funded debt, 1st mortgage .....	7 per cent.
Number of shares of stock .....	<u>10,000</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment .....	<u>\$1,431,465 73</u>	<u>\$1,446,987 95</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road from Brocton, N. Y., to Corry, Pa.....	43 $\frac{2}{10}$ miles.
Length of main line of road in Pennsylvania.....	6 “
Length of road laid.....	43 $\frac{2}{10}$ “
Length of sidings.....	1 “
Gauge of road.....	4 ft. 9 $\frac{1}{4}$ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops .....	1
Number of engines .....	6
Number of first class passenger cars, (rated as eight wheel cars,) .....	5
Number of baggage, mail and express cars, (rated as eight wheel cars,) .....	2
Number of freight cars, (rated as eight wheel cars,) .....	23
Number of railroads crossed.....	2
Number of stations on main road .....	7
How is track laid, and on what foundation? Wood- en cross-ties, ballasted with gravel.	

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

Number of miles run by passenger trains .....	52,524
Number of miles run by freight trains .....	69,433
Number of passengers (all classes) carried in cars, Number of tons of 2,000 lbs. of through freight for the year on main road .....	53,122
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	80,238
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 .....	20
Average rate of speed adopted by freight trains, including stops .....	12
Weight of first class passenger engines .....	28 tons.
Weight of freight engines.....	28 “

*The amount of freight, specifying the quantity in tons:*

Anthracite coal.....	159	Live stock.....	1,836
Petroleum.....	68,262	Lumber.....	2,170
Agricultural products.....	300	Other articles.....	918
Merchandise.....	197		
Manufactures.....	6,396	Total.....	<u>80,238</u>

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

For first class through passengers.....	.032 cents.
For first class way passengers.....	<u>.032</u> "



## EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings .....	\$35,644 41		
Taxes on real estate .....	7,344 64		
<b>Total</b> .....	<b>42,989 05</b>		
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders .....	\$11,389 85		
Repairs of passenger and baggage cars .....	1,082 25	\$1,082 25	
Repairs of freight cars .....	3,512 98		\$3,512 98
Repairs of tools and machinery in shops .....	120 12		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	943 16		
<b>Total</b> .....	<b>17,048 36</b>	<b>1,082 25</b>	<b>3,512 98</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c. ....	\$775 89	\$558 97	\$216 92
Agents and clerks .....	11,125 60	3,601 47	7,524 13
Labor—loading and unloading freight .....	5,615 75		5,615 75
Porters, watchmen and switch tenders .....	3,143 86		
Wood and water station attendance .....	867 04		
Conductors, baggage masters and brakemen .....	11,476 69	4,977 99	6,498 70
Engineers and firemen .....	11,238 16	2,809 51	8,428 65
Fuel and cost of preparing for use .....	25,145 10	6,286 27	18,858 83
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	2,686 63		
Loss and damage of goods and baggage .....	279 87		279 87
Use of freight cars .....	5,744 32		5,764 32
Shoveling snow, rent of offices and depots .....	699 97	129 16	570 81
Damage for injury of persons .....	16 00		
Damage to property, including damage by fire and cattle killed on road .....	2,022 42	1,247 21	775 21
General superintendence .....	5,388 34		
Contingencies .....	2,392 37	943 64	1,448 73
<b>Total</b> .....	<b>88,638 01</b>	<b>20,554 22</b>	<b>55,981 92</b>

## RECEIPTS.

Passengers.....	\$73,232 72
Freight .....	142,002 92
Mail and express.....	10,011 59
Miscellaneous .....	662 11
<b>Total .....</b>	<b>225,909 34</b>

*Summary of payments:*

For construction and equipment.....	\$15,522 22
For maintaining and operating the road.....	148,675 42
For interest.....	70,992 69
For United States tax.....	5,320 75
<b>Total .....</b>	<b>240,511 08</b>

*Cost of transportation:*

What express companies run on your road, and on what terms?  
American M. U. express company.

## ACCIDENTS.

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:*

Thomas Donnell, breakman, fell from train and lost left arm.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jay Gould.....	New York.
Jas. Fisk, Jr.....	New York.
S. D. Racker.....	New York.
Fred. A. Lane.....	New York.
J. C. B. Davis.....	New York.
Thos. Struthers.....	Warren, Pa.
Wm. H. Steward.....	Corry, Pa.
Daniel Williams.....	Harmony, N. Y.
M. P. Bemus.....	Mayville, N. Y.
Wm. P. Whiteside.....	Mayville, N. Y.
Amos K. Warren.....	Mayville, N. Y.
Geo. W. Gifford.....	Mayville, N. Y.
John F. Phelps.....	Mayville, N. Y.
Jay Gould, President.....	New York.
M. P. Bemus, Secretary and Treasurer.....	Mayville, N. Y.
A. R. Trew, Superintendent.....	Mayville, N. Y.

(No. 2.)

## BUFFALO, BRADFORD AND PITTSBURG.

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

Personally appeared H. N. Otis, treasurer of the Buffalo, Bradford and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) H. N. OTIS, *Treasurer.*

Sworn and subscribed before me, this }  
 — day of November, 186—. }

—————, *J. P.*

## STOCK AND DEBT.

Amount paid in as by last report.....	\$2,286,000 00
Total amount now paid in of capital stock .....	2,286,000 00
Funded debt, as per last report .....	580,000 00
The amount now of funded debt, (date of maturity cannot be ascertained in time, Dec. 28, 1869,) as follows:	
1st mortgage bonds.....	\$3,000,00
2d mortgage bonds .....	500 00
Mortgage bonds, (date of maturity, January 1, 1896,) but exchangea- ble into stock of corporation lessee, .....	580,000 00
	583,500 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	22,860
Par value of each share .....	\$100 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (should have been \$2,869,500 00,) stated at . . . .	\$2,866,000 00	2,869,500 00
Equipment . . . . .		None.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Carrollton, N. Y., to Gilesville, Pa . . . . .	26 miles.
Length of main line of road in Pennsylvania . . . . .	18 miles.
Length of main line of road in New York . . . . .	8 miles.
Length of road laid . . . . .	26 miles.
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 . . . . .	None.
Number of wooden bridges, (total length in feet, 698,) . . . . .	10
Number of railroads crossed . . . . .	None.
Number of stations on main road . . . . .	8
How is track laid and on what foundation? On cross-ties, filled in with common earth.	

This road is leased to the Erie railway company of New York and is operated by that company.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jas. W. Hilton .....	Bradford, Pa.
Daniel Kingsbury .....	Bradford, Pa.
James E. Blair.....	Bradford, Pa.
A. K. Johnson .....	Bradford, Pa.
J. T. Cameron.....	Susquehanna Station, Pa.
Theo. Springstein.....	Susquehanna Station, Pa.
S. V. King .....	Lackawaxen, Pa.
P. T. B. Emmons .....	Great Bend, Pa.
Jay Gould.....	New York.
Jas. Fisk, Jr.....	New York.
A. L. Diven .....	New York.
W. J. Hilton .....	New York.
M. Smith.....	New York.
James W. Hilton, President.....	Bradford, Pa.
Jay Gould, Vice President .....	New York city.
H. N. Otis, Secretary and Treasurer .....	New York city.

(No., 10.)

## BUFFALO AND ERIE.

STATE OF NEW YORK, }  
*Erie County,* } ss :

Personally appeared William Williams, president, and H. H. Lyman, acting treasurer, of the Buffalo and Erie railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. WILLIAMS, *President.*  
 H. H. LYMAN, *Acting Treasurer.*

Sworn and subscribed before me, this }  
 27th day of November, 1869. }

JAMES S. GIBBS, *Commissioner.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$6,000,000 00
Amount of stock subscribed .....	6,000,000 00
Amount paid in as by last report .....	6,000,000 00
Total amount now paid in of capital stock .....	6,000,000 00
Funded debt, as per last report .....	3,700,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, June 1, 1870,) \$400,000; April 1, 1898, \$3,000,000; November 1, 1873, \$100,000; July 1, 1882, \$200,000; Sept. 1, 1886, \$300,000; total .....	4,000,000 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	400,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage .....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Feb. 1, 4 per cent.; Aug. 1, 4 per cent.	
Number of shares of stock .....	60,000

## BUFFALO AND ERIE

Par value of each share .....	\$100 00
Amount paid in on each share .....	100 00
Amount of capital on which the respective dividends were declared .....	<u>6,000,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$6,718,800 71</u>	<u>\$7,008,901 03</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo, N. Y., to Erie, Pa.....	88 miles.
Length of main line of road in Pennsylvania .....	1 $\frac{1}{2}$ "
Length of road laid.....	88 "
Length of double track of road .....	3 "
Length of sidings .....	40 "
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 .....	None.
Roads worked or leased by the company .....	None.
Number of engine houses and shops.....	5
Number of engines .....	47
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,000.).....	24
Number of second class passenger and emigrant cars, rated as eight wheel cars, (average cost of each, \$3,000.).....	7
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,500.) .....	16
Number of freight and coal cars, rated as eight wheel cars, (average cost of each, \$700,) .....	1,057
Number of iron bridges, (total length in feet, 870.) .....	16
Number of wooden bridges, (total length in feet, 642,) .....	3
Number of stone bridges, (total length in feet, 382,) .....	5
Number of railroads crossed.....	2



**RAILROAD REPORT.**

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Number of stations on main road .....	21
Number of wood and water stations on main road,	17
Value of real estate held by the company, exclu- sive of road way, (exclusive also of personal pro- perty,).....	\$1,668,498 00
Number of tunnels .....	None.
How is track laid and on what foundation? On oak ties, with fish-plate joints and gravel and dirt foundation.	

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

Number of miles run by passenger trains .....	266,564
Number of miles run by freight and coal trains...	723,063
Number of through passengers for the year on main road.....	225,265
Number of passengers (all classes) carried in cars,	388,253
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of ton- nage for the year, (2,000 lbs. per ton.).....	986,271
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	22
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.....	25 tons.
Weight of freight engines .....	32 tons.

**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.**

November, 1868 .....	35,497	June, 1869.....	34,949
December, 1868.....	32,452	July, 1869.....	39,547
January, 1869.....	27,571	August, 1869.....	43,700
February, 1869.....	26,104	September, 1869 .....	44,040
March, 1869.....	33,136		
April, 1869.....	36,008	Total.....	388,253
May, 1869.....	34,949		

*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	1, 256	Agricultural products.....	28, 650
Bituminous coal.....	218, 392	Merchandize.....	228, 625
Petroleum.....	55, 378	Manufactures .....	189, 678
Pig iron.....	1, 650	Live stock.....	236, 138
Railroad iron.....	2, 225	Lumber.....	9, 672
Other iron or castings and iron and other ores.....	3, 865	Other articles .....	9, 492
Lime and limestone.....	1, 250	Total.....	<u>986, 271</u>

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

For first class through passengers .....	2.5 cents.
For first class way passengers .....	3 “
For second class through passengers.....	1.8 “
For second class way passengers .....	<u>None.</u>

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

For through freight.....	1.75 cents.
For through coal .....	1.5 “
For local freight.....	1.75 “
For local coal .....	<u>1.5 “</u>

**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n.
Repairs or maintenance of way, including buildings.....	\$200,169 12		
Taxes on real estate.....	98,104 00		
<b>Total.....</b>	<b>298,273 12</b>		
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders .....	\$64,814 03		
Repairs of passenger and baggage cars.....	43,323 49		
Repairs of freight cars.....	44,729 45		
Repairs of tools and machinery in shops .....	5,557 84		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	23,803 85		
<b>Total.....</b>	<b>182,258 66</b>		
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$1,029 33	\$321 33	\$708 00
Agents and clerks.....	42,944 10	16,550 06	26,394 04
Labor—loading and unloading freight .....	48,811 68		48,811 68
Porters, watchmen and switch tenders.....	33,939 28	8,484 82	25,454 46
Wood and water station attendance.....	7,407 39	2,459 12	4,938 27
Conductors, baggage masters and brakemen .....	66,246 56	26,637 24	39,609 32
Engineers and firemen .....	53,034 05	14,005 09	44,028 96
Fuel and cost of preparing for use. ....	115,596 13	46,238 46	69,357 67
Law expenses .....	12,418 68	7,451 20	4,967 48
Oil and waste for engines and tenders, passenger, baggage and freight cars.. ..	18,423 20	7,369 29	11,053 91
Loss and damage of goods and baggage.....	4,774 06	127 27	4,646 79
Use of freight and passenger cars.....	17,849 80	200 00	17,649 80
Rent of offices.....	1,488 85	1,079 75	409 10
Damage for injury of persons.....	17,718 16	17,718 16	
Damage to property, including damage by fire and cattle killed on road.....	833 65	620 00	213 65
General superintendence .....	12,272 68	6,136 34	6,136 34
Contingencies.....	101,179 78	35,519 22	65,660 56
<b>Total .....</b>	<b>560,967 38</b>	<b>190,927 35</b>	<b>370,040 03</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

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

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
November, 1868,	\$66,417 33	\$109,642 92	\$4,709 01	\$821 05	\$101 14	\$181,691 45
December, 1868,	75,074 39	124,145 86	4,328 73	1,631 92	83 38	205,264 28
January, 1869.....	48,160 29	123,687 44	14,536 72	731 59	78 72	187,194 76
February, 1869.	42,292 20	104,508 72	3,191 05	1,108 20	78 04	151,178 21
March, 1869.....	53,073 96	132,488 55	12,839 26	4,338 11	68 35	203,708 23
April, 1869.....	60,771 88	137,591 10	2,312 84	2,643 90	68 29	203,428 05
May, 1869.....	57,030 89	116,576 53	8,000 87	819 35	94 60	182,552 24
June, 1869.....	65,962 33	117,996 59	2,911 02	1,282 39	84 05	188,236 38
July, 1869.....	69,940 01	108,471 97	5,490 00	517 75	103 16	184,522 89
August, 1869.....	74,831 26	119,897 46	2,979 01	2,660 17	123 38	200,491 28
Total.....	614,454 54	1,195,007 74	61,328 55	16,594 43	883 11	1,888,267 77

*Summary of payments :*

For maintaining and operating the road .....	\$1,041,499 18
For dividends .....	480,000 00
For interest .....	245,525 00
For surplus funds, State tax on capital stock and tonnage and United States tax.....	44,014 70
Total.....	<u>1,811,038 88</u>

*Cost of transportation :*

Cost per passenger per mile, proximate average ..	2.4 cents.
Cost per ton freight per mile, proximate average..	<u>1 cent.</u>

What express companies run on your road, and on what terms? American Merchants' Union and the United States express companies, to February 7, 1869, at \$173 10, and thereafter at \$145 60 a day.

What transportation or freight companies run on your road, and on what terms? Lines known as the Red, White and South Shore transit companies run over this road, the several roads in the line from Boston and New York to Chicago, Cincinnati and St. Louis

contributing their *pro rata* proportion of cars for the companies. The rates of transportation are fixed from time to time by their representatives.

## ACCIDENTS.

KILLED—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 :*

August 23, 1869. Geo. D. Perkins, brakeman, killed by falling from train near Harbor Creek, Pa.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Williams.....	Buffalo, N. Y.
Chas. H. Lee.....	Silver Creek, N. Y.
Alanson Robinson.....	New York.
Horace F. Clark.....	New York.
Augustus Schell.....	New York.
Jas. C. Harrison.....	Buffalo, N. Y.
Gibson T. Williams.....	Buffalo, N. Y.
John M. Hutchinson.....	Buffalo, N. Y.
Henry L. Lansing.....	Buffalo, N. Y.
Geo. H. Chase.....	Buffalo, N. Y.
Chas. M. Reed.....	Erie, Pa.
Milton Courtright.....	Erie, Pa.
Wm. L. Scott.....	Erie, Pa.
Wm. Williams, President.....	Buffalo, N. Y.
Geo. H. Chase, Secretary and Treasurer.....	Buffalo, N. Y.
R. N. Brown, Superintendent.....	Buffalo, N. Y.

BUFFALO AND ERIE RAILROAD COMPANY, }  
 TREASURER'S OFFICE, }  
 BUFFALO, November 29, 1869. }

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

DEAR SIR:—The Buffalo and Erie railroad company consolidated with the Lake Shore and Michigan Southern railway company on the tenth day of August, 1869, but continued to operate separately until September 1st.

This report, therefore, covers the doings of the Buffalo and Erie railroad company to September 1, 1869, and so much of the fiscal year as remains will be reported by the Lake Shore and Michigan Southern railway company.

Very truly yours,

H. H. LYMAN, *Acting Treasurer.*

(No. 11.)

## BUFFALO AND WASHINGTON.

BUFFALO, *November 17, 1869.*

J. F. HARTRANFT, Esq.,

*Auditor General, Harrisburg, Pa.:*

DEAR SIR:—In reply to your communication requesting report for the year ending October 30, 1869, I desire to say that the Buffalo and Washington railway have completed the survey of their line from Buffalo, N. Y., to Emporium, Pa., and have located the same through the counties of Erie and Cattaraugus, in the State of New York, and the counties of M'Kean, Potter and Cameron, in the State of Pennsylvania. They have built, completed and put in operation sixteen miles of road, from Buffalo to East Aurora, and have graded about five miles beyond that point. The capital stock is three million of dollars, divided in thirty thousand shares, of one hundred dollars each. There has been paid in the amount of \$428,472 95.

I am, sir, respectfully yours,

WM. C. ALBERGER,  
*Secretary and Superintendent.*

(No. 12.)

## 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, that the statements in the within report are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }  
 24th day of November, 1869. }

R. CLAY HAMERSLY, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$426,900 00
Amount of stock subscribed .....	426,900 00
Amount paid in as by last report.....	402,875 00
Total amount now paid in of capital stock .....	426,900 00
Date and rate per cent. per annum of dividend or dividends: November 1, 1869 .....	6 per cent.
Number of shares of stock .....	17,076
Par value of each share .....	\$25 00
Amount paid in on each share .....	25 00
Amount of capital on which the respective divi- dends were declared .....	<u>426,900 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$708,322 17</u>	<u>\$738,854 42</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Catasauqua to Rittenhouse Gap.....	20 miles.
Length of road laid.....	24 "
Length of sidings.....	8 "
Gauge of road .....	4 ft. 8½ inches.
Weight of rail per yard on main track: 19 miles, 50 pounds to yard, and 5 miles, 57 pounds.	
Branch roads owned by the company, and their length, viz: Wexlertown to Farmington .....	4 miles.
Roads worked or leased by the company .....	None.
Number of engine houses and shops.....	2
Number of engines .....	6
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	3
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,000,) .....	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$1,000,) .....	18
Number of ore and stone cars, rated as four wheel cars, (average cost of each, \$600,).....	400
Number of iron bridges, (total length, 1,240 feet, viz: Jordon bridge, 1,100 feet; Spring Creek, 20 feet; Little Lehigh, 40 feet; East Pennsylvania, 60 feet; Rupp's, 20 feet).....	5
Number of wooden bridges, (total length in feet, 16, at Clause's farm,) .....	1
Number of stone bridges, (total length in feet, 60, near Jordan bridge, 20 feet; Clause's, 20 feet; M'Intyre's, 20 feet,).....	3
Number of railroads crossed .....	1
Number of stations on main road.....	16
Number of wood and water stations on main road, .....	7
Value of real estate held by the company, exclusive of road way .....	\$21,000 00
Number of tunnels .....	None
How is track laid, and on what foundation? In the ordinary way, 19 miles with furnace cinders, and 5 miles with broken stones.	



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

Number of miles run by passenger trains .....	23,788
Number of miles run by freight trains .....	23,788
Number of miles run by coal trains.....	38,000
Number of passengers (all classes) carried in cars,	14,467
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	303,814 $\frac{9}{16}$
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,) ....	15 miles.
Average rate of speed adopted by freight trains, including stops .....	12 "
Weight of first class passenger engines .....	25 tons.
Weight of freight engines .....	30 to 35 "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

No monthly account taken.

Total for year..... 14,467*The amount of freight, specifying the quantity in tons :*

Anthracite coal, (2,240,).....	38,648.10	Merchandise, (2,000,).....	438.00
Bituminous coal, (2,240,).....	2,099.06	Manufactures, (2,000,).....	5,717.18
Pig and railroad iron, (2,240,) ..	9.084 00	Lumber and slate, (2,000,).....	8,604.00
Iron and other ores, (2,240,) ....	123,775.06	Other articles, (2,000,).....	3,667.01
Lime and limestone .....	109,861.10		
Agricultural products, (2,000,) ..	2,120.19	Total .....	<u>303,814.05</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.....	3 "
For second class way passengers.....	3 "

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

For through freight, (2,240 pounds,) .....	5 cents.
For through coal (2,240 pounds,) .....	2 $\frac{1}{2}$ "

## EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings .....	\$26,526 47		
Taxes on real estate.....	192 05		
<b>Total.....</b>			<b>\$26,718 52</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$12,303 44		\$12,303 44
Repairs of freight cars.....	638 61	\$638 61	
Repairs of tools and machinery in shops.....	570 58		570 58
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	727 37		727 37
<b>Total.....</b>	<b>14,239 98</b>	<b>638 61</b>	<b>13,601 37</b>
<b>OPERATING THE ROAD.</b>			
Agents and clerks.....	\$2,436 27	\$2,436 27	
Wood and water station attendance .....	2,796 61		\$2,796 61
Conductors, baggage masters and brakemen .....	4,004 11		4,004 11
Engineers and firemen .....	3,069 53		3,069 53
Fuel and cost of preparing for use .....	10,378 43	2,594 60	7,783 83
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,197 25	724 29	1,472 96
Use of freight cars.....	1,564 52	677 29	867 23
General superintendence .....	2,720 00		2,720 00
<b>Total.....</b>	<b>29,166 72</b>	<b>6,432 45</b>	<b>22,734 27</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	\$426,900 00
From other sources .....	311,954 42
<b>Total</b> .....	<b>738,854 42</b>

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Local freit.	Miscella- neous.	Total.
November, 1868.....	\$422 40	\$8,731 42			
December, 1868.....	443 10	10,410 75			
January, 1869.....	384 05	11,642 03			
February, 1869.....	519 30	9,761 12			
March, 1869.....	570 40	11,817 52			
April, 1869.....	525 64	11,401 84			
May, 1869.....	524 23	9,715 40			
June, 1869.....	474 00	6,080 48			
July, 1869.....	479 71	10,159 95			
August, 1869.....	496 16	10,800 74			
September, 1869.....	444 33	10,740 35			
October, 1869.....	365 10	9,833 53			
<b>Total</b> .....	<b>5,648 42</b>	<b>121,095 13</b>	<b>\$18,483 18</b>	<b>\$5,038 35</b>	<b>\$150,265 08</b>

*Summary of payments :*

For construction and equipment .....	\$44,836 28
For maintaining and operating the road .....	70,125 22
Dividends .....	25,614 00
State tax on capital stock, tonnage and gross receipts,	9,268 24
United States tax .....	1,280 70

*Cost of Transportation :*

What express companies run on your road, and on what terms ?  
None.

What transportation or freight companies run on your road,  
and on what terms ? None.

## ACCIDENTS.

KILLED—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 :*

May 14, 1869. Willard Chapman, brakeman, killed at Chapman's Station by freight train, while in the act of uncoupling cars ; him falling between the cars ; born in Pennsylvania ; 26 years old.

**NAMES AND RESIDENCE OF OFFICERS.**

Directors.	Post office address.
David Thomas.....	Catasauqua, Pa.
John T. Knight .....	Easton, Pa.
John Drake.....	Easton, Pa.
B. J. Leedom.....	Philadelphia, Pa.
Samuel Thomas.....	Catasauqua, Pa.
Alex. F. Hazard.....	Philadelphia, Pa.
Geo. A. Wood.....	Philadelphia, Pa.
Thomas Earp.....	Philadelphia, Pa.
Chas. E. Haven.....	Philadelphia, Pa.
John Thomas.....	Hokendauqua, Pa.
Joshua Hunt, President.....	Catasauqua, Pa.
John Williams, Secretary and Treasurer.....	Catasauqua, Pa.
C. W. Chapman, Superintendent.....	Catasauqua, Pa.

(No. 13.)

## CATAWISSA.

STATE OF PENNSYLVANIA, }  
*Philadelphia County,* } SS:

Personally appeared M. P. Hutchinson, president, and W. L. Gilroy, treasurer, of the Catawissa railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. P. HUTCHINSON, *President.*  
 W. L. GILROY, *Treasurer.*

Sworn and subscribed before me, this }  
 first day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Amount of stock subscribed .....	\$3,359,500 00
Amount paid in as by last report .....	3,359,500 00
Total amount now paid in of capital stock .....	3,359,500 00
Funded debt, as per last report .....	371,000 00

The amount now of funded debt, (classified and date of maturity.) as follows:

1s mortgage bonds, (date of maturity, 1882.) .....	\$235,500 00
Chattel mortgage bonds, (date of maturity, 1880,) .....	24,500 00
Chattel mortgage bonds, (date of maturity, 1888,) .....	110,000 00
Chattel mortgage bonds, (date of maturity, 1889,) .....	75,350 00

445,350 00

Date and rate per cent. per annum of dividend or dividends: Nov. 5, 1868, 3 per cent. on preferred stock; May 20, 1869, 3½ per cent. on preferred stock.

Number of shares of stock: preferred stock, 44,000; common stock, 23,190.

Par value of each share .....	\$50 00
Amount of capital on which the respective dividends were declared .....	<u>2,098,900 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$3,744,000 00</u>	<u>\$3,826,500 00</u>

This road is leased by the Western Central railroad and Atlantic and Great Western railway. The report of its working and receipts under the said lease will be found under that heading.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel V. Merrick.....	Philadelphia, Pa.
Emmor Weaver.....	Philadelphia, Pa.
J. V. Williamson.....	Philadelphia, Pa.
Francis K. Shipper..	Philadelphia, Pa.
Ellwood Shannon.....	Philadelphia, Pa.
J. E. Kingsley.....	Philadelphia, Pa.
M. P. Hutchinson, President.....	Philadelphia, Pa.
Edward Johnson, Secretary.....	Philadelphia, Pa.
W. L. Gilroy, Treasurer.....	Philadelphia, Pa.

(No. 14.)

## CATAWISSA.

[*Western Central railroad and Atlantic and Great Western railway companies, lessees, for the year ending October 30, 1869.*]

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss :

Personally appeared M. P. Hutchinson, president and general manager, and W. L. Gilroy, treasurer, of the Catawissa railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) M. P. HUTCHINSON, *Pres't and Gen. Man.*  
 W. L. GILROY, *Treasurer.*

Sworn and subscribed before me, this }  
 1st day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Milton to Little Schuylkill junction .....	65 miles.
Length of main line of road in Pennsylvania.....	65 "
Length of road laid.....	65 "
Length of sidings .....	5 "
Gauge of road.....	4 ft. 8½ inches.
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: 4 engine houses and 2 shops.	
Number of engines .....	21
Number of first class passenger cars, (rated as eight wheel cars,) .....	9
Number of baggage, mail and express cars, (rated as eight wheel cars,) .....	5

Number of freight cars, (rated as eight wheel cars,)	535
Number of coal cars, (rated as eight wheel cars,)	50
Number of iron bridges .....	None.
Number of wooden bridges.....	11
Number of stone bridges.....	None.
Number of railroads crossed.....	2
Number of stations on main road .....	10
Number of wood and water stations on main road,	11
Number of tunnels, (length of each, 1,400 feet, 200 feet, 400 feet,).....	3
How is track laid and on what foundation? Cross ties, laid on earth, coal dirt and stone.	

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

Number of miles run by passenger trains.....	56,260
Number of miles run by freight trains.....	218,721
Number of miles run by coal trains.....	32,329
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,) ..	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines, with tender,	56,000
Weight of freight engines, with tender.....	70,000

*The amount of freight, specifying the quantity in tons:*

Anthracite and bituminous coal..	76,556	Merchandise.....	6,328
Pig iron.....	18,826	Manufactures .....	9,380
Railroad iron.....	8,431	Live stock.....	505
Iron and other ores.....	13,000	Lumber.....	127,193
Lime and limestone.....	1,225	Other articles .....	181,789
Agricultural products.....	11,568		
		Total.....	454,801

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including build- ings.....	\$135,619 38
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*Repairs of machinery :*

Repairs of engines and tenders.....	\$45,965 83
Repairs of passenger and baggage cars.....	6,072 01
Repairs of freight cars.....	30,129 10
Repairs of tools and machinery in shops.....	8,523 05
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	9,513 39

*Operating the road :*

Office expenses, stationery, &c.....	\$7,925 95
Agents and clerks.....	19,636 34
Porters, watchmen and switch tenders.....	11,799 62
Wood and water station attendance.....	4,177 93
Conductors, baggage masters and brakemen.....	42,078 25
Engineers and firemen.....	22,784 26
Fuel and cost of preparing for use.....	49,924 94
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	8,145 64
Use of freight cars.....	135 75
Telegraph line.....	2,546 25
General superintendence.....	6,800 00
Contingencies.....	23,826 18
Total.....	435,603 87

## RECEIPTS.

Passengers.....	\$69,392 35
Freight.....	349,174 42
Mail and express.....	4,136 74
Miscellaneous.....	202,428 15
Total.....	625,131 66

*Summary of payments :*

Maintaining and operating the road.....	\$435,603 87
State tax on tonnage and gross receipts.....	9,347 89
United States tax.....	1,838 03
Total.....	446,789 79

(No. 15.)

## CHARTIERS.

OFFICE CHARTIERS RAILWAY COMPANY, }  
PHILADELPHIA, Nov. 1, 1869. }

Hon. J. F. HARTRANFT,

*Auditor General Pennsylvania:*

SIR:—Additional subscriptions to the capital stock of this company, to the amount of \$250,000, have been obtained during the last year.

About fourteen miles of the railway are now under contract, though but little progress has as yet been made with the work.

Very respectfully,

G. B. ROBERTS, *President.*

(No. 16.)

## CHESTER CREEK.

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

Personally appeared Samuel M. Felton, president, and Joseph Huddell, treasurer, of the Chester Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. M. FELTON, *President.*  
 J. HUDDELL, *Treasurer.*

Sworn and subscribed before me, }  
 this 7th day of January, 1870. }

J. P. DELANEY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$185,000 00
Total amount now paid in of capital stock .....	159,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1903,) .....	185,000 00
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, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend...	6 per cent.
Number of shares of stock authorized .....	3,700
Par value of each share .....	\$50 00
Amount of capital on which a dividend has been declared .....	<u>140,100 00</u>

## COST OF ROAD AND EQUIPMENT.

Construction .....	By present report. <u>\$344,500 00</u>
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## CHARACTERISTICS OF ROAD.

Length of main line of road, from junction Philadelphia, Wilmington and Baltimore railroad, at Lamokin, to junction Philadelphia and Baltimore Central railroad near Lenni.....	7½ miles.
Length of main line of road in Pennsylvania . . . .	7½ miles.
Length of road laid. ....	7½ miles.
Length of double track of road . . . . .	None.
Length of sidings . . . . .	½ mile.
Gauge of road . . . . .	4 feet 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, engines, cars, &c . . . . .	None.
Number of wooden bridges, (total length in feet, 450,) . . . . .	3
Number of stone bridges . . . . .	None.
Number of railroads crossed . . . . .	None.
Number of stations on main road . . . . .	8
Number of wood and water stations on main road, . . . . .	1
Value of real estate held by the company, exclusive of road way . . . . .	None.
Number of tunnels . . . . .	None.
How is track laid and on what foundation? With fish joints and gravel and stone ballast.	

The road is leased to the Philadelphia and Baltimore Central railroad company, and is worked by said company as part of its road.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley .....	Philadelphia, Pa.
William Sellers .....	Philadelphia, Pa.
Abraham R. Perkins .....	Philadelphia, Pa.
Jarius Baker .....	Philadelphia, Pa.
Samuel Archbold .....	Chester, Pa.
A. P. Morgan .....	Chester, Pa.
David Woelpper .....	Chadd's Ford, Delaware co. Pa.
James A. Strawbridge .....	Elkview, Chester county, Pa.
Samuel Dickey .....	Oxford, Chester county, Pa.
James R. Ramsey .....	Oxford, Chester county, Pa.
James M. Broomall .....	Media, Delaware county, Pa.
Samuel M. Felton, President .....	Philadelphia, Pa.
William Ward, Secretary .....	Chester, Pa.
Joseph Huddell, Treasurer .....	Philadelphia, Pa.

(No. 17.)

## CHESTER VALLEY.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss:

Personally appeared John F. Gilpin, president, and William H. Holstein, treasurer, of the Chester Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN F. GILPIN, *President.*  
 WM. H. HOLSTEIN, *Treasurer.*

Sworn and affirmed and subscribed before }  
 me, this 1st day of November, 1869. }

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
The amount now of funded debt, (classified and date of maturity, as follows:	
1st mortgage bonds, (date of matu- rity, May, 1872,).....	\$500,000 00
Over due interest unpaid.....	437,500 00
	937,500 00
The amount now of floating debt.....	500,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7
Date and rate per cent. per annum of dividend or dividends.....	No dividend.
Number of shares of stock.....	17,438
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00

## COST OF ROAD AND EQUIPMENT.

Total cost ..... \$1,371,900 00

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Bridgeport to Downingtown.....	21½ miles.
Length of main line of road in Pennsylvania.....	21½ "
Length of road laid.....	21½ "
Length of double track of road .....	None.
Length of sidings.....	1½ miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	45 to 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 iron bridges .....	None.
Number of over bridges, (total length in feet, 536,)	13
Number of wooden bridges, (total length in feet, 1,441,).....	32
Number of stone bridges, (total length in feet, 1,556,).....	26
Number of railroads crossed .....	None.
Number of stations on main road.....	16
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way.....	\$3,000 00
Number of tunnels .....	None.
How is track laid, and on what foundation? Stone and gravel.	

The Chester Valley railroad is leased to the Philadelphia and Reading railroad company, and by them worked 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.
Charles E. Smith .....	Philadelphia.
John Tucker .....	Philadelphia.
H. P. M'Kean .....	Philadelphia.
A. E. Borie .....	Philadelphia.
R. B. Cabeen .....	Philadelphia.
Wm. H. Holstein .....	Bridgeport, Pa.
John F. Gilpin, President .....	Philadelphia.
Wm. H. Holstein, Secretary and Treasurer .....	Bridgeport, Pa.
G. A. Nicolls, General Superintendent .....	Reading, Pa.



(No. 18.)

## CHESTNUT HILL.

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

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

(Signed)

C. COLKET, *President.*H. R. SMITH, *Treasurer.*

Sworn and subscribed before me, this }  
 27th day of November, 1869. }

Witness my hand and official seal.

J. PLANKINTON, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$120,650 00
Amount of stock subscribed .....	120,650 00
Amount paid in as by last report.....	120,650 00
Total amount now paid in of capital stock .....	120,650 00
Funded debt, as per last report.....	Nothing.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds .....	Nothing.
2d mortgage bonds .....	Nothing.
3d mortgage bonds .....	Nothing.
Floating debt, as per last report.....	Nothing.
The amount now of floating debt.....	Nothing.
Total amount now of floating and funded debt ...	Nothing.
Date and rate per cent. per annum of dividend or dividends: January 1 and July 1.....	5 per cent.
Number of shares of stock.....	2,413
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>120,650 00</u>

## COST OF ROAD AND EQUIPMENT.

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

Equipment: None ; the road is leased to another company.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Germantown to Chestnut Hill .....	4½ miles.
Length of main line of road in Pennsylvania .....	4½ "
Length of road laid.....	4½ "
Length of double track of road .....	½ "
Length of sidings .....	½ "
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.
Number of wooden bridges, (total length in feet, 150,) .....	3
Number of stone bridges, (total length in feet, 30,) .....	1
Number of railroads crossed .....	None.
Number of stations on main road .....	8
Number of wood and water stations on main road, .....	None.
Value of real estate held by the company, exclusive of road way .....	None.
Number of tunnels .....	None.
How is track laid, and on what foundation? Slag ballast, cross-ties two feet apart.	

## DONIGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains, about..	29,000
Number of miles run by freight and coal trains, about,	3,500
Number of through passengers for the year on main road.....	279,890
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	12
Average rate of speed adopted by freight trains, including stops.....	8

## RAILROAD REPORT.

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## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	20,388	June, 1869.....	27,663
December, 1868.....	18,678	July, 1869.....	30,232
January, 1869.....	17,413	August, 1869.....	28,844
February, 1869.....	16,004	September, 1869.....	30,351
March, 1869.....	18,741	October, 1869.....	26,308
April, 1869.....	20,891		
May, 1869.....	24,437	Total.....	279,890

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

For first class through passengers ..... 10 cents.

## EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including build- ings, (estimated.).....	\$8,000 00
Taxes on real estate, about.....	300 00
Total.....	<u>8,300 00</u>

## RECEIPTS.

Months.	Passengers.	Freight.	Total.
November, 1868.....	\$334 44	\$373 02	.....
December, 1868.....	760 65	237 36	.....
January, 1869.....	1,788 83	357 06	.....
February, 1869.....	1,301 39	573 36	.....
March, 1869.....	1,467 90	525 29	.....
April, 1869.....	1,776 33	503 16	.....
May, 1869.....	2,244 53	602 06	.....
June, 1869.....	1,334 02	295 05	.....
July, 1869.....	1,541 34	249 67	.....
August, 1869.....	1,208 93	320 72	.....
September, 1869.....	1,363 84	217 43	.....
October, 1869.....	1,123 12	294 47	.....
Total.....	16,765 32	4,548 65	\$21,313 97

*Summary of payments:*

For construction and equipment.....	\$120,650 00
For dividends.....	12,065 00
For State tax on capital stock and tonnage.....	753 27
Total amount of surplus fund.....	<u>Nothing.</u>

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.
F. N. Buck.....	Philadelphia.
M. Haas.....	Philadelphia.
Wm. Miller.....	Philadelphia.
Jos. Patterson.....	Philadelphia.
H. M. Phillips.....	Philadelphia.
C. T. Platt.....	Philadelphia.
E. H. Weil.....	Philadelphia.
S. H. Austin.....	Philadelphia.
W. L. Schaffer.....	Philadelphia.
W. W. Colket.....	Philadelphia.
Daniel Yeakel.....	Philadelphia.
E. H. Trotter.....	Philadelphia.
C. Colket, President.....	1336 Spring Garden st., Philadelphia.
H. K. Smith, Sec'y, Trea. and Sup't....	Chestnut Hill, Philadelphia.

(No. 19.)

## CLEVELAND AND PITTSBURG.

STATE OF OHIO, }  
 Cuyahoga County, } ss:

Personally appeared R. F. Smith, vice president, and G. A. Ingersoll, assistant treasurer, of the Cleveland and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) R. F. SMITH, *Vice President.*

G. A. INGERSOLL, *Ass't Treasurer.*

Sworn and subscribed before me, this }  
 30th day of December, 1869. }

GEO. F. BINGHAM, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law and amount of stock subscribed.....	\$6,300,475 00
Amount paid in as by last report.....	5,958,625 00
Total amount now paid in of capital stock .....	6,300,475 00
Funded debt, as per last report .....	4,197,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
*2d mortgage bonds, (date of maturity, September 1, 1873,).....	\$929,000 00
3d mortgage bonds, (date of maturity, May 1, 1875,) .....	1,457,500 00
4th mortgage bonds, (date of maturity, January 1, 1892,) .....	1,096,000 00
Consolidated sinking fund mortgage, (date of maturity, November 1, 1900,) .....	401,000 00
	3,883,500 00
Floating debt, as by last report .....	None.

\* 1st mortgage retired and cancelled; nothing outstanding.

The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	\$3,883,500 00
Rate per cent. per annum of interest on funded debt: 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.; 4th mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends: January 9, April 13, July 20, October 20 .....	8 per cent.
Number of shares of stock .....	126,009½
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: \$5,958,775; \$5,959,175; 6,107,575; 6,300,325.	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$8,329,324 18	\$8,450,515 31
Equipment .....	1,988,368 00	2,283,264 86
Total cost .....	<u>10,317,692 18</u>	<u>10,733,780 17</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Cleveland, O., to Rochester, Pa., and Bellaire, O .....	167 miles.
Length of main line of road in Pennsylvania .....	15 miles.
Length of road laid .....	167 miles.
Length of double track of road.....	2 miles.
Length of sidings: (road, 38; private, 11;).....	49 miles.
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: Bayard to New Philadelphia, O....	32 miles.
Roads worked or leased by the company, viz: 26 miles of the Pittsburg, Fort Wayne and Chicago railway, from Rochester to Pittsburg.	
Number of engine houses and shops.....	11
Number of engines .....	74

## RAILROAD REPORT.

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Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,000,).....	34
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200,)	20
Number of freight cars, rated as eight wheel cars, (average cost of each, \$800,).....	413
Number of coal cars, rated as eight wheel cars, average cost of each, \$700,) .....	1,109
Number of iron bridges, (total length in feet, 110,)	1
Number of wooden bridges, (total length in feet, 5,224,).....	63
Number of stone bridges and arch culverts, (total length in feet, 1,447,) .....	One-half.
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, exclusive of road way.....	None.
Number of tunnels, (length of each, 1,010 feet,) ..	1
How is track laid, and on what foundation? T rail, cross-ties, gravel sub-structure.	

## DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN. 4

Number of miles run by passenger trains .....	327,398
Number of miles run by freight trains.....	748,428
Number of miles run by other trains.....	589,315
Number of through passengers for the year on main road.....	47,046
Number of passengers (all classes) carried in cars..	567,455
Number of tons of 2,000 lbs. of through freight for the year on main road. ....	350,366
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	1,098 828
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.....	30 "

Average rate of speed adopted by freight trains, including stops .....	12 miles.
Weight of first class passenger engines .....	28 tons.
Weight of freight engines .....	31 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	46,683	June, 1869 .....	47,889
December, 1868 .....	47,520	July, 1869 .....	50,467
January, 1869 .....	39,866	August, 1869 .....	52,516
February, 1869 .....	33,392	September, 1869 .....	54,515
March, 1869 .....	47,103	October, 1869 .....	52,376
April, 1869 .....	45,754		
May, 1869 .....	44,374	Total .....	<u>567,455</u>

*The amount of freight, specifying the quantity in tons:*

Anthracite coal .....	None.	Agricultural products .....	46,502
Bituminous coal .....	511,435	Merchandise .....	115,283
Petroleum .....	17,480	Manufactures .....	32,720
Pig iron .....	46,601	Live stock .....	23,341
Railroad iron and other iron or castings .....	69,365	Lumber .....	31,024
Iron and other ores .....	165,223	Other articles .....	39,846
Lime and limestone .....	No data.	Total .....	<u>1,098,828</u>

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

For first class through passengers .....	2½ cents.
For first class way passengers .....	3½ "
Have no second or third class rates.	

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

For through freight .....	<u>2<sup>65</sup>/<sub>100</sub> cents.</u>
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2<sup>65</sup>/<sub>100</sub> cents per ton per mile is the average rate on our through and local freight. We do not keep our statistics in a manner to separate them as per your questions.

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including build- ings .....	\$359,766 14
Taxes on real estate .....	None.
Total .....	<u>359,766 14</u>



*Repairs of machinery:*

Repairs of engines and tenders .....	\$133,859 10
Repairs of passenger and baggage cars .....	20,120 33
Repairs of freight cars .....	89,876 75
Repairs of tools and machinery in shops and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	88,665 99
Total .....	<u>332,522 17</u>

*Operating the road:*

Office expenses, stationery, &c .....	\$24,592 61
Agents and clerks, labor—loading and unloading freight, and porters, watchmen and switch tenders, .....	188,806 41
Wood and water station attendance .....	18,839 34
Conductors, baggage masters and brakemen.....	114,516 95
Engineers and firemen .....	105,003 93
Fuel and cost of preparing for use.....	94,325 50
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	30,509 18
Loss and damage of goods and baggage .....	3,907 74
Use of freight cars.....	16,574 09
Damage for injury of persons.....	2,588 72
Damage to property, including damage by fire and cattle killed on road.....	11,208 79
General superintendence .....	67,905 35
Contingencies .....	30,880 75
Total .....	<u>709,659 36</u>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds.....	<u>\$22,943 32</u>
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## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1868 .....	\$47,247 95	\$136,627 82	\$5,548 71	\$1,035 60	\$190,460 08
December, 1868 .....	48,395 65	114,783 03	5,848 71	960 94	169,988 33
January, 1869 .....	40,624 03	110,714 75	5,698 71	827 96	157,865 45
February, 1869 .....	39,078 35	92,200 47	5,398 71	700 36	137,377 89
March, 1869 .....	48,809 07	119,537 63	5,848 71	832 60	175,028 01
April, 1869 .....	48,244 78	132,756 84	5,698 71	1,027 62	187,727 95
May, 1869 .....	48,122 54	142,252 49	5,698 71	1,041 48	197,115 22
June, 1869 .....	49,627 07	173,652 86	6,782 71	982 98	231,045 62
July, 1869 .....	53,829 75	170,621 43	6,974 71	1,103 82	232,529 21
August, 1869 .....	56,754 78	169,562 09	6,782 71	738 82	233,838 40
September, 1869 .....	61,201 12	159,732 62	6,782 71	1,664 14	229,380 59
October, 1869 .....	56,997 35	175,394 10	7,758 06	1,163 97	241,313 48
Total .....	598,932 44	1,697,836 13	74,821 87	12,079 79	2,383,670 23

*Summary of payments:*

For construction and equipment .....	\$121,191 13
For maintaining and operating the road .....	1,401,947 67
For dividends and government tax on same .....	512,123 17
For interest .....	225,684 49
For miscellaneous .....	561,418 46
For surplus funds .....	171,498 84
For State tax on capital stock and tonnage: Ohio, \$54,542 07; Pennsylvania, \$3,292 18 .....	57,834 25
For United States tax .....	15,581 81
Total .....	<u>3,066,279 82</u>
Total amount of surplus fund .....	<u>\$610,497 55</u>

*Cost of transportation:*

Cost per passenger and per ton freight per mile, proximate average: Our statistics do not give us these figures.

What express companies run on your road and on what terms? American Merchants' Union up to June 1, 1869, at \$150 per day. Since June 1, 1869, United States, at \$60,000 per annum.

What transportation or freight companies run on your road, and on what terms? None.

## ACCIDENTS.

	Killed.	Injured.
Passengers .....	1	1
Employees .....	2	13
Others .....	6	7
	—	—
Total .....	9	21
	==	==

*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 :*

1868.

November 7. P. Flood, brakeman on freight train, fell from top of freight car at Hudson, O. Badly bruised.

November 15. C. J. Morrow, brakeman on yard train at Pittsburg, had one finger badly smashed while coupling cars.

November 16. P. G. Welle was struck by the engine of freight train, while attempting to cross the track with horses and wagon, near Newburg, O. Some ribs broken.

November 23. A boy named Chalfant, about twelve years of age, attempted to climb on a train of freight cars while in motion, at La Grange, O. He fell and had his leg crushed so badly that amputation was necessary.

November 2. Christian Stocke fell from freight train near Union depot, Cleveland, O. Leg crushed below the knee.

December 30. Bridget Reid, an old woman, was struck and run over by freight cars on side track at Newburg, O. Died in the course of an hour.

1869.

March 2. A boy named M'Nichols, sixteen or seventeen years of age, attempted to climb on a train of freight cars at Liverpool, O., while the train was in motion. He fell and had both feet crushed.

March 4. A. H. Warner, yard master, Penn street, Pittsburg, fell from yard train and broke his leg.

March 10. James Black, eleven years of age, was killed by jumping from the express train while running through Salineville, O.

April 19. Edward Reynolds, train boy on accommodation train, fell between two cars while crossing from one to the other, and was killed, near Macedonia, O.

April 20. Philip Nash was on the track, intoxicated, near Ravenna, O., and was run over by engine of freight train and killed.

April 28. A man, name unknown, and apparently insane, was struck by the engine of passenger train, near Manchester, Pa. Both legs broken.

April 29. Russell Peck fell from rear end of way car attached to a freight train, between Hudson and Earlville. Slightly injured, face and hands.

May 12. G. Showzier, bridge carpenter, in the employ of the company, jumped from passenger train, passing Wellsville shops. Broke his leg in such a manner that amputation was necessary.

May 1. Charles Loarch, cleaner, jumped from engine while in motion, at Manchester, Pa. Struck against engine house and was thrown back against the tender, breaking two of his ribs.

May 27. James Scott, conductor, foot injured while coupling train in Manchester, Pa., yards.

June 12. D. Gilmore, conductor, injured by being caught between two cars while coupling, in Newburg, O.

June 24. Daniel M'Cullough, brakeman, missed his footing in attempting to jump on an engine while in motion; his foot was caught under the tender wheel and crushed so that amputation was necessary. Cleveland, O.

July 2. Joseph Blackburn, brakeman, arm injured while coupling cars at Cleveland, O.

July 28. John M'Alpine, passenger, jumped or fell between two coaches of a passenger train while in motion, near Sewickley, Pa., and was killed.

July 29. ——— Stockinger, brakeman, yard train, Cleveland, O., arm injured while coupling cars.

July 31. Patrick Gavin, walking on track near Manchester, Pa., struck by engine of passenger train and thrown from track. Slightly injured.

August 6. Annie Pyar, aged nine years, was run over by engine of freight train, in Allegheny, Pa. Leg crushed in such a manner as to render amputation necessary.

August 7. Andrew Miller jumped from a passenger train while in motion, at East Liverpool, O., and was killed.

August 11. Thomas Vaughan, aged twelve years, was found dead near the track, in Manchester yards. Supposed to have been run over by a night train.

August 26. L. Ohliger, brakeman, fell from freight car at Bayard, O., and broke elbow.

September 12. Alexander Lawson, walking on track, struck by engine of special train, at Manchester, Pa., and killed.

September 16. H. Dalzell, brakeman, fell from freight car in Penn street yard, Pittsburg, Pa. Somewhat bruised; no bones broken.

September 17. Thomas Burton, employee of Pittsburg, Fort Wayne and Chicago railway company, fell from baggage car while in motion, at Osborn station. Severely but not dangerously injured.

October 6. John Elliott, brakeman, killed in yard at Cleveland, O., while coupling freight cars.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
J. N. McCullough.....	Wellsville, Ohio.
P. F. Geisse.....	Wellsville, Ohio.
Jay Gould.....	New York.
James Fisk, Jr.....	New York.
A. S. Diven.....	New York.
S. J. Tilden.....	New York.
Jas. F. Clark.....	Cleveland, Ohio.
J. H. Devereux.....	Cleveland, Ohio.
B. F. Jones.....	Pittsburg, Pa.
Geo. W. Cass.....	Pittsburg, Pa.
L. D. Rucker.....	Meadville, Pa.
C. H. Andrews.....	Youngstown, Ohio.
J. N. McCullough, President..... Cleveland, Ohio.	
Geo. A. Ingersoll, Secretary and Ass't Treas..... Cleveland, Ohio.	
Wm. Stewart, Superintendent..... Pittsburg, Pa.	

(No. 20.)

## COLEBROOKDALE.

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

Personally appeared Joseph L. Bailey, president, and Richard Coe, treasurer, of the Colebrookdale railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSEPH L. BAILEY, *President.*

RICHARD COE, *Treasurer.*

Affirmed and subscribed before me, }  
 this 19th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase to \$500,000,) .....	\$50,000 00
Amount of stock subscribed .....	50,000 00
Amount paid in as by last report .....	11,105 00
Total amount now paid in of capital stock .....	45,185 00
Funded debt, as per last report .....	59,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1st, 1869,) .....	262,800 00
2d mortgage bonds .....	None.
3d mortgage bonds .....	None.
Floating debt, as by last report .....	900 73
The amount now of floating debt .....	228,176 88
Total amount now of floating and funded debt...	490,976 88
Rate per cent. per annum of interest on funded debt: 1st mortgage .....	6 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	1,000

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Par value of each share .....	\$50 00
Amount paid in on each share, (average,) .....	45 00
Amount of capital on which the respective dividends were declared .....	<u>None declar'd.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost .....	<u>\$54,601 54</u>	<u>\$516,099 55</u>

Equipment furnished by P. and R. R. R. Co.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Pottstown to mouth of Housensack creek .....	18 $\frac{8}{10}$ miles.
Length of main line of road in Pennsylvania.....	18 $\frac{8}{10}$ "
Length of road laid .....	12 $\frac{8}{10}$ "
Length of double track of road .....	None.
Length of sidings .....	1 $\frac{2}{10}$ 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.
Number of wooden truss bridges .....	2
Number of road and farm bridges .....	26
Number of railroads crossed .....	None.
Number of stations on main road .....	8
Number of water stations on main road .....	2
Value of real estate held by the company, exclusive of road way .....	\$10,082 10
Number of tunnels .....	None.
How is track laid and on what foundation? Wood- en cross-ties and gravel ballast.	

The road is worked by the Philadelphia and Reading railroad company, and these items are included in their returns.

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$34,080 00
Sale of bonds.....	203,500 00
Other sources.....	192,463 40
Total.....	<u>430,043 40</u>

*Summary of payments :*

For construction and equipment.....	\$461,498 01
For interest.....	4,667 00
For miscellaneous, contingent expenses, county taxes, &c.....	4,714 77
For State tax on capital stock and tonnage.....	106 25
For United States tax.....	435 82
Total.....	<u>471,421 85</u>
Total amount of surplus fund.....	<u>\$11,616 89</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Hilles.....	Philadelphia.
David J. Brown.....	Philadelphia.
J. Lourie Bell.....	Philadelphia.
W. A. Church.....	Philadelphia.
P. Y. Brendlinger.....	New Berlin, Berks county, Pa
Jno. C. Smith.....	Pottstown, Pa.
Joseph L. Bailey, President.....	Douglassville, Berks county, Pa.
David J. Brown, Secretary.....	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.



(No. 21.)  
COLUMBIA AND PORT DEPOSIT.

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STATE OF PENNSYLVANIA, }  
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Joseph Lesley, treasurer, of the Columbia and Port Deposit railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*  
JOS. LESLEY, *Treasurer.*

Sworn and subscribed before me, this }  
— day of November, 18— }.

R. D. BARCLAY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law .....	Unlimited.
Amount of stock subscribed .....	\$220,000 00
Amount paid in as by last report .....	203,172 11
Total amount now paid in of capital stock .....	203,172 11
Funded and floating debt, as per last report .....	83,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1892,) .....	100,000 00
Floating debt, as by last report .....	83,000 00
The amount now of floating debt .....	1,460 57
Total amount now of floating and funded debt .....	101,460 57
Rate per cent. per annum of interest on funded debt:	
1st mortgage .....	7 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	4,029
Par value of each share .....	\$50 00
Amount of capital on which the respective dividends were declared .....	<u>No dividends.</u>

## COLUMBIA AND PORT DEPOSIT

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (about,) .....	<u>\$150,000 00</u>	<u>\$304,632 68</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia, Pa., to Port Deposit, Md .....	39 $\frac{18}{100}$ miles.
Length of main line of road in Pennsylvania ....	28 $\frac{31}{100}$ "
Length of road laid: (in Pennsylvania, 1,600 feet, equal to $\frac{3}{10}$ mile; in Maryland, 4 $\frac{77}{100}$ miles;) sin- gle track .....	4 $\frac{87}{100}$ "
Length of sidings .....	$\frac{83}{100}$ "
Gauge of road .....	4 ft. 9 in.
Weight of rail per yard on main track.....	56 and 64 lbs.
Number of wooden bridges, (total length in feet, 35,)	1
Number of stations on main road.....	1
How is track laid and on what foundation? Fish joints and Phoenix chairs; stone ballast.	

The part of the road finished is leased to the Philadelphia, Wil-  
mington and Baltimore railroad company.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
J. D. Cameron.....	Harrisburg, Pa.
Philip Gossler.....	Columbia, Pa.
Maris Hoopes.....	Colemanville, Pa.
Wm. J. Howard.....	Philadelphia.
C. S. Kauffman.....	Columbia, Pa.
H. J. Lombaert.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Jos. B. Myers.....	Philadelphia.
Thos. A. Scott.....	Philadelphia.
Edmund Smith.....	Philadelphia.
Jacob Tome.....	Port Deposit, Md.
J. Edgar Thomson, President.....	Philadelphia.
Geo. F. Brenneman, Secretary .....	Lancaster.
Joseph Lesley, Treasurer .....	Philadelphia.
Geo. B. Roberts, Chief Engineer.....	Philadelphia.

(No. 22.)  
CONNECTING.STATE OF PENNSYLVANIA, }  
City of Philadelphia, } SS:

Personally appeared J. Edgar Thomson, president, and Edmund Smith, treasurer, of the Connecting railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*  
EDMUND SMITH, *Treasurer.*

Sworn and subscribed before me, this }  
19th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,800,000 00
Amount of stock subscribed.....	1,278,300 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock .....	1,278,300 00
Funded debt, as per last report.....	1,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, date of maturity—	
Series A, September 15, 1900..	\$200,000 00
Series B, September 15, 1901 ..	200,000 00
Series C, September 15, 1902 ..	200,000 00
Series D, September 15, 1903..	200,000 00
Series E, September 15, 1904 ..	200,000 00
	1,000,000 00
Floating debt, as by last report .....	1,178,300 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	1,000,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage .....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: three per cent. (3) for six months ending June 30, 1869.	

Number of shares of stock.....	25,566
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.....	<u>1,278,300 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$2,178,300 00</u>	<u>\$2,278,300 00</u>

The road is leased and operated by the Philadelphia and Trenton railroad company.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from eastern connection with Pennsylvania railroad to connection with Philadelphia and Trenton railroad.....	6 $\frac{781}{1000}$ miles.
Length of main line of road in Pennsylvania.....	6 $\frac{781}{1000}$ "
Length of road laid.....	6 $\frac{781}{1000}$ "
Length of double track of road.....	6 $\frac{781}{1000}$ "
Length of sidings.....	2 $\frac{753}{1000}$ "
Gauge of road.....	4 ft. 9 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	67 pounds.
Number of iron bridges, (total length in feet, 789,)	7
Number of stone bridges, (total length in feet, 215,)	2
Number of railroads crossed: 6 steam, 3 horse.	
Value of real estate held by the company, exclusive of road way.....	\$215,000 00
How is track laid, and on what foundation? Thomson splice; gravel ballast.	

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Joseph B. Myers.....	Philadelphia, Pa.
Herman J. Lombaert.....	Philadelphia, Pa.
Washington Butcher.....	Philadelphia, Pa.
J. Edgar Thomson, President.....	Philadelphia, Pa.
Edmund Smith, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 23.)

CONNECTING.

[As the same is worked by the Philadelphia and Trenton R. R. Co.]

STATE OF PENNSYLVANIA, }  
Philadelphia County, } ss:

Personally appeared F. Wolcott Jackson, general 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 within report are true, to the best of their knowledge and belief.

(Signed) F. WOLCOTT JACKSON, *Gen. Sup't.*  
J. PARKER NORRIS, *Treasurer.*

Sworn and subscribed before me, this }  
15th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

The answers to these questions will be found in report of Connecting railway company, to which reference is made.

COST OF ROAD AND EQUIPMENT.

Answered by the Connecting railway company. Hired.

CHARACTERISTICS OF ROAD.

Answered by the Connecting railway company.

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

Number of miles run by passenger trains: Cannot say, as the equipment is hired.

Number of miles run by freight trains: Cannot say, as only tolls are paid.

Number of miles run by coal trains: Cannot say, as only tolls are paid.

Number of through passengers for the year on main road, (included in passenger return of Philadelphia and Trenton railroad company,) ..... 551,422 2

Number of passengers (all classes) carried in cars, (included in passenger return of Philadelphia and Trenton railroad company).....	552,452.2
Number of tons of 2,000 lbs. of through freight for the year on main road, (included in tonnage return of Philadelphia and Trenton railroad company).....	303,739
Gross amount of tonnage for the year, (2,000 lbs. per ton,) (included in tonnage return of Philadelphia and Trenton railroad company,) .....	348,025
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour)....	20 to 25
Average rate of speed adopted by express trains, including stops.....	20 to "
Average rate of speed adopted by freight trains, including stops.....	8 to 15
Weight of first class passenger engines: Cannot say, as the equipment is hired.	
Weight of freight engines: Cannot say, as the equipment is hired.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	44,171	June, 1869 .....	47,166
December, 1868.....	39,314.2	July, 1869 .....	46,715
January, 1869.....	39,978	August, 1869.....	44,418
February, 1869 .....	40,784	September, 1869.....	57,562.2
March, 1869.....	38,885.2	October, 1869 .....	53,159
April, 1869.....	51,375		
May, 1869.....	48,944	Total.....	<u>552,452.2</u>

*The amount of freight, specifying the quantity in tons:*  
 Cannot answer, as tolls only are paid.

*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.....	2 "
For second class way passengers .....	<u>None.</u>

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

Cannot answer, as tolls only are paid.

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Included in maintaining and operating road.

*Repairs of machinery :*

None—equipment being hired.

*Operating the road :*

Included in maintaining and operating road.

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

Reference is made to return of Connecting railway company.

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Miscellane- neous.	Total.
November, 1868 .....	\$6,711 98	\$1,262 73	.....	\$7,974 71
December, 1868.....	5,971 21	1,419 32	.....	7,390 53
January, 1869.....	6,665 96	1,566 81	.....	8,232 77
February, 1869.....	6,506 96	1,594 91	.....	8,101 87
March, 1869.....	6,408 40	3,273 14	.....	9,681 54
April, 1869.....	7,927 32	2,047 95	.....	9,975 27
May, 1869.....	7,725 01	2,149 52	.....	9,874 53
June, 1869.....	6,130 41	2,036 83	.....	8,167 24
July, 1869.....	5,862 92	.....	.....	5,862 92
August, 1869.....	7,209 68	1,792 10	.....	9,001 78
September, 1869.....	6,415 38	1,236 71	.....	7,652 09
October, 1869 .....	7,495 84	2,077 20	\$226 00	9,799 04
<b>Total .....</b>	<b>81,031 07</b>	<b>20,457 22</b>	<b>226 00</b>	<b>101,714 29</b>

*Summary of payments :*

For construction and equipment .....	\$46,933 44
For maintaining and operating the road .....	99,383 86
For dividends, interest, miscellaneous, surplus funds, State tax on capital stock and tonnage, United States tax : Reference is made to return of Connecting railway company.	
<b>Total.....</b>	<b>146,317 30</b>

What transportation or freight companies run on your road, and on what terms? The Camden and Amboy railroad and transportation company, paying tolls.

CONNECTING

ACCIDENTS.

Included in accident report of the Philadelphia railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Answered by the Connecting railway company.



(No. 24.)

## CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, }  
 Cumberland County, } ss:

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

(Signed) FREDERICK WATTS, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this }  
 30th day of November, 1869. }

J. M. ALLEN, N. P.

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$2,110,000 00
Amount paid in as by last report.....	1,316,900 00
Total amount now paid in of capital stock.....	1,316,900 00
Funded debt, as per last report .....	352,400 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1904,) .....	\$161,000 00
2d mortgage bonds, (date of maturity, April 1, 1908,).....	109,500 00
6 per cent. common bonds, (date of maturity, January 1, 1884,).....	81,800 00
	<hr/>
	352,300 00
Eloating debt, as by last report .....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	352,300 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 8; 2d mortgage, 8; common bond, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends: 1st October and 1st April, 8 per cent. per annum.	

Number of shares of stock.....	26,209
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: 1st April, \$1,245,550 00; 1st October, \$1,310,395 00.	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$1,468,237 05	\$1,492,204 82

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Hagerstown to Bridgeport, 73 miles, and five (5) miles allowed by law for bridge from Bridgeport to Harrisburg,	68 miles.
Length of road laid.....	74 "
Length of double track of road.....	None.
Length of sidings.....	11 miles.
Gauge of road, (4 feet 8½ inches, being altered to 4 feet 9 inches,).....	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.....	16
Number of first class passenger cars, rated as eight wheel, (average cost of each, cannot tell,).....	14
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, cannot tell,).....	6
Number of freight cars, rated as eight wheel cars, (average cost of each, \$650,).....	232
Number of iron bridges, (total length in feet, 864,).....	3
Wrought iron girder bridges over road ways, water courses, &c., (total length in feet, 300,).....	17
Number of wooden bridges, (total length in feet, 4,089,).....	1

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Number of stone bridges, (total length in feet, 93,)	2
Number of railroads crossed.....	1
Number of stations on main road: 8 regular or ticket stations and 14 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 .....	\$110,000 00
Number of tunnels .....	None.
How is track laid, and on what foundation? On stone ballast.	

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

Number of miles run by passenger trains .....	133,530
Number of miles run by freight trains.....	93,046
Number of passengers (all classes) carried in cars,	308,213
Number of tons of 2,000 lbs. of through freight for the year on main road .....	18,785
Gross amount of tonnage for the year, (2,000 lbs. per ton.) .....	244,532
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: 34,000 and 36,000 pounds.	
Weight of freight engines.....	50,000 lbs.

**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.**

October, 1868 .....	29,837	May, 1869.....	24,351½
November, 1868.....	23,120½	June, 1869.....	23,743½
December, 1868.....	21,464½	July, 1869.....	27,529½
January, 1869 .....	22,772½	August, 1869.....	44,012
February, 1869 .....	18,947½	September, 1869.....	25,318
March, 1869.....	23,519		
April, 1869.....	23,597½	<b>Total.....</b>	<b>308,213</b>

*The amount of freight, specifying the quantity in tons :*

Anthracite and bituminous coal..	72,511	Manufactures.....	15,615
Petroleum and other oils .....	282	Live stock.....	13,146
Pig iron, railroad and other iron,	16,699	Lumber.....	18,711
Iron and other ores.....	12,811	Other articles.....	21,173
Lime, limestone and sand stone...	3,142		
Agricultural products.....	34,949	Total .....	<u>244,532</u>
Merchandise .....	35,493		

*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, about .....	3 "
For second class through passengers: Have none.	

**EXPENSES.**

*Motive power account :*

Fuel for engines, oil and waste, engineers and firemen, repairs of shops, repairs and furniture of locomotive engines, switchmen, repairs of tools and machinery, repairs of and expenses of water stations, and materials for use in shops .....	\$77,028 75
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*Maintenance of cars account :*

Repairs of car houses, freight and baggage, and passenger cars .....	12,543 80
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*Maintenance of way account :*

Repairs of bridges, culverts, track, foreman's houses, road and hand cars, switches, frogs, telegraph tools, watchmen, bridges, cross-ties and incidentals .....	90,371 46
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*Conducting transportation :*

Advertising, agents, baggage masters and brakemen, cleaning and inspecting cars, car furniture and fixtures, conductors, dispatchers and flagmen, drawbacks, overcharges and car service, fuel for cars, damages, law expenses and gratuities, labor, loading and unloading freight, light for cars, light for offices, mail expenses, repairs of stations, and rent and furniture, State and national taxes, and incidentals.....	93,451 07
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*Construction and equipment account:*

Buildings of all kinds, bridges, new sidings, freight, passengers and baggage, road and hand cars, locomotives, machinery for shops, ballasting road, and real estate purchased .....	\$62,318 62
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*General expense account:*

Advertising, printing, clerks, management, office expenses, stationery and blanks, salaries of president, treasurer and superintendent .....	11,362 94
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Total .....	<u>347,076 64</u>
Construction of Potomac extension .....	23,967 77
	<u>371,044 41</u>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	<u>\$200,395 00</u>
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## RECEIPTS.

Months.	Passengers.	Freight and express.	Mail.	Total.
October, 1868 .....	\$21,482 35	\$28,235 18	\$525 00	\$50,222 53
November, 1868 .....	15,094 31	24,915 92	525 00	40,535 23
December, 1868 .....	14,009 16	25,239 90	525 00	39,774 06
January, 1869 .....	14,028 96	27,340 14	525 00	41,894 10
February, 1869 .....	11,926 66	29,696 15	525 00	42,147 81
March, 1869 .....	14,592 60	30,237 93	525 00	45,355 53
April, 1869 .....	15,107 34	28,314 95	525 00	43,947 29
May, 1869 .....	16,134 35	25,897 01	525 00	42,556 36
June, 1869 .....	15,395 01	23,417 68	525 00	39,337 69
July, 1869 .....	15,801 21	19,302 85	525 00	35,629 06
August, 1869 .....	21,015 07	33,937 48	525 00	55,477 55
September, 1869 .....	17,264 74	29,518 66	332 24	47,115 64
Total .....	191,831 76	326,053 85	6,107 24	523,992 85

*Summary of payments:*

For construction and equipment .....	\$23,967 77
For maintaining and operating the road .....	347,076 64
For dividends .....	94,438 53
For interest .....	27,557 10
For miscellaneous .....	394,990 00

For State tax on capital stock and tonnage.....	\$11,200 26
For United States tax.....	21,237 03
	<hr/>
Total amount of surplus fund.....	136,048 79
	<hr/> <hr/>

*Cost of transportation:*

Cost per passenger per mile, proximate average, cost per ton freight per mile, proximate average: No account kept of these items.

What express companies run on your road, and on what terms? Adam express, at a charge of \$4,785 42 for last year.

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 25.)

## DANVILLE, HAZLETON AND WILKESBARRE.

STATE OF PENNSYLVANIA, }  
 Northumberland County, } ss:

Personally appeared Thomas Wood, president, and S. P. Wolverton, treasurer, of the Danville, Hazleton and Wilkesbarre railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOMAS WOODS, *President.*  
 S. P. WOLVERTON, *Treasurer.*

Sworn and subscribed before me, this }  
 15th day of January, 1870. }

JAMES BEARD, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$600,000 00
Amount of stock subscribed, (8,803 shares,) .....	440,150 00
Total amount now paid in of capital stock .....	413,150 00
The amount now of funded debt: 1st mortgage bonds .....	510,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Number of shares of stock .....	12,000
Par value of each share .....	\$50 00
Amount paid in on each share: On 8,200 shares all paid, and on 600 shares \$5 10 each share.	

## COST OF ROAD AND EQUIPMENT.

	By present report.
Construction .....	\$313,910 00
Equipment .....	15,600 00
Total cost .....	329,510 00

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury to Hazleton .....	51 miles.
Length of main line of road in Pennsylvania.....	51 miles.
Length of road laid.....	14 miles.
Length of sidings .....	1 mile.
Gauge of road .....	4 feet 8½ in.
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 .....	2
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,000,) .....	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,800,) .....	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$650,).....	2
Number of coal cars, rated as eight wheel cars, (average cost of each, \$150,) .....	10
Number of wooden bridges, (total length in feet, 1,400,).....	10
Number of railroads crossed.....	1
Number of stations on main road, (as far as in operation,) .....	8
Number of wood and water stations on main road, .....	2
Value of real estate held by the company, exclusive of road way, (estimated by superintendent,) .....	\$300,000 00
Number of tunnels .....	None.
How is track laid and on what foundation? Ground, gravel and ballast.	

Under construction, not open for business.

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$413,000 00
From sale of bonds.....	316,510 00
<b>Total</b> .....	<u>729,510 00</u>



## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert B. Sterling.....	110 South Third st., Philadelphia.
A. F. Russel.....	Danville, Pa.
S. P. Kase.....	Danville, Pa.
H. W. M'Reynolds.....	Buckhorn, Columbia co., Pa.
Benj. Hendricks.....	Sunbury, Pa.
George Hill.....	Sunbury, Pa.
S. P. Wolverton.....	Sunbury, Pa.
Thomas Woods, President.....	110 South Third st., Philadelphia.
George Hill, Secretary.....	Sunbury, Pa.
S. P. Wolverton, Treasurer.....	Sunbury, Pa.
S. P. Kase, Superintendent.....	Danville, Pa.

(No. 26.)

## DELAWARE AND HUDSON CANAL.

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

Personally appeared Thomas Dickson, president, and Charles P. Hartt, treasurer, of the Delaware and Hudson canal company's railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. DICKSON, *President.*  
 CHARLES P. HARTT, *Treasurer.*

Sworn and subscribed before me, this }  
 21st day of December, 1869. }

D. A. BOKEE, *Commissioner.*

## STOCK AND DEBT.

None of these items specially applicable to the railroad account, but applied generally to the canal and railroad accounts.

## COST OF ROAD AND EQUIPMENT.

	By present report.
Construction .....	\$2,304,261 28
Equipment .....	634,540 52
Total cost .....	<u>2,938,801 80</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Scranton to Honesdale .....	32 miles.
Length of main line of road in Pennsylvania.....	32 "
Length of road laid, including light and loaded track .....	72 "
Length of double track of road .....	26 "
Length of sidings, about .....	26 "
Gauge of road .....	4 ft. 3 inches.

Weight of rail per yard on main track.....	40 and 56 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: Baltimore coal and Union railroad company's road, from Green Ridge to Union Junction.....	17 miles.
Number of engine houses and shops: Two engine houses and three shops.	
Number of engines: Eleven locomotives and thirty stationary.	
Number of first 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, \$1,000,).....	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$400,).....	180
Number of coal cars, rated as eight wheel cars, (average cost of each, \$225,).....	3,350
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 920,).....	16
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	8
Number of wood and water stations on main road,.....	3
Number of tunnels.....	None.
How is track laid, and on what foundation? Earth and gravel foundation.	

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

Number of miles run by passenger trains.....	21,216
Number of miles run by freight trains.....	19,220
Number of miles run by coal trains: Our coal cars are run upon inclined planes, and not in trains. Tonnage moved an average distance of 28 miles.	
Number of through passengers for the year on main road.....	21,055
Number of passengers (all classes) carried in cars,.....	71,505

Number of tons of 2,000 lbs. of through freight for the year on main road .....	14,938
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	1,348,239
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.....	10
Weight of first class passenger engines .....	28 tons.
Weight of freight engines.....	<u>23 to 34</u> "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	5,481	June, 1869.....	6,058
December, 1868.....	5,786	July, 1869.....	6,857
January, 1869.....	4,901	August, 1869.....	6,264
February, 1869.....	5,013	September, 1869.....	7,036
March, 1869.....	6,397	October, 1869.....	5,433
April, 1869.....	5,809		
May, 1869.....	6,470	Total.....	<u>71,505</u>

*The amount of freight, specifying the quantity in tons:*

Anthracite coal, (partly estimated,).....	1,333,301	Lumber.....	<u>1,728</u>
Bituminous coal.....	None.	Total.....	<u>1,348,239</u>
Merchandise.....	13,210		

*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.....	3 cents.
For through coal .....	2 "
For local freight.....	<u>4</u> "

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including build- ings.....	<u>\$138,912 51</u>
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*Repairs of machinery :*

Repairs of engines and tenders, machinery and wire ropes.....	\$120,803 71
Repairs of passenger, baggage and freight cars...	125,982 93
	<u>246,786 64</u>

*Operating the road :*

Office expenses, stationery, &c., agents and clerks, labor, (loading and unloading freight,) porters, watchmen and switch tenders, wood and water station attendance, conductors, baggage masters, brakemen, engineers and firemen.....	\$257,263 05
Fuel, and cost of preparing for use.....	51,040 49
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	10,015 33
	<u>318,318 87</u>

## RECEIPTS.

Months.	Passengers.	Freight.
November, 1868.....	\$2,769 84	\$4,095 07
December, 1868.....	2,660 94	2,237 64
January, 1869.....	2,180 38	2,318 33
February, 1869.....	2,243 06	2,015 23
March, 1869.....	2,929 84	2,078 72
April, 1869.....	2,533 45	2,583 98
May, 1869.....	3,074 71	2,197 78
June, 1869.....	2,725 90	1,507 50
July, 1869.....	3,160 43	1,622 38
August, 1869.....	3,029 92	1,707 20
September, 1869.....	3,294 51	2,665 46
October, 1869.....	2,414 08	2,423 12
Total.....	33,017 06	27,452 41

*Summary of payments :*

None of the items specially applicable to the railroad account, but applied generally to the canal and railroad account of the company.

*Cost of transportation :*

What express companies run on your road, and on what terms? Hope express company.

What transportation or freight companies run on your road, and on what terms? None.

## ACCIDENTS.

	Killed.	Injured.
Employees .....	1	2
Others .....	3	2
	<hr/>	<hr/>
	4	4
	<hr/>	<hr/>

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

R. Turner, footman, run over at foot No. 2, January 12. Died January 14.

Boat boy, name unknown, run over on Honesdale plane, April 5. Killed.

R. Pierce, brakesman, run over at Honesdale plane, April 10. Both arms broken.

E. Welch, miner, run over, April 15. One leg broke.

Walter Loftus, water boy, run over on No. 24 plane, April 16. Lost one leg.

——— Bowers, boy, run over, playing on No. 1 plane, April 29. Lost one leg.

W. Carter, boy, run over, playing at No. 3, May 7. Killed.

M. Kearney, miner, run over at Middle Branch, Oct. 22. Killed.

## NAMES AND RESIDENCE OF OFFICERS.

See canal report for the information under this head.

R. Manville, superintendent of the road, Carbondale, Pa.

(No. 27.)

## DELAWARE, LACKAWANNA AND WESTERN.

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

Personally appeared Samuel Sloan, president, and A. J. Odell, treasurer, of the Delaware, Lackawanna and Western railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief, the earnings and expenditures for October being necessarily partially estimated.

(Signed) SAM. SLOAN, *President.*  
 A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this }  
 15th day of January, 1870. }

T. B. RAYNOLDS, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law: Sufficient to complete road, &c., as originally intended.

Amount paid in as by last report.....	\$14,100,600 00
Total amount now paid in of capital stock .....	14,100,600 00
Funded debt, as per last report.....	3,683,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1871,) .....	\$564,000 00
1st mortgage bonds, (date of maturity, 1875,) .....	1,111,000 00
2d mortgage bonds, (date of maturity, 1881,) .....	1,633,000 00
	<hr/>
	3,308,000 00
Floating debt, as by last report .....	1,008,161 95
The amount now of floating debt, (October, partly estimated,).....	2,190,000 00
Total amount now of floating and funded debt..	5,498,000 00

Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent. ; 2d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: January 20, 1869, 5 per cent. ; July 20, 1869, 5 per cent.

Number of shares of stock .....	282,012
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, (in both cases,).....	<u>14,100,600 00</u>

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (October, partly estimated,) .....	\$11,021,258 62	\$11,250,000 00
Equipment, (October, partly estimated,) .....	2,967,617 35	3,250,000 00
Total cost.....	<u>13,988,875 97</u>	<u>14,500,000 00</u>

#### CHARACTERISTICS OF ROAD.

Length of main line of road, from Great Bend to Delaware river .....	113 miles.
Length of main line of road in Pennsylvania.....	113 "
Length of road laid.....	113 "
Length of double track of road .....	60 "
Length of sidings.....	42 "
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 in the State.	
Number of engine houses and shops: 4 engine houses and 4 shops.	
Number of engines .....	103



**RAILROAD REPORT.**

**103**

Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	19
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,600,).....	9
Number of freight cars, rated as eight wheel cars, (average cost of each, \$700,).....	824
Number of coal cars, rated as four wheel cars, (average cost of each, \$250,).....	6,662
Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, 2,960,).....	13
Number of stone bridges, (total length in feet, 280,).....	5
Number of railroads crossed .....	1
Number of stations on main road .....	21
Number of wood and water stations on main road: 12 wood, 16 water.	
Value of real estate held by the company, exclusive of road way.....	Cannot say.
Number of tunnels, (length of each, 2,280 feet, 560 feet, 700 feet,).....	3
How is track laid and on what foundation? 100 miles ballasted, remainder on natural earth.	

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

Number of miles run by passenger trains .....	155,103
Number of miles run by freight trains .....	280,207
Number of miles run by coal trains.....	1,384,943
Number of through passengers for the year on main road.....	3,134
Number of passengers (all classes) carried in cars,	189,988
Number of tons of 2,000 lbs. of through freight for the year on main road.....	13,097
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,993,946
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) ....	20
Average rate of speed adopted by express trains, including stops .....	25 miles.

Average rate of speed adopted by freight trains, including stops .....	8 miles.
Weight of first class passenger engines .....	70,000 lbs.
Weight of freight engines.....	<u>78,000 lbs.</u>

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	14,554	June, 1869.....	16,928
December, 1868.....	11,849	July, 1869.....	21,335
January, 1869.....	11,497	August, 1869.....	23,143
February, 1869.....	11,495	September, 1869 .....	18,738
March, 1869.....	14,644	October, 1869 .....	15,556
April, 1869.....	15,830		
May, 1869.....	14,419	Total .....	<u>189,988</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	1,592,414	Agricultural products.....	34,510
Bituminous coal.....	1,648	Merchandise.....	26,633
Petroleum.....	81	Manufactures .....	14,015
Pig iron.....	8,628	Live stock.....	6,360
Railroad iron.....	44,062	Lumber .....	97,934
Other iron or castings.....	6,309	Other articles .....	21,414
Iron and other ores .....	99,854		
Lime and limestone.....	40,084	Total.....	<u>1,993,946</u>

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

For first class through passengers, (and tax,) .....	3 cents.
For first class way passengers, (and tax,).....	3½ "
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 :*

Rates vary from time to time as circumstances require.

**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings .....	\$427,827 71	\$35,652 31	\$392,175 40
Taxes on real estate .....	10,000 00	833 83	9,166 67
<b>Total</b> .....	<b>437,827 71</b>	<b>36,485 64</b>	<b>401,342 07</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders .....	\$207,870 90	\$21,716 47	\$186,154 43
Repairs of passenger and baggage cars .....	25,369 99	25,369 99	
Repairs of freight cars .....	314,903 85		314,903 85
Repairs of tools and machinery in shops: Included in above.			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops. ....	13,800 00	2,951 10	10,848 90
<b>Total</b> .....	<b>561,944 74</b>	<b>50,037 56</b>	<b>511,907 18</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c. ....	\$8,847 45	\$737 37	\$8,110 08
Agents and clerks .....	20,642 25	1,720 18	18,922 07
Labor—loading and unloading freight .....	7,752 58		7,752 58
Porters, watchmen and switch tenders .....	11,497 10	958 92	10,538 18
Wood and water station attendance .....	6,668 76	555 73	6,113 03
Conductors, baggage masters and brakemen .....	116,431 80	9,702 65	106,729 15
Engineers and firemen .....	122,843 01	10,236 90	112,606 11
Fuel and cost of preparing for use .....	238,163 08	19,846 91	118,316 17
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	74,564 27	6,213 69	68,350 58
Loss and damage of goods and baggage .....	10,151 14	845 92	9,305 22
Use of freight cars .....	1,830 51	152 54	1,677 97
Damage for injury of persons .....	1,293 37	1,293 37	
Damage to property, including damage by fire and cattle killed on road .....	2,343 00		2,343 00
General superintendence .....	3,958 33	329 96	3,628 37
Contingencies .....	5,559 71	463 31	5,096 40
<b>Total</b> .....	<b>1,632,318 81</b>	<b>139,580 65</b>	<b>1,392,738 16</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

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

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868.....	\$15,018 69	\$231,026 11	\$2,845 31	\$467 99	\$249,358 10
December, 1868.....	12,469 42	211,185 76	3,016 08	463 87	227,135 13
January, 1869.....	10,943 88	213,329 37	2,930 69	516 48	227,720 42
February, 1869.....	10,377 84	210,649 23	710 69	473 21	222,210 97
March, 1869.....	13,125 34	234,658 92	1,778 01	487 58	250,049 85
April, 1869.....	15,599 41	247,127 22	1,820 69	494 33	265,041 65
May, 1869.....	15,192 22	187,090 76	1,820 69	561 29	204,634 96
June, 1869.....	17,554 33	59,022 98	710 69	465 74	77,753 74
July, 1869.....	20,906 41	67,523 61	710 69	449 82	89,590 53
August, 1869.....	22,812 43	75,830 58	710 68	460 52	99,814 21
September, 1869.....	20,918 39	215,739 63	710 69	464 91	237,833 67
October, 1869.....	17,054 52	247,931 06	710 68	484 82	266,181 08
Total.....	191,972 88	2,201,115 28	18,476 59	5,760 56	2,417,324 31

*Summary of payments :*

For construction and equipment.....	\$511,124 03
For maintaining and operating the road.....	1,632,318 81
For dividends.....	1,410,060 00
For interest.....	231,560 00
For miscellaneous.....	25,000 00
For surplus funds.....	None.
For State tax on capital stock and tonnage.....	47,946 70
For United States tax.....	74,213 70
Total.....	<u>3,832,223 24</u>

*Cost of transportation :*

Cost per passenger and per ton freight per mile, proximate average.....	<u>Cannot tell.</u>
--	---------------------

What express companies run on your road, and on what terms ?  
We do our own express business in connection with general freight transportation. Receipts are returned in aggregate earnings.

What transportation or freight companies run on your road, and on what terms ? None.

## ACCIDENTS.

KILLED—employees .....	6
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 :*

1868.

Nov. 6. Eugene Smith, brakeman on freight train, fell under cars while in motion near Dunnings and killed instantly.

Dec. 4. William Early, watchman at Paradise tunnel, was run over and killed by a coal train.

1869.

Jan. 5. John Campbell, engineer, killed by explosion of engine Pocono at Montrose station.

Jan. 7. Michael Minahan and Edward Monyhan, laborers on track, killed at Tobyhanna by coal train.

Feb. 22. Thomas Hosie, brakeman in Scranton yard, killed by switching engine Hercules.

May 29. A man named John Buner killed on double track by express passenger train.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William E. Dodge.....	New York city.
Moses Taylor .....	New York city.
George Bulkley ..	Southport, Conn.
John J. Blair .....	Blairstown, N. J.
Rufus R. Graves .....	New York city.
Lowell Holbrook .....	New York city.
Simeon B. Chittenden..	New York city.
John Brisbin.....	Newark, N. J.
George Bliss .....	New York city.
Percy R. Pyne.....	New York city.
Wm. Walter Phelps.....	New York city.
Joseph H. Scranton.....	Scranton, Pa.
John C. Phelps .....	Wilkesbarre, Pa.
James Blair .....	Scranton, Pa.
Samuel Sloan, President .....	26 Exchange Place, New York city.
Charles E. Carryl, Secretary .....	26 Exchange Place, New-York city.
A. J. Odell, Treasurer.....	26 Exchange Place, New York city.
H. F. Hallstead, Superintendent.....	Scranton, Pa.

(No. 28.)

## 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 within report are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }  
 4th day of December, 1869. }

WM. 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.....	89,800 00
Total amount now paid in of capital stock .....	89,800 00
Funded debt, as per last report .....	168,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1885,).....	\$140,000 00
2d mortgage bonds, (date of maturity, January 1, 1873,) .....	35,000 00
3d mortgage bonds .....	None.
	175,000 00
Floating debt, as by last report .....	2,000 00
The amount now of floating debt .....	2,000 00
Total amount now of floating and funded debt....	177,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 8 per cent.	

Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	1,823
Par value of each share .....	\$50 00
Amount paid in on each share .....	49 26

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$259,000 00</u>	<u>\$264,800 00</u>

Equipment by Penna. R. R. C.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Downingtown to Waynesburg .....	17½ miles.
Length of main line of road in Pennsylvania.....	17½ miles.
Length of road laid.....	17½ miles.
Length of double track of road .....	None.
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 the company .....	None.
Number of wooden bridges.....	6
Number of stations on main road .....	8
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way .....	\$2,500 00
How is track laid, and on what foundation? Wood-ties, six by eight inches and six inch ballast.	

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

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.

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$89,800 00
From sale of bonds.....	175,000 00
Total.....	<u>264,800 00</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James M'Clune.....	Philadelphia.
Samuel Jones.....	Rockville.
L. F. Roberts.....	Loags.
William D. Smith.....	Loags.
Thomas Millard.....	Loags.
John S. Parker.....	Wallace.
Wm. Morton.....	Honeybrook.
Wm. P. Buchanan.....	Honeybrook.
Joseph C. Davis.....	Honeybrook.
Samuel H. M'Connel.....	Honeybrook.
Joseph M. M'Clure.....	Downingtwn.
David Shelmire.....	Downingtwn.
John Cornog, President.....	Wallace.
Thomas Millard, Secretary.....	Loags.
John G. Lewis, Treasurer.....	Honeybrook



(No. 29.)  
EAST MAHANAY.

STATE OF PENNSYLVANIA, }  
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Richard Coe, treasurer, of the East Mahanoy railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }  
24th day of December, 1869. }

B. F. HORAN, *N. 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.
The 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 and July; each.....	3 per cent.
Number of shares of stock .....	7,851
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>392,550 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$391,603 93</u>	<u>\$391,603 93</u>

Equipped by the Philadelphia and Reading railroad company, lessees.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from East Mahanay Junction to Waste House run.....	7 $\frac{54}{100}$ miles.
Length of main line of road in Pennsylvania.....	7 $\frac{54}{100}$ "
Length of road laid.....	7 $\frac{54}{100}$ "
Length of sidings belonging to the company, 1.07 miles; belonging to sub-lessees, 1.98 miles; total,	3 $\frac{5}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
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 railroads crossed.....	1
Number of stations on main road.....	1
Number of wood and water stations on main road,	1
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, sub-lessees.

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources.....	None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borle.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary.....	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolls, Superintendent.....	Reading, Pa.

(No. 20.)

## EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }  
*Philadelphia County,* } SS:

Personally appeared Franklin B. Gowen, president, and Henry C. Jones, treasurer, of the East Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*

HENRY C. JONES, *Treasurer.*

Sworn and subscribed before me, this }  
 23d day of December, 1869. }

B. F. HORAN, N. P.

## STOCK AND DEBT.

Capital stock as authorized by law .....	Unlimited.
Amount of stock subscribed .....	\$1,309,200 00
Amount paid in as by last report.....	654,600 00
Total amount now paid in of capital stock .....	1,309,200 00
Funded debt, as per last report .....	506,900 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, March 1, 1888,) .....	495,900 00
Total amount now of floating and funded debt ...	495,900 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Feb. 1, 4 per cent. in cash; May 12, 100 per cent. in stock; July 20, 3 per cent. in cash.	
Number of shares of stock .....	26,184
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; Feb. and May, \$654,600 00; July, \$1,309,200 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$1,589,847 46	*\$1,472,599 12
Equipment.....	323,003 14	.....
	<hr/>	<hr/>
Total cost.....	1,912,850 60	1,472,599 12
	<hr/> <hr/>	<hr/> <hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Reading to Allentown .....	36 miles.
Length of main line of road in Pennsylvania.....	36 "
Length of road laid.....	36 "
Length of double track of road .....	None.
Length of sidings .....	9.8 miles.
Gauge of road .....	4 feet 8½ in.
Weight of rail per yard on main track, 52, 57, 60 and 64 pounds.	
Branch roads owned by the company, and their length .....	None.
Roads worked or leased by the company .....	None.
Number of iron bridges, (total length in feet, 19,)..	1
Number of wooden bridges, (total length in feet, 80,)	2
Number of stone bridges, (total length in feet, 275,)	14
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 ? Broken stone, sand and gravel ballast, 8 feet ties.	

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

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

\* Decrease in construction owing to certain items having been transferred to lessees. This applies also to rolling stock.

NAMES AND RESIDENCE OF OFFICERS.

<b>Directors.</b>	<b>Post office address.</b>
John S. Richards .....	Reading.
Geo. D. Stitzel... ..	Reading.
Joseph L. Stichter .....	Reading.
David E. Stout.....	Reading.
H. H. Muhlenberg.....	Reading.
R. B. Cabeen.....	Philadelphia.
A. E. Borie.....	Philadelphia.
Wm. A. Porter .....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Henry C. Jones, Secretary and Treasurer.....	Philadelphia.

(No. 31.)

## EBENSBURG AND CRESSON.

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

Personally appeared A. A. Barker, president of the Ebensburg and Cresson railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) A. A. BARKER, *President.*

Sworn and subscribed before me, this }  
 31st day of January, 1870. }

J. F. HARTRANFT, *Aud. Gen'l.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed .....	42,000 00
Total amount now paid in of capital stock .....	42,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1881,)...	80,000 00
Total amount now of floating and funded debt ...	80,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock issued .....	840
Par value of each share .....	\$50 00
Amount paid in on each share .....	50 00

## COST OF ROAD AND EQUIPMENT.

Construction and right of way.....	By present report. \$122,000 00
------------------------------------	------------------------------------

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Oresson to Ebensburg .....	11 miles.
Length of main line of road in Pennsylvania.....	11 "
Length of road laid.....	11 "
Length of sidings .....	$\frac{1}{2}$ "
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track .....	45 pounds.
Number of engine houses and shops.....	1
Number of wooden bridges.....	1
Number of stations on main road .....	3
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road way .....	\$400 00
How is track laid, and on what foundation? On spruce ties; partly stone and gravel ballast.	

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

This road is leased to the Pennsylvania railroad company for 999 years. All the business of this road will be included in their report.

## NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
A. A. Barker, President.....	Ebensburg, Pa.
Abel Lloyd, Secretary.....	Ebensburg, Pa.
John Williams, Treasurer.....	Ebensburg, Pa.

(No. 32.)

## 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 oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. KIMBER, JR., *President.*  
 WM. C. LONGSTRETH, *Treasurer.*

Sworn and subscribed before me, this }  
 16th day of November, 1869. }

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
The amount now of funded debt, (classified and date of maturity.) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1880,) .....	\$1,000,000 00
Five per cent. bonds, (date of maturity, May 1, 2862,) .....	570,000 00
Bond and mortgage on real estate, Elmira, N. Y. ....	50,000 00
	<hr/>
	1,620,000 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of funded debt .....	1,620,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 5 per cent; 3d mortgage, 7 per cent.	



Date and rate per cent. per annum of dividend or 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: 10,000 preferred, and 10,000 common.

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: \$500,000 preferred, and \$500,000 common stock .....	<u>1,000,000 00</u>

#### 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 .....	<u>2,620,000 00</u>	<u>2,620,000 00</u>

#### CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y. ....	78 miles.
Length of main line of road in Pennsylvania ....	70 "
Length of road laid .....	78 "
Gauge of road .....	<u>4 ft. 8½ inches</u>

This road is leased by the Northern Central railway company, and being operated as a branch of that road, the receipts and payments, &c., 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.
G. Macalester .....	Philadelphia.
Wm. D. Lewis .....	Philadelphia.
Alex. S. Diven .....	Elmira, N. Y.
Wm. C. Longstreth .....	Philadelphia.
Thomas Neilson .....	Philadelphia.
Thomas Kimber, Jr., President .....	Philadelphia.
Lewis P. Geiger, Secretary .....	Philadelphia.
Wm. C. Longstreth, Treasurer .....	Philadelphia.

(No. 22.)

## ELMIRA AND WILLIAMSPORT.

[Northern Central railway company lessee.]

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

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*  
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }  
 29th day of January, 1870. }

FR. W. HAAS, *Alderman.*

## STOCK AND DEBT.

See report of president and treasurer Elmira and Williamsport railroad company.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of main line of road in Pennsylvania.....	69.2 "
Length of road laid.....	78 "
Length of double track of road.....	None.
Length of sidings.....	14 miles.
Gauge of road.....	4 ft. 9 inches.
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.....	3
Number of engines: Use the engines and cars of Northern Central railway company.	

**RAILROAD REPORT.**

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Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, 4,062,).....	27
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of tunnels .....	None
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 trains .....	99,965
Number of miles run by freight and coal trains... ..	302,739
Number of miles run by ballast trains.....	17,536
Number of through passengers for the year on main road.....	34,270
Number of passengers (all classes) carried in cars,	107,064
Number of tons of 2,000 lbs. of through freight for the year on main road.....	267,381
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	308,448
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.....	28
Average rate of speed adopted by freight trains, including stops.....	10

**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.**

None kept.

*The amount of freight, specifying the quantity in tons:*

Anthracite and bituminous coal..	171,514	Agricultural products.....	52,706
Petroleum .....	117	Merchandize .....	18,486
Pig iron.....	8,108	Manufactures .....	13,176
Railroad iron.....	5,736	Live stock.....	1,146
Other iron or castings.....	6,857	Lumber .....	19,867
Iron and other ores .....	2,507	Other articles .....	6,163
Lime and limestone .....	2,105		
		<b>Total.....</b>	<b>308,448</b>

## EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n.
Repairs or maintenance of way, including buildings.....	\$134,925 97	\$33,731 49	\$101,194 48
Taxes on real estate.....	5,051 77	1,262 94	3,788 83
<b>Total.....</b>	<b>139,977 74</b>	<b>34,994 43</b>	<b>104,983 31</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders .....	\$33,071 63	\$8,267 90	\$24,803 73
Repairs of passenger and baggage cars.....	25 19	25 19	.....
Repairs of freight cars.....	7,325 31	.....	7,325 31
Repairs of tools and machinery in shops .....	2,257 19	564 29	1,692 90
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	29,860 74	7,465 18	22,395 56
<b>Total.....</b>	<b>72,540 06</b>	<b>16,322 56</b>	<b>56,217 50</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$475 05	\$118 75	\$356 80
Agents and clerks.....	9,136 58	2,294 14	6,852 44
Labor—loading and unloading freight .....	3,650 73	912 68	2,738 05
Porters, watchmen and switch tenders .....	3,137 27	784 31	2,352 96
Wood and water station attendance.....	2,134 47	533 61	1,600 86
Conductors, baggage masters and brakemen .....	29,802 34	7,722 02	22,080 32
Engineers and firemen .....	26,030 29	4,154 97	21,875 32
Fuel and cost of preparing for use.....	66,847 99	16,711 99	50,136 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,129 43	1,532 85	4,597 06
Loss and damage of goods and baggage.....	3,554 85	.....	3,554 85
Use of freight cars.....	54,183 63	.....	54,183 63
Shoveling snow.....	2,389 14	597 28	1,791 86
Damage for injury of persons.....	445 92	445 92	.....
General superintendence.....	3,000 00	750 00	2,250 00
Contingencies.....	55,244 57	13,811 14	41,433 43
<b>Total.....</b>	<b>266,162 26</b>	<b>50,359 16</b>	<b>215,803 10</b>

## RAILROAD REPORT.

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## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources.....	<u>None.</u>

## RECEIPTS.

(Year ending December 31, 1869.)

Passengers.....	\$140,839 57
Freight.....	395,263 75
Mail and express.....	23,899 95
Miscellaneous.....	2,929 61
Total.....	<u>562,932 88</u>

*Summary of payments :*

For maintaining and operating the road.....	\$478,680 06
For dividends, interest, miscellaneous and rent ...	165,000 00
Total.....	<u>643,680 06</u>

## ACCIDENTS.

	Injured.
Employees.....	1
Others.....	1
Total.....	<u>2</u>

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

Albert W. Brace, brakeman on south bound passenger train, August 14, 1869, was leaning from side of car examining a brake, when he was struck by a bridge, near Canton, Pa., and severely injured. Recovered.

A boy named Warrington jumped on a car that was being switched by local freight south, at Granville, Pa., on 7th September, 1869, and fell off; wheels of car passing over his foot, crushing it badly.

## NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer Elmira and Williamsport railroad company.

(No. 24.)

ENTERPRISE.

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

Personally appeared Thos. Baumgardner, president of the Enterprise railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) THOS. BAUMGARDNER, *President.*

Sworn and subscribed before me, this }  
 8th day of January, 1870. }

W. B. WILEY, *Alderman.*

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

Personally appeared Peter C. Hollis, treasurer of the Enterprise railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }  
 10th day of January, 1870. }

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.....	276,700 00
Total amount now paid in of capital stock.....	334,700 00
Funded debt, as per last report .....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report .....	None.
The amount now of floating debt .....	5,533 11

Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock.....	13,585 00
Par value of each share .....	<u>\$25 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$237,479 41	\$339,816 25
Equipment.....	<u>None.</u>	<u>None.</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Locust Gap junction to Shamokin, Pennsylvania.....	6 $\frac{5}{10}$ miles.
Length of main line of road in Pennsylvania.....	6 $\frac{5}{10}$ "
Length of road laid, (including sidings and branches.)	12 $\frac{9}{10}$ "
Length of double track of road.....	None.
Length of sidings .....	1 $\frac{5}{10}$ miles.
Gauge of road .....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50, 56 & 64 lbs.
Branch roads owned by the company and their length, viz: 10 collieries, laterals and sidings, total length.....	4 $\frac{3}{10}$ miles.
Number of engine houses and shops: 1 engine house.	
Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, 200.)	3
Number of railroads crossed .....	1
Number of stations on main road .....	3
Number of wood and water stations on main road,	1
How is track laid, and on what foundation? With wooden spliced blocks and iron fish bar joints, laid on cross-ties, coal dirt ballast.	

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

The road is now completed. Under an amicable arrangement with the Philadelphia and Reading railroad company, and until a permanent lease is effected, the road is worked by said company,

and the returns of business done upon the road will, therefore, appear in the returns of the Philadelphia and Reading railroad company.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. Baumgardner.....	Lancaster, Pa.
Charles Sinnickson.....	Philadelphia.
Peter C. Hollis.....	Philadelphia.
F. B. Gowen.....	Philadelphia.
Thos. Miles.....	Philadelphia.
Thos. Baumgardner, President..... Lancaster.	
P. C. Hollis, Sec y and Treas..... Philadelphia.	
Wm. H. Bines, Superintendent..... Mahanoy Plane, Schuylkill co., Pa.	



(No. 35.)

## ERIE.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss :

Personally appeared Jay Gould, president, and J. D. White, treasurer, of the Erie railway company of New York, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAY GOULD, *President.*

J. D. WHITE, *Acting Assistant Treasurer.*

Sworn and subscribed before me, this }  
 27th day of January, 1870. }

MORTIMER SMITH,

*Com. of Deeds for Penn'a in N. Y.*

## STOCK AND DEBT.

Amount of stock subscribed.....	\$78,536,910 00
Amount paid in as by last report.....	46,302,210 00
Total amount now paid in of capital stock.....	78,536,910 00
Funded debt, as per last report .....	23,398,800 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Sterling bonds, date of maturity, 1875,).....	\$4,844,400 00
1st mortgage bonds, (date of maturity, 1897,).....	3,000,000 00
4th mortgage bonds, (date of maturity, 1880,).....	4,441,000 00
2d mortgage bonds, (date of maturity, 1879,).....	4,000,000 00
5th mortgage bonds, (date of maturity, 1888,) .....	926,500 00
3d mortgage bonds, (date of maturity, 1883,) .....	6,000,000 00
Buffalo branch bonds, date of maturity, 1891,).....	186,900 00
	<hr/>
	23,398,800 00

Floating debt, as by last report .....	\$4,893,735 81
Total amount now of floating and funded debt ..	23,398,800 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.; 4th, 5th, Buffalo branch, 7 per cent.; Sterling, 6 per cent.	
Number of shares of stock .....	785,369 $\frac{1}{100}$
Par value of each share .....	\$100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$56,486,605 97</u>	<u>\$65,131,959 01</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jersey city to Dunkirk .....	459 miles.
Length of main line of road in Pennsylvania....	42 $\frac{1}{2}$ "
Length of road laid.....	459 "
Length of double track of road and sidings.....	380 $\frac{1}{2}$ "
Weight of rail per yard on main track.....	64 and 70 lbs.
Branch roads owned by the company, and their length, viz: .....	364 $\frac{1}{2}$ miles.
Number of engine houses and shops.....	40
Number of engines .....	444
Number of first class passenger cars, rated as eight wheel cars,).....	213
Number of second class, or emigrant cars.....	54
Number of baggage, mail and express cars, (rated as eight wheel cars,) .....	71
Number of freight and coal cars, (rated as eight wheel cars,) .....	<u>7,447</u>

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

Number of miles run by passenger trains.....	2,837,407
Number of miles run by freight trains.....	4,924,172
Number of miles run by coal trains: Included in freight trains.	

## RAILROAD REPORT.

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Number of passengers (all classes) carried in cars . .	2,497,113
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	4,312,209
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 and 30
Average rate of speed adopted by freight trains, (including stops,) .....	10

*The amount of freight, specifying the quantity in tons:*

Agricultural products .....	388,730	Lumber .....	191,629
Merchandise .....	459,784	Other articles .....	2,611,672
Manufactures .....	436,846		
Live stock .....	273,548	Total .....	4,312,209

Anthracite coal, bituminous coal, petroleum, pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, are included in other articles.

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

For first class through passengers .....	2.05 cents.
For first class way passengers .....	2.73 "
For emigrant through passengers .....	1.22 "
For emigrant way passengers .....	1.47 "

## EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings .....	\$3,914,778 28	\$1,056,990 14	\$2,857,788 14
Taxes on real estate.....	333,495 08	90,043 87	243,151 21
Total.....	4,248,273 36	1,147,034 01	3,101,239 35
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$1,373,867 49	\$401,981 40	\$971,936 09
Repairs of passenger and baggage cars.....	396,076 80	396,076 80	.....
Repairs of freight cars.....	1,144,675 14	.....	1,144,675 14
Repairs of tools and machinery in shops.....	138,378 54	49,816 27	88,562 27
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	129,636 10	46,669 00	82,967 10
Total.....	3,182,634 07	894,493 47	2,288,140 60
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$251,080 14	\$64,770 04	\$186,310 10
Agents and clerks.....	872,952 93	218,238 23	654,714 70
Labor—loading and unloading freight.....	633,223 06	.....	633,223 06
Porters, watchmen and switch tenders.....	198,813 49	53,679 64	145,133 85
Wood and water station attendance .....	27,692 51	7,496 98	20,195 53
Conductors, baggage masters and brakemen .....	854,382 34	262,028 74	592,353 60
Engineers and firemen .....	900,968 28	276,909 59	624,158 69
Fuel and cost of preparing for use .....	1,406,412 24	506,308 41	900,103 83
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	198,284 58	58,239 37	140,045 21
Loss and damage of goods and baggage.....	141,543 45	38,216 73	103,326 72
Damage for injury of persons.....	67,547 49	.....	.....
Damage to property, including damage by fire and cattle killed on road.....	10,194 41	2,752 49	7,441 92
General superintendence .....	119,234 14	32,193 22	87,040 92
Contingencies.....	146,029 52	39,427 97	106,601 55
Total.....	5,828,859 18	1,627,708 90	4,200,150 28

## RECEIPTS.

From passengers .....	\$3,429,629 18
From freight .....	12,583,793 73
From mail and express .....	613,419 64
From miscellaneous .....	94,657 79
<b>Total</b> .....	<u><u>16,721,500 34</u></u>

*Summary of payments:*

For maintaining and operating the road .....	\$13,259,266 61
For Hudson river ferry .....	184,514 15
For telegraph .....	107,273 59
For interest on mortgage debt .....	1,703,773 00
For rents of railroads .....	824,020 00
For loss on Lake Erie steamers .....	78,464 64
For United States tax .....	88,566 44
<b>Total</b> .....	<u><u>16,245,878 43</u></u>
Surplus October 1st, 1869 .....	<u><u>\$475,621 91</u></u>

## ACCIDENTS.

	Killed.	Injured.
Passengers .....	10	22
Employees .....	40	68
Others .....	25	24
<b>Total</b> .....	<u>75</u>	<u>114</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jay Gould.....	Box 839, New York
James Fisk, Jr.....	Box 839, New York
Hon. Wm. M. Tweed.....	Box 839, New York
F. A. Lane.....	Box 839, New York.
Hon. Alex. S. Diven.....	Box 839, New York.
Justin D. White.....	Box 839, New York
Hon. John Ganson.....	Box 839, New York.
O. W. Chapman.....	Box 839, New York.
Horatio N. Otis.....	Box 839, New York.
Chas. G. Sisson.....	Box 839, New York.
Abram Gould.....	Box 839, New York.
Homer Ramsdell.....	Box 839, New York.
Henry Thompson.....	Box 839, New York.
Hon. John Hilton.....	Box 839, New York.
Henry N. Smith.....	Box 839, New York.
M. R. Simons.....	Box 839, New York.
Geo. C. Hall.....	Box 839, New York.
Jay Gould, President.....	Box 839, New York.
H. N. Otis, Secretary.....	Box 839, New York.
Jay Gould, Treasurer.....	Box 839, New York.
L. D. Rucker, Superintendent.....	Box 839, New York.

(No. 36.)

## ERIE AND PITTSBURG.

STATE OF PENNSYLVANIA, } ss:  
Erie County, }

Personally appeared William L. Scott, president, and D. W. Fitch, treasurer, of the Erie and Pittsburg railroad company, and in due form of law made oath, that the statements in the within 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 }  
9th day of December, 1869. }

E. CAMPHAUSEN, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,000,000 00
Amount of stock subscribed .....	999,600 00
Amount paid in as by last report .....	967,900 00
Total amount now paid in of capital stock .....	999,600 00
Funded debt, as per last report .....	2,459,132 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1882,) .....	\$830,000 00
2d mortgage bonds, (date of maturity, March 1, 1890,) .....	179,100 00
Consolidated mortgage bonds, (date of maturity, July 1, 1898,) .....	1,567,000 00
Add fractional bond certificates out, .....	1,404 00
	2,577,504 00
Floating debt, as by last report .....	62,103 32
The amount now of floating debt .....	None.
Total amount now of funded debt .....	2,577,504 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; consolidated mortgage, 7 per cent.	

Date and rate per cent. per annum of dividend or dividends .....	None declared.
Number of shares of stock issued .....	19,992
Par value of each share issued .....	\$50 00
Amount paid in on each share issued .....	50 00
Amount of capital on which the respective dividends were declared .....	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$2,094,387 75	\$2,634,231 76
Equipment .....	806,184 16	1,045,893 10
Total cost .....	<u>2,900,571 91</u>	<u>3,680,124 86</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, between Erie and New Castle .....	83 <sup>69</sup> miles.
Length of main line of road in Pennsylvania ....	83 <sup>69</sup> "
Length of road laid .....	83 <sup>69</sup> "
Length of double track of road .....	None.
Length of sidings .....	17 $\frac{1}{10}$ miles.
Gauge of road .....	4 feet 10 in.
Weight of rail per yard on main track .....	56 pounds.
Branch roads owned by the company, and their length, viz: From L. S. and M. S. railway to E. and P. railroad company's docks, and from E. and P. railroad company's docks to public docks. ....	3 $\frac{1}{100}$ miles.
Roads worked or leased by the company, viz: By contract with the L. S. and M. S. railway company .....	14 $\frac{1}{100}$ miles.
Number of engine houses and shops .....	9
Number of engines .....	22
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,075.) .....	2
Number of second class passenger cars, rated as eight wheel cars, (average cost of each, \$1,500,) .....	9



## RAILROAD REPORT.

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Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,500,)	4
Number of freight cars, rated as eight wheel cars, (average cost of each, \$800,).....	52
Number of coal cars, rated as eight wheel cars, average cost of each, \$600,) .....	663
Number of combination iron bridges, (total length in feet, 446,) .....	3
Number of wooden bridges, (total length in feet, 1,152,).....	9
Number of stone bridges.....	None.
Number of railroads crossed.....	4
Number of stations on main road .....	21
Number of wood and water stations on main road,	9
Value of real estate held by the company, exclusive of road way.....	\$545,000 00
Number of tunnels .....	None.
How is track laid, and on what foundation? Fish-joints and chairs on ties, with gravel and cinder ballast.	

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**DOMGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.**

Number of miles run by passenger trains .....	88,436
Number of miles run by freight trains .....	347,674
Number of miles run by coal trains .....	48,430
Number of through passengers for the year on main road.....	7,540
Number of passengers (all classes) carried in cars,	154,524
Number of tons of 2,000 pounds of through freight for the year on main road .....	90,345
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	597,247
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12

Weight of first class passenger engines .....	28 tons.
Weight of freight engines.....	32 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	11,582	June, 1869.....	12,813
December, 1868.....	12,053	July, 1869.....	14,115
January, 1869.....	11,832	August, 1869.....	13,511
February, 1869.....	10,556	September, 1869 .....	14,941
March, 1869.....	12,981	October, 1869.....	13,817
April, 1869.....	13,910		
May, 1869.....	12,413	Total.....	154,624

*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	160	Agricultural products.....	4,122
Bituminous coal.....	395,849	Merchandise.....	20,126
Petroleum.....	531	Manufactures .....	2,887
Pig iron .....	35,433	Live stock .....	1,813
Railroad iron.....	1,286	Lumber .....	16,970
Other iron or castings.....	23,707	Other articles .....	344
Iron and other ores.....	90,497		
Lime and limestone .....	3,522	Total.....	597,247

*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 cents.

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

Average charge per ton per mile.....	<u>2<sup>08</sup>/<sub>100</sub> cents.</u>
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**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpo'n.	Freight Transpor'n.
Repairs or maintenance of way, including buildings and docks .....	\$188,601 39	\$54,973 05	\$133,628 34
Taxes on real estate .....	1,360 89	245 30	1,115 59
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders .....	24,659 88	7,397 96	17,261 92
Repairs of passenger and baggage cars .....	4,533 41	4,533 41	
Repairs of freight cars .....	29,880 30		29,880 30
Repairs of tools and machinery .....	3,551 17	1,074 35	2,506 82
Incidental expenses, including oil, fuel, clerks, watchmen and insurance .....	26,665 83	8,298 46	18,367 37
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c .....	7,545 46	2,246 86	5,298 60
Agents and clerks .....	22,447 48	5,026 60	17,420 88
Labor at stations and express offices .....	11,149 79	3,184 37	7,965 42
Porters, watchmen, switch tenders, shops, &c .....	4,039 60	1,211 88	2,827 72
Wood and water station attendance .....	848 31	254 49	593 82
Conductors, baggage masters and brakemen .....	39,246 93	6,135 93	33,111 00
Engineers and firemen .....	28,503 60	5,039 55	23,469 05
Fuel and cost of preparing for use .....	32,029 07	9,799 87	22,229 20
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	9,762 72	2,421 89	7,340 83
Loss and damage of goods and baggage .....	593 49		593 49
Use of freight cars .....	19,405 34	334 80	19,070 54
Shovelling snow .....	692 30	297 69	484 61
Damage for injury of persons .....	833 33	833 33	
General superintendence .....	16,228 41	4,898 53	11,359 88
Contingencies .....	15,117 49	4,535 25	10,582 24
<b>Total .....</b>	<b>487,751 19</b>	<b>122,623 57</b>	<b>365,127 62</b>
<b>Less amount paid by L. S. and M. S. railway company ..</b>	<b>46,167 73</b>	<b>7,295 36</b>	<b>38,872 37</b>
	<b>441,583 46</b>	<b>115,328 21</b>	<b>326,255 25</b>

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## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$23,220 00
Sale of bonds.....	66,125 00
Other sources.....	492 00
<b>Total.....</b>	<b>89,837 00</b>

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail, express and use of cars.	Totals.
November, 1868.....	\$10,749 36	\$47,542 91	\$1,903 69	\$60,195 96
December, 1868.....	9,848 39	39,727 49	1,349 99	50,925 87
January, 1869.....	9,478 70	42,028 33	1,681 24	53,188 27
February, 1869.....	7,989 08	45,825 56	1,157 22	54,971 86
March, 1869.....	10,103 65	45,851 30	1,235 06	57,190 01
April, 1869.....	11,912 74	45,936 96	1,208 53	59,068 23
May, 1869.....	9,541 25	52,385 73	1,208 53	63,175 51
June, 1869.....	10,658 98	74,431 72	3,869 19	88,959 89
July, 1869.....	12,930 25	71,397 43	1,235 06	85,562 74
August, 1869.....	12,802 03	74,646 14	1,697 27	89,045 44
September, 1869.....	12,460 63	64,496 59	1,495 57	78,452 79
October, 1869.....	12,591 12	69,807 96	1,485 26	83,884 34
<b>Total.....</b>	<b>131,106 18</b>	<b>674,078 12</b>	<b>19,428 61</b>	<b>824,610 94</b>

*Summary of payments:*

For construction and equipment.....	\$779,552 95
For maintaining and operating the road.....	426,465 97
For dividends.....	None.
For interest, discount and coupon account.....	200,656 00
For miscellaneous.....	None.
For State tax on capital stock and tonnage.....	10,895 03
For United States tax.....	4,222 26
<b>Total.....</b>	<b>1,421,792 21</b>
Cash and amount of surplus fund: Cash assets..	\$205,655 66
Less cash liability, including unpaid account.....	57,809 36
<b>Total of surplus.....</b>	<b>47,846 30</b>

*Cost of transportation :*

Cost per passenger per mile, proximate average . .	2 cents.
Cost per ton freight per mile, proximate average . .	<u>1 cent.</u>

What express companies run on your road and on what terms ?  
The American Merchants' Union express company pay \$30 per day for transportation of express freight and messenger each way, daily, between Erie and Girard and between Johnstown and New Castle.

## ACCIDENTS.

	Killed.	Injured.
Passengers .....	None.	None.
Employees .....	4	4
Others .....	1	2
Total .....	<u>5</u>	<u>6</u>

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

1869.

June 3. Boy, named H. Sheester, about twelve years old, killed at Greenville in attempting to jump on passing train.

July 14. Irvine Sanford, passenger conductor, fatally injured by being struck by switch stand while passing Greenville.

Aug. 9. C. Maloy, laborer on work train, killed by train backing over him at Sharpsville.

Sept. 2. J. Mastick, freight brakeman, hand crushed while coupling.

Sept. 3. John M'Cormick, killed at Sharon in attempting to jump on a moving train, in the night, missing foot-hold.

Sept. 10. Jno. Miller, freight brakeman, hand crushed in coupling.

Sept. 18. Samuel Luce, laborer on working train No. 2 ; fell off train while moving and killed.

Sept. 9. David C. Shaffer, brakeman New Castle yard, killed by falling off car and train passed over him.

Sept. 18. Drunken man struck and injured near Greenville.

Oct. 8. Michael Kerley, freight brakeman, hand badly crushed in switching at Sharon.

Oct. 18. R. Graham, agent at Transfer station, struck by special train and badly injured.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Horace F. Clark .....	New York city.
Alanson Robinson .....	New York city.
Augustus Schell.....	New York city.
David Dows.....	New York city.
Wm. Williams.....	Buffalo city.
John M. Hutchinson.....	Buffalo, N. Y.
Chas. H. Lee .....	Silver Creek, N. Y.
Wm. L. Scott.....	Erie, Pa.
M. Courtright.....	Erie, Pa.
Henry Rawle.....	Erie, Pa.
James Pierce.....	Sharpsville, Pa.
Wm. L. Scott, President .....	Erie, Pa.
D. W. Fitch, Secretary.....	Erie, Pa.
D. W. Fitch, Treasurer.....	Erie, Pa.
F. W. Finney, Superintendent.....	Erie, Pa.

(No. 37.)  
**FAYETTE COUNTY.**

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

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

(Signed) N. EWING, *President.*

ARMSTRONG HADDEN, *Treasurer.*

Sworn and subscribed before me, this }  
 12th day of November, 1869. }

GEORGE W. LITMAN, *Prothonotary.*

STOCK AND DEBT.

Capital stock as authorized by law: Originally \$750,000, and might be increased to \$1,500,000, but fixed by new company, at.....	\$107,400 00
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, about,	90,000 00
Funded debt, as per last report .....	None.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity,).....	None.
2d mortgage bonds, (date of maturity,) .....	None.
3d mortgage bonds, (date of maturity,) .....	None.
Total.....	None.
Floating debt, as per 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: One dividend March 1, and one Sept. 1, each \$1 90 a share.	

Number of shares of stock .....	2,148
Par value of each share .....	\$50 00
Amount paid in on each share, in addition to the original payment .....	16 67
Amount of capital on which the respective dividends were declared .....	<u>107,400 00</u>

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 <sup>5.6</sup> / <sub>100</sub> miles.
Length of main line of road in Pennsylvania ....	12 <sup>5.6</sup> / <sub>100</sub> "
Length of road laid.....	12 <sup>5.6</sup> / <sub>100</sub> "
Length of double track of road .....	None.
Length of sidings: Supposed about 2,000 to 2,500 ft.	
Gauge of road .....	4 ft. 8½ in.'
Weight of rail per yard on main track .....	43 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: One of each.	
Number of iron bridges.....	None.
Number of wooden bridges: (total length in feet, cannot tell—one over the Youghiogheny river,)..	22
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road .....	6
Number of wood and water stations on main road:	
One water station; wood got anywhere.	
Value of real estate held by the company, exclusive of road way? Paid \$1,000 for depot ground, and part given, worth, say \$500.	
Number of tunnels .....	None.
How is track laid, and on what foundation? On cross-ties bedded on stone, and filled between with stone.	



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

Our road is rented to the Pittsburg and Connellsville company, and operated exclusively by that company, who must answer all questions not answered by us.

Pittsburg and Connellsville railroad company pay all taxes, except the U. S. tax and tax to State on capital stock.

*Summary of payments :*

For dividends .....	\$8,162 40
For surplus funds.....	60 59
For State tax on capital stock.....	397 40
For United States tax.....	397 40
	<hr/>
Total amount of surplus fund .....	<u>\$60 59</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
N. Ewing .....	Uniontown.
Armstrong Hadden .....	Uniontown.
S. A. Gilmore.....	Uniontown.
Wm. H. Bailey .....	Uniontown.
Ewing Brownfield.....	Uniontown.
Jno. Huston.....	Uniontown.
Eleazer Robinson.....	Uniontown.
N. Ewing .....	President.
Wm. H. Bailey .....	Secretary.
Armstrong Hadden .....	Treasurer.

(No. 38.)

## GETTYSBURG.

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

Personally appeared Robert M'Curdy, sequestrator of the Gettysburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) R. M'CURDY, *Sequestrator.*

Sworn and subscribed before me, this }  
 4th day of January, 1870. }

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

The Gettysburg railroad was declared insolvent in 1862, and in June of that year your deponent was appointed sequestrator, and as such he has charge of the finances of the road, but has nothing to do with the stock and funded debt, or cost of road or equipment, and many other matters and things called for in the notice of the Auditor General. The act does not seem to contemplate a report from the sequestrator of an insolvent road.

The board of managers having the custody of the original papers concerning the construction of the road, and the resolutions of the board and the treasurer's books, has all the facts which the act seems to contemplate having embodied in a report.

GETTYSBURG, PA., *January 4, 1870.*

(No. 39.)

## HANOVER BRANCH.

STATE OF PENNSYLVANIA, }  
 York County, } ss:

Personally appeared 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 within 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 }  
 13th day of December, 1869. }

O. W. FORNEY, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	116,850 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.
The amount now of funded debt, (classified and date of maturity,) as follows.....	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: May and November.....	10 per cent.
Number of shares of stock.....	2,337
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.....	<u>116,850 00</u>

## HANOVER BRANCH

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$199,689 12	\$200,000 00
Equipment .....	54,126 80	57,890 80
Total cost .....	<u>253,815 92</u>	<u>257,890 80</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Hanover Junction .....	12 $\frac{1}{5}$ miles.
Length of main line of road in Pennsylvania ....	12 $\frac{1}{5}$ "
Length of road laid.....	12 $\frac{1}{5}$ "
Length of double track of road .....	None.
Length of sidings .....	Not known.
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.....	None.
Roads worked or leased by the company, viz: The Gettysburg railroad and the Littlestown railroad.	
Number of engine houses and shops.....	4
Number of engines .....	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,750,).....	1
Number of second class passenger cars, rated as eight wheel cars, (average cost of each, \$2,000.)	3
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$600,)..	2
Number of freight cars, rated as eight wheel cars, (average cost of each, \$400,).....	10
Number of coal cars, rated as eight wheel cars. ....	None.
Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, not ascertained,).....	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,	3

Value of real estate held by the company, exclusive of road way .....	\$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, freight and coal trains: No account kept.	
Number of passengers (all classes) carried in cars,	35,829
Number of tons of 2,000 lbs. of through freight for the year on main road .....	87,705
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	91,591
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) ..	15
Average rate of speed adopted by freight trains, including stops .....	12
Weight of first class passenger and freight engines, 19 to 26 tons.	

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	2,466	June, 1869 .....	3,380
December, 1868.....	2,823	July, 1869.....	3,687
January, 1869.....	2,268	August, 1869.....	4,102
February, 1869.....	2,060	September, 1869 .....	3,281
March, 1869.....	2,939	October, 1869 .....	2,989
April, 1869.....	2,967		
May, 1869.....	2,867	Total.....	35,829

*The amount of freight, specifying the quantity in tons :*

Freight is mainly transported in individual cars, and is not classified.

*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 .....	4½ "

*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.

Local freight, from two to four cents per ton per mile.

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including build- ings.....	\$16,389 60
Taxes on real estate.....	137 88
Total.....	<u>16,527 48</u>

*Repairs of machinery:*

Repairs of engines and tenders .....	\$8,027 66
Repairs of passenger and baggage cars .....	2,720 53
Repairs of tools and machinery in shops.....	25 10
Total.....	<u>10,773 29</u>

*Operating the road:*

Office expenses, stationery, &c.....	\$364 23
Agents and clerks .....	692 50
Labor—loading and unloading freight .....	434 75
Conductors, baggage masters and brakemen.....	3,517 63
Engineers and firemen .....	3,901 44
Fuel and cost of preparing for use.....	8,674 93
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	1,265 15
Use of freight cars.....	2,243 85
General superintendence .....	532 88
Contingencies .....	22 50
Salaries and expenses of board.....	1,230 00
Total.....	<u>22,879 86</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources,	<u>\$4,074 00</u>
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## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of cars.	Miscellaneous.*
November, 1868 .....	\$1,281 63	\$3,184 16	\$95 83 $\frac{1}{2}$	\$14 50	\$1,195 87
December, 1868 .....	1,489 15	2,598 72	95 83 $\frac{1}{2}$	.....	1,316 29
January, 1869 .....	1,219 26	2,917 25	95 83 $\frac{1}{2}$	.....	1,474 88
February, 1869 .....	1,049 68	3,217 88	95 83 $\frac{1}{2}$	.....	1,434 86
March, 1869 .....	1,492 34	3,831 70	95 83 $\frac{1}{2}$	.....	1,271 80
April, 1869 .....	1,517 35	4,168 29	95 83 $\frac{1}{2}$	.....	1,423 64
May, 1869 .....	1,461 01	4,841 12	95 83 $\frac{1}{2}$	.....	1,679 97
June, 1869 .....	1,752 07	4,243 42	95 83 $\frac{1}{2}$	.....	1,652 90
July, 1869 .....	2,109 88	3,333 74	95 83 $\frac{1}{2}$	.....	2,252 94
August, 1869 .....	2,117 77	4,043 12	95 83 $\frac{1}{2}$	.....	1,265 80
September, 1869 .....	1,776 14	3,842 24	95 83 $\frac{1}{2}$	31 70	1,261 85
October, 1869 .....	1,785 97	3,873 49	95 83 $\frac{1}{2}$	10 00	1,152 10
Total .....	19,052 19	44,085 13	1,150 00	56 20	17,382 90

*Summary of payments :*

For construction and equipment .....	\$4,074 00
For maintaining and operating the road .....	50,180 63
For dividends .....	11,685 00
For State tax on capital stock and tonnage and dividends .....	2,454 33
For United States tax .....	1,118 23
Total .....	<u>69,512 19</u>

## Total amount of surplus fund :

Stock in Littlestown railroad .....	\$10,900 00	
Stock in Frederick and Pennsylvania Line railroad company .....	8,400 00	
		<u>\$19,300 00</u>

*Cost of transportation :*

Cost per passenger per mile and cost per ton freight per mile, proximate average: Not known.

What express companies run on your road, and on what terms? Adams express company, who furnish their own car and pay five hundred dollars per annum.

What transportation or freight companies run on your road, and on what terms? None.

\* This amount is made up of receipts for working Gettysburg and Littlestown railroads, and for materials sold.

## HANOVER BRANCH

## ACCIDENTS.

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Reuben S. Young.....	Hanover, Pa.
Joseph Dellone.....	Hanover, Pa.
David M. Meyers.....	Hanover, Pa.
Henry C. Schriver.....	Hanover, Pa.
David Wertz.....	Hanover, Pa.
Henry Wirt.....	Hanover, Pa.
A. W. Eichelberger, President.....	Hanover, Pa.
Henry Wirt, Secretary.....	Hanover, Pa.
R. A. Eichelberger, Treasurer.....	Hanover, Pa.
Henry A. Young, Superintendent.....	Hanover, Pa.



(No. 40.)

## HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss:

Personally appeared J. Edgar Thomson, president, and George 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 within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President*.  
 GEORGE TABER, *Treasurer*.

Sworn and subscribed before me, this }  
 10th day of November, 1869. }

W. W. DOUGHERTY, *Alderman*.

## 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
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st July, 1883,) .....	700,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	700,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: January and July 1 .....	7 per cent.
Number of shares of stock.....	23,651

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 .....	<u>1,182,550 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$1,182,550 00</u>	<u>\$1,882,550 00</u>
Total cost .....		<u>1,882,550 00</u>

## CHARACTERISTICS OF ROAD.

Leased to Pennsylvania railroad company—included in Pennsylvania railroad company's return.

*Summary of payments :*

For dividends .....	\$82,788 50
For interest .....	42,000 00
For State tax on capital stock .....	4,138 00
For United States tax .....	<u>4,356 76</u>
Total amount of surplus fund .....	<u>\$23,069 32</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.
Lewis Elkin.....	Philadelphia.
James Young.....	Middletown, Pa.
J. Edgar Thomson.....	President.
George Taber.....	Secretary and Treasurer.

(No. 41.)

## HEMPFIELD.

STATE OF PENNSYLVANIA, }  
 Washington County, } ss:

Personally appeared William Workman, president, and Joseph Henderson, treasurer, of the Hempfield railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. WORKMAN, *President.*

JOSEPH HENDERSON, *Treasurer.*

Sworn and subscribed before me, this }  
 8th day of January, 1870. }

WM. HOMISH, *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 .....	500,000 00
The amount now of funded debt .....	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 .....	<u>None declared.</u>

## 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, West Virginia, to Greensburg, Pa . . . . .	76 miles.
Length of main line of road in Pennsylvania . . . . .	61 "
Length of road laid . . . . .	32 "
Length of double track of road and sidings, say . . . . .	1 $\frac{17}{3}$ $\frac{21}{6}$ miles.
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 . . . . .	3
Number of first class passenger cars, (rated as eight wheel cars.) . . . . .	2
Number of baggage, mail and express cars, (rated as eight wheel cars,) . . . . .	1
Number of freight cars, (rated as eight wheel cars,) . . . . .	13
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 . . . . .	11
Number of wood and water stations on main road, . . . . .	4
Value of real estate held by the company, exclusive of road way . . . . .	\$104,899 96
Number of tunnels, (total length, 3,073 feet,) . . . . .	6
How is track laid and on what foundation? On cross-ties and stone ballast.	

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

Number of miles run by passenger, freight and coal trains .....	20,800
Number of passengers, (all classes,) carried in cars, .....	23,003
Number of tons of 2,000 lbs. of through freight for the year on main road.....	3,762 $\frac{1}{2}$ $\frac{5}{10}$ $\frac{7}{10}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	11,715 $\frac{1}{2}$ $\frac{24}{10}$ $\frac{1}{10}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)....	12
Average rate of speed adopted by express trains, including stops.....	12
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines .....	30 tons.

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	1,509	June, 1869.....	1,643
December, 1868.....	2,023	July, 1869.....	1,953
January, 1869.....	1,785	August, 1869.....	2,624
February, 1869.....	1,465	September, 1869.....	2,568
March, 1869.....	1,934	October, 1869.....	1,999
April, 1869.....	1,876		
May, 1869.....	1,619	Total.....	23,003

*The amount of freight, specifying the quantity in tons :*

Bituminous coal .....	5,478 $\frac{1}{2}$ $\frac{4}{10}$ $\frac{0}{10}$
Other articles .....	5,236 $\frac{1}{2}$ $\frac{8}{10}$ $\frac{1}{10}$
Total.....	11,715 $\frac{1}{2}$ $\frac{24}{10}$ $\frac{1}{10}$

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

For first class passengers.....	3.61 cents.
For first class way passengers .....	3.61 " .
For second class through passengers.....	3.61 "
For second class way passengers.....	3.61 "

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

For through freight.....	12.5 cents.
For through coal .....	None carried.
For local freight.....	18 cents.
For local coal .....	<u>3½ "</u>

## EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including build- ings .....	<u>\$19,483 03</u>
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Taxes on real estate, included in operating the road.

*Repairs of machinery:*

Total.....	<u>\$7,885 58</u>
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*Operating the road:*

Total.....	<u>\$19,710 52</u>
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## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868.....	\$1,342 70	\$1,790 70	\$208 10	.....	.....
December, 1868.....	1,742 45	1,333 65	199 89	.....	.....
January, 1869.....	1,508 50	1,349 01	214 75	.....	.....
February, 1869.....	1,303 15	1,649 46	214 75	.....	.....
March, 1869.....	1,558 70	1,937 07	214 75	.....	.....
April, 1869.....	1,534 50	2,007 77	214 75	.....	.....
May, 1869.....	1,346 25	3,213 41	214 75	.....	.....
June, 1869.....	1,436 55	1,956 78	214 75	.....	.....
July, 1869.....	1,488 00	2,141 52	214 75	.....	.....
August, 1869.....	2,324 15	1,784 18	214 75	.....	.....
September, 1869.....	2,011 00	2,463 35	214 75	.....	.....
October, 1869.....	1,629 70	2,352 28	214 75	.....	.....
Total.....	19,223 65	23,972 16	2,555 49	\$14,743 27	\$60,494 57

*Summary of payments:*

For maintaining and operating the road.....	\$45,244 19
For interest .....	336 00
For miscellaneous .....	10,407 59
For State tax on capital stock and tonnage.....	255 57
For United States tax.....	1,243 37
Total.....	<u>\$57,486 72</u>

*Cost of transportation :*

What express companies run on your road, and on what terms? Adams express company; terms, \$50 per month, when amount of freight carried does not exceed 15,000 pounds per month; all over this amount carried at rate of 20 cents per 100 pounds. Contract dated January 1, 1869.

What transportation or freight companies run on your road, and on what terms? None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Workman.....	Washington, Pa.
Jas. Clarke.....	Greensburg, Pa.
Chas. Hayes.....	Washington, Pa.
Jas. C. Acheson.....	Wheeling, W. Va.
Jno. Birch.....	Claysville, Pa.
A. J. Pannel.....	Wheeling, W. Va.
S. Brady.....	Wheeling, W. Va.
Wm. Workman, President.....	Washington, Pa.
Jos. Henderson, Secretary and Treasurer.....	Washington, Pa.
Wm. D. Burton, Superintendent.....	Washington, Pa.

(No. 42.)

## HUNTINGDON AND BROAD TOP MOUNTAIN.

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

Personally appeared B. Andrews Knight, 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 within report are true, to the best of their knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*  
 J. P. AERTSEN, *Treasurer.*

Sworn, affirmed and subscribed before me, }  
 this 4th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

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

Amount of stock subscribed: Common, 12,319 shares; preferred, 4,244 shares.

Amount paid in as by last report: Common, \$494,380 03; preferred \$195,000.

Total amount now paid in of capital stock: Common, \$494,380 03; preferred, \$212,200.

Funded debt, as per last report, including purchase of Bedford railroad ..... \$1,810,044 94

The amount now of funded debt, (classified and date of maturity,) as follows:

1st mortgage bonds, (date of maturity, Sept. 30, 1870,) ..... \$416,000 00

2d mortgage bonds, (date of maturity, Feb. 1, 1875,) ..... 367,500 00

3d mortgage bonds, (date of maturity, March 31, 1895,) ..... 991,000 00

Scrap, &c ..... 153,114 16

1,927,614 16



Rate per cent. per annum of interest on funded debt; 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: None; on scrip, 6 and 7 per cent.

Number of shares of stock: 12,319 common, 4,244 preferred.

Par value of each share.....	\$50 00
Amount of capital on which the respective dividends were declared .....	<u>None.</u>

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment: In account on books, including shops, engines, cars, &c.....	\$2,201,675 24	\$2,202,147 02

#### CHARACTERISTICS OF ROAD.

Length of main line of road, from Huntingdon to Mount Dallas .....	44 miles.
Length of main line of road in Pennsylvania.....	44 "
Length of road laid.....	44 "
Length of double track of road .....	None.
Length of sidings .....	12 miles.
Gauge of road .....	4 ft. 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, 9½ 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: 3 engine houses; 2 shops.	
Number of engines .....	15
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,)	8
Number of coal cars, (rated as eight wheel cars,)..	50
Number of iron bridges .....	None.
Number of wooden bridges, (total length in ft., 9,652,)	40
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 white oak cross-ties, ballasted in part with broken sandstone.	

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

Number of miles run by passenger trains .....	46,558
Number of miles run by freight and coal trains...	145,219
Number of through passengers for the year on main road .....	5,354
Number of passengers (all classes) carried in cars,	32,254
Number of tons of 2,000 lbs. of through freight for the year on main road .....	6,224
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	404,297
Average rate of speed adopted by ordinary passen- ger and express trains, including stops, (miles per hour,) .....	14
Average rate of speed adopted by freight trains, including stops .....	10
Weight of first class passenger engines .....	28 tons.
Weight of freight engines .....	32 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	2, 113	June, 1869 .....	2, 515
December, 1868 .....	2, 092	July, 1869 .....	3, 875
January, 1869 .....	1, 932	August, 1869 .....	5, 442
February, 1869 .....	1, 886	September, 1869 .....	2, 774
March, 1869 .....	2, 266	October, 1869 .....	2, 789
April, 1869 .....	2, 399		
May, 1869 .....	2, 171	Total .....	<u>32, 254</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	389	Live stock .....	590
Bituminous coal.....	355,608	Lumber.....	4,955
Pig iron .....	3,655	Other articles.....	8,156
Iron and other ores.....	27,215		
Lime and limestone.....	3,729	Total ..	<u>404,297</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 .....	<u>4 “</u>

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

For through freight, about .....	3½ cents.
For through coal, about .....	1¾ “
For local freight, about .....	12 “
For local coal, about.....	<u>3 “</u>

## EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings .....	\$55,985 49		\$55,985 49
Taxes on real estate.....	865 70		865 70
<b>Total.....</b>	<b>56,851 19</b>		<b>56,851 19</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$38,903 48	\$4,850 00	\$34,053 48
Repairs of passenger and baggage cars.....	577 27	577 27	
Repairs of freight cars.....	3,893 90		3,893 90
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	9,670 47	156 86	9,413 61
<b>Total.....</b>	<b>52,945 12</b>	<b>5,584 13</b>	<b>47,360 99</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$787 51	\$291 60	\$445 91
Agents and clerks.....	5,226 33	3,121 33	2,115 00
Word and water station attendance.....	609 33		609 33
Conductors, baggage masters and brakemen.....	17,956 61	3,000 36	14,956 25
Engineers and firemen .....	13,917 21	3,182 01	10,735 20
Fuel and cost of preparing for use.....	17,955 25	2,992 50	14,962 75
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,552 80		4,552 80
Use of freight cars .....	2,017 27	1,522 77	494 50
Damage to property, including damage by fire and cattle killed on road, and loss and damage of goods.....	688 45	157 70	530 66
General superintendence .....	2,324 97		2,324 97
<b>Total.....</b>	<b>65,995 73</b>	<b>14,268 36</b>	<b>51,727 37</b>

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1868.....	\$1,586 06	\$18,999 67	\$265 50	\$691 70	\$21,542 93
December, 1868.....	1,703 68	17,627 47	265 50	468 85	20,065 50
January, 1869.....	1,521 65	19,940 55	265 50	662 23	22,389 93
February, 1869.....	1,367 64	15,935 50	265 50	374 30	17,942 94
March, 1869.....	1,814 62	17,995 66	265 50	472 90	20,548 68
April, 1869.....	1,940 93	21,075 20	265 50	668 47	23,950 10
May, 1869.....	1,773 59	21,710 30	265 50	954 83	24,704 22
June, 1869.....	1,940 21	27,149 70	265 50	618 41	29,973 82
July, 1869.....	3,081 97	24,711 29	265 50	660 94	28,719 70
August, 1869.....	4,472 65	21,648 40	265 50	851 84	27,238 39
September, 1869.....	3,143 63	24,882 63	265 50	922 79	28,714 55
October, 1869.....	2,716 61	23,306 92	265 50	345 26	25,773 52
Total.....	27,063 24	254,483 29	3,186 00	7,692 52	291,564 28
Less.....				800 77	
					6,885 75

*Summary of payments :*

As the company's fiscal year ends December 31, 1869, the following is an approximate of payments to November 1, 1869 :  
 For construction and equipment, maintaining and operating the road, dividends, interest, miscellaneous, surplus funds, State tax on capital stock and tonnage, United States tax and total amount of surplus fund ..... \$285,682 00

*Cost of transportation :*

What express companies run on your road, and on what terms ?  
 Adam express company, at \$60 per month.  
 What transportation or freight companies run on your road, and on what terms ? None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Rathmell Wilson .....	Philadelphia.
James W. Paul .....	Philadelphia.
James Long.. ..	Philadelphia.
Wm. Whitaker.....	Philadelphia.
Samuel J. Christian .....	Philadelphia.
Jos. H. Trotter.....	Philadelphia.
C. D. Invilliers.....	Philadelphia.
Edw'd Roberts .....	Philadelphia.
John Devereux.....	Philadelphia.
John B. Wood .....	Philadelphia.
Wm. Cummings.....	Philadelphia.
A. P. Wilson .....	Huntingdon.
B. Andrews Knight, President .....	Philadelphia.
J. P. Aertsen, Secretary and Treasurer.....	Philadelphia.
John M'Killips, Superintendent.....	Huntingdon.

(No. 43.)

## IRONTON.

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

Personally appeared Eli J. Saeger, president, and C. S. Wurts, treasurer, of the Ironton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

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

CHAS. STEWART WURTS, *Treasurer.*

Sworn and subscribed before me, this }  
 12th day of November, 1869. }

JOSHUA STAHLER, *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 .....	150,000 00
The amount now of funded debt, (classified and date of maturity,) as follows .....	130,000 00
1st mortgage bonds, (date of maturity, May 1, 1875,) .....	130,000 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	130,000 00
Rate per cent. per annum of interest on funded debt .....	7 per cent.
Number of shares of stock .....	8,000
Par value of each share .....	\$50 00

## RAILROAD REPORT.

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## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$250,000 00	\$250,000 00
Equipment.....	18,000 00	18,000 00
Total cost.....	<u>268,000 00</u>	<u>268,000 00</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Coplay to Iron- ton and Orefield.....	10 miles.
Length of main line of road in Pennsylvania ....	10 "
Length of road laid .....	11 "
Length of double track of road.....	11 "
Length of sidings .....	4 "
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.
Number of stations on main road .....	None.
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclu- sive of road way .....	\$249,500 00
Number of tunnels .....	None.

## 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 .....	11

Number of miles run by coal trains .....	None.
Number of through passengers for the year on main road.....	None.
Number of passengers (all classes) carried in cars,	None.
Number of tons of 2,240 lbs. of through freight for the year on main road and gross amount of tonnage for the year, (2,240 lbs. per ton,) .....	<u>102,754<sup>00</sup></u>

*The amount of freight, specifying the quantity in tons, gross :*

Anthracite coal.....	6,358.10	Other articles.....	1,648.17
Iron and other ores.....	75,694.10		
Lime and limestone.....	19,054.12	Total.....	<u>102,754.09</u>

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

For through freight.....	3 to 10 cents.
For through coal .....	3 to 10 cents.
For local freight.....	3 to 10 cents.
For local coal .....	<u>3 to 10 cents.</u>

EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs or maintenance of way, including build-ings.....	\$4,148 83
Taxes on real estate .....	967 61
Total.....	<u>5,116 44</u>

*Repairs of machinery :*

Repairs of engines and tenders .....	<u>\$143 26</u>
--------------------------------------	-----------------

*Operating the road :*

Engineers and firemen .....	\$4,229 70
Coal.....	1,525 40
Oil and waste for engines and tenders .....	538 90
Contingencies.....	387 08
Total.....	<u>6,681 08</u>



**RAILROAD REPORT.**

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**RECEIPTS FROM FREIGHT.**

November, 1868.....	\$3,332 74	June, 1869 .....	\$1,805 61
December, 1868.....	2,764 77	July, 1869 .....	2,585 28
January, 1869.....	3,088 55	August, 1869.....	3,046 59
February, 1869.....	2,766 64	September, 1869 .....	3,281 76
March, 1869.....	2,388 26	October, 1869 .....	2,614 39
April, 1869.....	2,415 45		
May, 1869.....	2,271 54	Total.....	<u>32,361 57</u>

*Summary of payments :*

For construction and equipment, (transportation department,).....	\$6,824 34
For maintaining the road.....	4,148 83
For dividends .....	None.
For tolls and mileage .....	1,736 17
For State tax on capital stock and tonnage: Tax on stock, \$750 00; tonnage tax, \$2,468 50; tax on gross receipts, \$268 30 .....	3,486 80
For United States tax.....	262 50
<b>Total.....</b>	<b><u>16,458 64</u></b>

*Cost of transportation:*

Cost per ton freight per mile, proximate average.. 3 to 10 cents.

What express companies run on your road, and on what terms? None.

What transportation or freight companies run on your road, and on what terms? None.

**ACCIDENTS.**

None.

**NAMES AND RESIDENCE OF OFFICERS.**

<b>Directors.</b>	<b>Post office address.</b>
Robert Lenox Kennedy.....	New York.
Henry M. Alexander .....	New York.
Eli J. Saeger.....	Allentown, Pa.
Robert M'Allister .....	Allentown, Pa.
Chas. Stewart Wurts.....	Philadelphia.
Eli J. Saeger, President.....	Allentown, Pa.
Chas. Stewart Wurts, Secretary and Treasurer.....	Philadelphia.
Robert M'Allister, Superintendent .....	Allentown, Pa.

(No. 44.)

## JAMESTOWN AND FRANKLIN.

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

Personally appeared James Miles, president, and Sam. Hines, assistant treasurer, of the Jamestown and Franklin railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES MILES, *President.*  
 SAM. HINES, *A. Treasurer.*

Sworn and subscribed before me, this }  
 23d day of November, 1869. }

A. S. THROOP, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	632,350 00
Amount paid in as by last report.....	602,827 50
Total amount now paid in of capital stock.....	603,077 50
Funded debt, as per last report.....	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, various dates to Jan. 1, 1897,) \$500,000 00	
2d mortgage bonds, (date of maturity, June 1, 1894,).....	500,000 00
	<hr/>
	1,000,000 00
Floating debt, as by last report.....	589,641 71
The amount now of floating debt.....	688,228 27
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, 7.	
Date and rate per cent. per annum of dividend or dividends: No dividends declared.	
Number of shares of stock.....	20,000
Par value of each share.....	\$50 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$1,643,127 69</u>	<u>\$1,765,247 69</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, including extension from Franklin to Latona, now in process of construction, by the route we shall be compelled to take, about.....	56½ miles.
Length of road laid, Jamestown to Franklin.....	43½ "
Length of sidings.....	2½ "
Gauge of road.....	4 ft. 10 inches.
Weight of rail per yard on main track.....	55 and 60 lbs.
Branch roads owned by the company, and their length, viz: One coal branch at Stoneboro' mines, 1½ miles long.	
Number of engine houses and shops: Four engine houses and one shop.	
Number of wooden bridges, (total length in feet, 810,) .....	8
Number of railroads crossed: One, Atlantic and Great Western.	
Number of stations on main road.....	12
Number of wood and water stations on main road,	7
Value of real estate held by the company, exclusive of road way.....	\$35,000 00
Number of tunnels, (not completed, on extension from Franklin to Latona).....	1
How is track laid, and on what foundation? Oak ties and gravel ballast.	

The company is engaged in constructing an extension of its road, from Franklin to Latona, Venango county, for which purpose, by authority of law, \$500,000 second mortgage bonds have been issued. The work is not advanced far enough to enable a satisfactory report of the characteristics of that part of the road to be made.

This road is operated by the Lake Shore and Michigan Southern railway company, with its own equipment, and most of the data required will be furnished by that company with its own return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. H. Watson .....	Ashtabula, O.
George B. Ely .....	Cleveland, O.
William Collins .....	Cleveland, O.
James Bleakley .....	Franklin, Pa.
J. S. M'Calmont .....	Franklin, Pa.
George H. M'Intire .....	Franklin, Pa.
James Miles, President .....	Miles Grove, Erie co., Pa.
P. H. Watson, Secretary .....	Ashtabula, O.
George B. Ely, Treasurer .....	Cleveland, O.
George H. M'Intire, Superintendent .....	Franklin, Pa.
Sam. Hines, Ass't Treasurer .....	Stoneboro', Pa.

(No. 45.)

## JUNCTION.

STATE OF PENNSYLVANIA, }  
*Philadelphia County,* } SS:

Personally appeared Isaac Hinckley, president, and John Tucker, treasurer, of the Junction railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*  
 JOHN TUCKER, *Treasurer.*

Sworn and subscribed before me, this }  
 24th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$250,000 00
Amount of stock subscribed .....	180,250 00
Amount paid in as by last report .....	180,250 00
Total amount now paid in of capital stock.....	180,250 00
Funded debt, as per last report .....	800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st July, 1882,) .....	\$500,000 00
2d mortgage bonds, (date of maturity, 1st April, 1900,).....	300,000 00
	800,000 00
Total amount now of floating and funded debt....	800,000 00
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock.....	3,605
Par value of each share.....	\$50 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$892,751 43</u>	<u>\$898,324 25</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Belmont to Gray's Ferry .....	4 $\frac{62}{100}$ miles.
Length of road laid.....	4 $\frac{62}{100}$ "
Length of double track of road.....	4 $\frac{62}{100}$ "
Length of sidings .....	4,477 feet.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	67 pounds.
Number of iron bridges, (total length in feet, 425,)	4
Number of railroads crossed: West Chester and Philadelphia railroad and Pennsylvania railroad.	
Number of tunnels, (length, 750 feet,) .....	1
How is track laid, and on what foundation? On stone ballast; white oak cross-ties.	

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

Number of miles run by passenger trains .....	3,952
Number of miles run by freight and coal trains...	12,520
Number of through passenger for the year on main road, and passengers (all classes) carried in cars .....	225,150
Number of tons of 2,000 lbs. of through freight, and gross amount of tonnage for the year on main road .....	1,209,915
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,).....	12
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	8

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**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.**

November, 1868.....	16,800	June, 1869.....	17,825
December, 1868.....	17,875	July, 1869.....	19,975
January, 1869.....	17,225	August, 1869.....	18,050
February, 1869.....	16,550	September, 1869.....	18,950
March, 1869.....	26,625	October, 1869.....	18,950
April, 1869.....	18,400		
May, 1869.....	17,925	Total.....	<u>225,150</u>

Receipts on construction and equipment account. . . . . None.

**RECEIPTS.**

Months.	Passeng'rs.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1868.....	\$1,075 20	\$6,054 00	.....	\$26 00	\$7,155 20
December, 1868.....	1,144 00	5,504 40	.....	23 00	6,671 40
January, 1869.....	1,102 40	4,823 48	.....	301 44	6,227 32
February, 1869.....	1,059 20	4,967 22	\$78 12	23 00	6,127 54
March, 1869.....	1,704 00	6,485 00	.....	211 00	8,400 00
April, 1869.....	1,179 20	8,046 52	.....	273 20	9,498 92
May, 1869.....	1,147 20	6,347 10	.....	167 30	7,661 60
June, 1869.....	1,140 80	6,904 86	4,320 00	145 00	12,510 66
July, 1869.....	1,278 40	8,135 52	.....	103 60	9,517 52
August, 1869.....	1,155 20	10,754 02	.....	53 90	11,963 12
September, 1869.....	1,213 25	9,949 48	540 00	73 80	11,776 53
October, 1869.....	1,226 30	8,758 80	.....	117 60	10,102 70
<b>Total.....</b>	<b>14,425 15</b>	<b>86,730 40</b>	<b>4,938 12</b>	<b>1,518 84</b>	<b>107,612 51</b>

*Summary of payments :*

For construction and equipment.....	\$5,572 82
For maintaining and operating the road.....	45,018 98
For interest.....	48,720 00
For miscellaneous.....	4,354 45
For State tax on capital stock and tonnage, and coupons.....	1,632 87
For United States tax.....	900 00
<b>Total.....</b>	<u><u>106,199 12</u></u>

**NAMES AND RESIDENCE OF OFFICERS.**

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
J. E. Thomson.....	Philadelphia.
A. Whitney.....	Philadelphia.
John Tucker.....	Philadelphia.
F. E. Gowen.....	Philadelphia.
Isaac Hinckley..	President.
Joseph Lesley.....	Secretary.
John Tucker.....	Treasurer.
G. C. Francisus.....	Superintendent.

(No. 46.)

## LACKAWANNA AND BLOOMSBURG.

*City and County of New York, ss :*

Personally appeared Samuel Sloan, vice president, and A. J. Odell, treasurer, of the Lackawanna and Bloomsburg railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAM. SLOAN, *Vice President.*  
A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this }  
22d day of November, 1869. }

JOHN VINCENT, *Notary Public.*

## 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 .....	2,248,090 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1875 .....	\$900,000 00
Do., March 1, 1885.....	400,000 00
2d mortgage bonds, (date of maturity, April 15, 1880 .....	500,000 00
Do., May 15, 1890 .....	200,000 00
Income bonds, January 1, 1871 ...	200,000 00
	2,200,000 00
Floating debt, as by last report .....	68,619 00
The amount now of floating debt, (partially estimated,).....	125,000 00
Total amount now of floating and funded debt. ....	2,325,000 00



Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent. ; 2d mortgage, 7 per cent. ; income, 10 per cent.

Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	26,700
Par value of each share .....	\$50 00
Amount paid in on each share .....	50 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (partially estimated for 1869,) .....	\$3,231,357 64	\$3,320,000 00
Equipment, (partially estimated for 1869,) .....	521,772 40	550,000 00
Total cost.....	<u>3,753,130 04</u>	<u>3,870,000 00</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Scranton to Northumberland .....	80 miles.
Length of main line of road in Pennsylvania.....	80 "
Length of road laid.....	80 "
Length of double track of road: No double track, but 22 miles with three rails.	
Length of sidings .....	16½ "
Gauge of road .....	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.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	9
Number of engines .....	24
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,800,).....	9
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, \$520,).....	139
Number of coal cars, rated as four wheel cars, (average cost of each, \$200,).....	1,589
Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, 1,880,).....	9
Number of stone bridges, (total length in feet, 150,).....	3
Number of railroads crossed: Two at grade, and pass under Catawissa railroad.	
Number of stations on main road.....	28
Number of wood and water stations on main road,	9
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 and gravel ballast.	

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

Number of miles run by passenger trains .....	134,240
Number of miles run by freight trains .....	86,200
Number of miles run by coal trains.....	355,606
Number of through passengers for the year on main road.....	12,788
Number of passengers (all classes) carried in cars,	253,828
Number of tons of 2,000 lbs. of through freight for the year on main road.....	28,923
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,688,437
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 .....	25 tons.
Weight of freight engines .....	35 "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	19,022	June, 1869.....	21,639
December, 1868.....	16,822	July, 1869.....	26,116
January, 1869.....	17,055	August, 1869.....	28,137
February, 1869.....	16,028	September, 1869.....	26,934
March, 1869.....	16,289	October, 1869.....	25,928
April, 1869.....	19,089		
May, 1869.....	20,769	Total.....	<u>253,828</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite coal .....	1,448,791	Manufactures .....	85,275
Pig, railroad and other iron or castings .....	72,000	Total.....	<u>1,688,437</u>
Lime and limestone.....	82,371		

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

For first class through passengers .....	3 cts. and tax.
For first class way passengers.....	<u>3½ " "</u>

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

For through freight.....	2 to 3 cents.
For through coal.....	2 " "
For local freight.....	3½ " "
For local coal.....	<u>2½ " "</u>

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs or maintenance of way, including buildings, and taxes on real estate.....	<u>\$243,326 30</u>
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*Repairs of machinery :*

Repairs of engines and tenders .....	\$45,313 96
Repairs of passenger, baggage, freight and coal cars.....	<u>108,621 21</u>
Total.....	<u>153,935 17</u>

*Operating the road :*

Office expenses, stationery, &c .....	\$1,070 87
Agents and clerks, labor, (loading and unloading freight,) porters, watchmen and switch tenders, wood and water station attendance .....	23,727 87
Conductors, baggage masters and brakemen .....	30,224 92
Engineers and firemen .....	42,294 37
Fuel, and cost of preparing for use .....	36,207 05
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	6,643 44
Loss and damage of goods and baggage .....	1,656 34
Use of freight cars .....	13,473 66
Damage for injury of persons .....	211 63
General superintendence .....	5,757 61
Contingencies .....	34,690 35
<b>Total</b> .....	<b>195,958 11</b>

## RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
November, 1868 .....	\$10,402 45	\$66,577 97	\$1,058 54	\$78,038 96
December, 1868... ..	9,879 03	68,233 28	1,107 13	79,219 42
January, 1869 .....	9,831 72	67,047 56	855 98	77,735 26
February, 1869 .....	9,242 48	69,755 42	858 46	79,856 36
March, 1869 .....	10,851 63	81,570 92	892 57	93,315 12
April, 1869 .....	11,270 25	83,933 12	855 00	96,058 37
May, 1869 .....	11,055 08	87,987 73	843 19	99,886 00
June, 1869 .....	12,851 84	29,976 62	500 62	43,329 08
July, 1869 .....	13,737 40	72,388 91	500 63	86,624 94
August, 1869 .....	15,189 45	76,358 46	500 62	92,048 53
September, 1869 .....	15,105 20	60,545 68	500 63	76,151 51
October, 1869 .....	13,198 07	80,870 28	500 62	94,568 97
<b>Total</b> .....	<b>142,614 60</b>	<b>815,243 93</b>	<b>8,973 99</b>	<b>966,832 52</b>

*Summary of payments :*

For construction and equipment, (partly estimated,) .....	\$116,869 96
For maintaining and operating the road .....	593,219 58
For interest .....	169,255 92
For State tax on capital stock and tonnage .....	14,454 37
For United States tax .....	2,498 76
<b>Total</b> .....	<b>896,298 59</b>

*Cost of transportation :*

Cost per passenger per mile, proximate average: Cannot tell.

Cost per ton freight per mile, proximate average: Cannot tell.

What express companies run on your road, and on what terms? Delaware, Lackawanna and Western express.

What transportation or freight companies run on your road, and on what terms? None.

## ACCIDENTS.

	Killed.	Injured.
Employees .....	3	0
Others .....	3	2
	<u>6</u>	<u>2</u>
	<u>==</u>	<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 :*

1868.

November 30. Christian Miller, struck by train switching in Kingston yard and fatally injured.

December 9. William Blatchley, brakeman, caught between cars while coupling, at Rupert. Killed.

December 14. Miss Jennie Jones, caught foot in a cattle guard at West Pittston; run over. Leg amputated.

1869.

January 7. J. H. Lattimer, found on track, Kingston yard, dead. Supposed to have been run over by freight train.

January —. Aright Campbell, brakeman, fatally injured while jumping from train entering switch wrong.

March 15. James Jones, (colored,) in attempting to cross track at Hunlock creek, run over and fatally injured.

September 9. ——— Evans, pushed under cars by crowd at Pittston and killed.

September 16. Robert Morgan, boy, eight years old, attempting to get on coal train at Danville, fell and was run over. Leg amputated.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses Taylor.....	New York.
John Brisbin.....	Newark, N. J.
J. H. Scranton.....	Scranton, Pa.
Samuel Hoyt.....	Kingston, Pa.
John C. Phelps.....	Wilkesbarre, Pa.
W. R. Storrs.....	Scranton, Pa.
James Blair.....	Scranton, Pa.
T. F. Atherton.....	Wilkesbarre, Pa.
D. G. Driesbach.....	Beach Haven, Pa.
P. Pettibone.....	Wyoming, Pa.
A. T. M'Clintock.....	Wilkesbarre, Pa.
Samuel Sloan.....	New York.
James Archbald, President.....	Scranton, Pa.
Samuel Sloan, Vice President.....	New York.
F. F. Chambers, Secretary.....	New York.
A. J. Odell, Treasurer.....	New York.
D. T. Bound, Superintendent.....	Kingston, Pa.

(No. 47.)

## LAKE SHORE.

STATE OF OHIO, }  
 Cuyahoga County, } ss:

Personally appeared J. H. Devereux, president, and George B. Ely, treasurer, of the Lake Shore railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. H. DEVEREUX, *President.*

GEO. B. ELY, *Treasurer.*

Sworn and subscribed before me, this }  
 25th day of November, 1869. }

WM. CROWELL, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$15,000,000 00
Amount of stock subscribed .....	15,000,000 00
Amount paid in as by last report .....	8,750,000 00
Total amount now paid in of capital stock .....	15,000,000 00
Funded debt, as per last report .....	2,500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
C. P. and A. Sunbury bonds, (due July, 1874,) .....	\$500,000 00
C. P. and A. registered bonds, (due January, 1880,) .....	1,000,000 00
C. P. and A. third mortgage bonds, (due October, 1892,) .....	1,000,000 00
C. and T. sinking fund bonds, (due July, 1885,) .....	2,014,000 00
C. and T. mortgage bonds of 1866, (due April, 1886,) .....	864,000 00
C. and T. income bonds, (due September, 1870,) .....	5,000 00
Junction railroad, 1st mortgage, 2d divs. bonds, (due 1872,) .....	116,000 00
	<hr/>
	5,499,000 00

Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt...	\$5,499,000 00
Rate per cent. per annum of interest on funded debt, all .....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 2, 4½ per cent., free of government tax, cash; April 20, 10 per cent. in bonds.	
Number of shares of stock .....	300,000
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 .....	<u>15,000,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$3,882,089 64	\$16,788,882 85
Equipment .....	986,337 49	2,218,855 04
Total .....	<u>4,868,427 13</u>	<u>*19,007,737 89</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Erie to Toledo ..	208 $\frac{2.3.9}{1000}$ miles.
Length of main line of road in Pennsylvania.....	25 $\frac{5.3.4}{1000}$ "
Length of road laid.....	405 $\frac{1.7.1}{1000}$ "
Length of double track of road .....	30 $\frac{1.9.2}{1000}$ "
Length of sidings .....	73 $\frac{6.0.3}{1000}$ "
Gauge of road .....	4 feet 9½ in.
Weight of rail per yard on main track .....	60 pounds.
Branch roads owned by the company, and their length, viz: Sandusky branch, 34 $\frac{9.2.9}{1000}$ miles; Graytown branch, 8 $\frac{9.2.9}{1000}$ miles.	
Roads worked or leased by the company, viz:	
Jamestown and Franklin railroad .....	48 $\frac{6.8.0}{1000}$ miles.
Number of engine houses and shops.....	13
Number of engines .....	83

\*Includes the Cleveland and Toledo railroad.



## RAILROAD REPORT.

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Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,000) .....	53
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,) .....	26
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	1,974
Number of coal cars, rated as eight wheel cars, (average cost of each, \$500,).....	200
Number of iron bridges, (total length in feet, 674,) .....	3
Number of wooden bridges, (total length in feet, 4,334,).....	24
Number of stone bridges, (total length in feet, 372,) .....	1
Number of railroads crossed .....	8
Number of stations on main road .....	40
Number of wood and water stations on main road, .....	26
Value of real estate held by the company, exclusive of road way .....	\$102,339 18
How is track laid, and on what foundation? Laid on oak ties, fish plate and chairs; ballasted with gravel and broken stone.	

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

Number of miles run by passenger trains .....	413,019
Number of miles run by freight trains .....	850,987
Number of miles run by coal trains .....	85,050
Number of through passengers for the year on main road.....	222,145
Number of passengers (all classes) carried in cars, .....	523,544
Number of tons of 2,000 pounds of through freight for the year on main road.....	758,966
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	1,149,089
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.....	28
Average rate of speed adopted by freight trains, including stops.....	10

Weight of first class passenger engines .....	29 tons.
Weight of freight engines .....	29 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	89,216	April, 1869.....	77,500
December, 1868.....	81,914	May, 1869.....	80,083
January, 1869.....	61,947		
February, 1869.....	58,947	Total.....	523,544
March, 1869 .....	73,937		

*The amount of freight, specifying the quantity in tons:*

Anthracite and bituminous coal, 186,927	Agricultural products.....	269,056
Petroleum..... 25,402	Merchandise.....	198,665
Railroad iron..... 14,443	Live stock.....	129,712
Other iron or castings..... 46,964	Lumber.....	59,681
Iron and other ores .....	Other articles .....	157,054
Stone and sand..... 27,612		
Lime and limestone... .. 6,988	Total .....	1,149,069

*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 .....	3¼ "
For second class through passengers.....	1¾ "
For second class way passengers .....	2 "

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

For through freight.....	1¾ cents.
For through coal .....	1¼ "
For local freight .....	3¼ "
For local coal .....	1½ "

**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transportation.
Repairs or maintenance of way, including buildings.....	\$629,842 45	\$236,192 48	\$393,649 97
Taxes on real estate.....	131,926 63	59,473 30	72,453 33
<b>Total.....</b>	<b>761,769 08</b>	<b>295,665 78</b>	<b>466,103 30</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$82,618 51	\$90,921 35	\$51,697 16
Repairs of passenger and baggage cars.....	46,483 63	46,483 63	.....
Repairs of freight cars.....	205,747 18	.....	205,747 18
<b>Total.....</b>	<b>334,849 32</b>	<b>77,404 98</b>	<b>257,444 34</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$90,771 62	\$34,039 35	\$56,732 27
Agents and clerks, labor—loading and unloading freight.....	261,714 31	97,238 15	164,476 16
Porters, watchmen and switch tenders.....	35,074 99	15,692 11	19,382 88
Conductors, baggage masters and brakemen.....	106,344 93	42,448 31	63,896 62
Engineers and firemen.....	92,176 42	34,725 47	55,450 95
Fuel and cost of preparing for use.....	160,217 32	63,415 77	96,811 55
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	27,913 80	10,467 25	17,446 55
Loss and damage of goods and baggage.....	4,996 73	150 00	4,846 73
Use of freight cars.....	90,525 59	.....	90,525 59
Damage for injury of persons.....	9,961 06	8,324 17	1,636 89
Damage to property, including damage by fire and cattle killed on road.....	1,122 32	427 30	695 02
General superintendence.....	57,850 23	21,693 09	36,157 14
Contingencies, outside agents and advertising.....	42,796 49	32,097 99	10,698 50
<b>Total.....</b>	<b>981,465 81</b>	<b>362,708 96</b>	<b>618,756 85</b>

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Total.
November, 1868.....	\$147,573 40	\$269,781 44	\$28,325 85	\$445,680 69
December, 1868.....	132,095 30	302,651 54	31,696 96	466,443 80
January, 1869.....	104,140 93	306,413 78	24,079 09	434,633 80
February, 1869.....	101,155 59	254,489 04	16,415 38	372,060 01
March, 1869.....	135,866 80	330,698 16	15,336 23	481,901 19
April, 1869.....	142,975 42	329,105 27	17,145 22	489,225 91
May, 1869.....	142,697 21	288,511 02	16,280 62	447,488 85
Total.....				3,137,434 25

*Summary of payments :*

For maintaining and operating the road .....	\$2,078,084 21
For dividends, (\$1,500,000 in bonds, balance cash,) .....	2,174,943 75
For interest.....	123,725 00
For miscellaneous, rents paid, &c .....	18,728 03
For surplus funds .....	143,188 15
For State tax on tonnage and dividends .....	8,677 75
For United States tax.....	90,087 36
Total.....	<u>4,637,434 25</u>
Total amount of surplus fund, June 1 .....	<u>509,287 78</u>

*Cost of transportation :*

Cost per passenger per mile, proximate average...	1 $\frac{5.5}{100}$ cents.
Cost per ton freight per mile, proximate average..	1 $\frac{3.0}{100}$ cents.

What express companies run on your road, and on what terms? American Merchants' Union express company and the United States express company, at a fixed rate per day for a certain tonnage, with a fixed rate for excess.

What transportation or freight companies run on your road, and on what terms? Empire transportation company, at a fixed rate per ton.

## ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	0
Employees.....	13	11
Others.....	3	4
	—	—
Total.....	17	15

*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 :*

Statement of accidents on the Lake Shore railway from November 1, 1868, to June 1, 1869 :

November 25, 1868. ——— Williams, arm broken by being struck by engine, at Cleveland. Other.

December 3, 1868. C. Shultz, killed by working train, near Toledo. Employee.

December 3, 1868. W. Lee, killed by working train, near Toledo. Employee.

December 3, 1868. Geo. Micklippe, arm and shoulder broken by working train, near Toledo. Employee.

December 8, 1868. John Hiland, killed by wood train, near Millbury. Laborer.

December 8, 1868. John Castello, killed by wood train, near Millbury. Laborer.

December 8, 1868. Thos. Malone, killed by wood train, near Millbury. Laborer.

December 8, 1868. Mike Elliott, leg broken by wood train, near Millbury. Laborer.

December 16, 1868. Henry Kemp, hand smashed, coupling cars. Brakeman.

December 3, 1868. Bernard Patton, killed by collision, at Townsend. Employee.

December 3, 1868. E. B. Willis, killed by collision, at Townsend. Passenger.

December 3, 1868. F. Butler, arm broken by jumping from engine, at Townsend. Fireman

December 10, 1868. Michael Connor, killed by falling on track and passenger train passing over him. Laborer.

January 12, 1869. Edward Tage, killed by falling through trap door on freight car, near Wakeman. Employee.

January 20, 1869. Unknown man, badly injured by being struck by engine while crossing track on Elyria bridge. Other.

February 6, 1869. E. D. Davis, killed by jumping from engine, at Wakeman. Employee.

February —. O. T. Ames, hand smashed, coupling cars. Employee.

John Faster, arm broken by crossing track, at Elyria. Other.

April 6, 1869. Jacob Linden, killed by being struck by passenger train while walking on track. Other.

S. T. Hoyt, finger smashed while coupling freight cars, at Rockport. Employee.

May 18, 1869: E. E. Tallman, badly hurt by being thrown from freight train, at Berea. Employee.

December 20, 1868. Adam Miller, killed in Erie yard by two engines coming together. Employee.

February 25, 1869. Pat. Ryan, run over by wood train, at Swanville. Employee.

November 8, 1868. J. Maney, legs smashed by being run over by freight train. Employee.

December 4, 1868. James Wilson, run over by freight train, at Painesville. Other.

December 20, 1868. Unknown man, killed at Wickliffe by being struck by engine. He was sitting on end of ties. Other.

January 6, 1869. James Duppin, run over in attempting to get off of Townsend's engine. Employee.

February 17, 1869. T. Mitchelson, killed at Wickliffe by running in front of night train. Employee.

May 4, 1869. Colin Campbell, killed at Cleveland shops by being struck by pony penguin. Other.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
A. Stone, Jr.....	Cleveland, O.
T. M. Kelley.....	Cleveland, O.
S. Witt.....	Cleveland, O.
George B. Ely.....	Cleveland, O.
H. B. Payne.....	Cleveland, O.
Wm. Collins.....	Cleveland, O.
J. W. Wetmore.....	Erie, Pa.
S. J. Randall.....	Philadelphia, Pa.
Chas. P. Wood.....	Auburn, N. Y.
H. E. Parson.....	Ashtabula, O.
Henry Rawle.....	Erie, Pa.
J. H. Wade.....	Cleveland, O.
J. H. Devereux.....	Cleveland, O.
J. H. Devereux, President.....	Cleveland, O.
Geo. B. Ely, Secretary and Treasurer.....	Cleveland, O.
Chas. Collins, Superintendent.....	Cleveland, O.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY, }  
*Cleveland, O., November 25, 1869.* }

J. F. HARTRANFT,

*Auditor General:*

DEAR SIR:—Herewith I hand you the required report for the Lake Shore railway company, comprising seven months of your fiscal year, viz: From November 1, 1868, to May 31, 1869, at which time the Lake Shore railway company went out of existence, it being consolidated with the Michigan Southern and Northern Indiana railroad company, forming the Lake Shore and Michigan Southern railway company, a report of which company, for the other five months of your fiscal year, viz: From June 1, to October 31, 1869, I am now preparing. The explanation of the large increase in the construction and equipment accounts, over last year, as by enclosed report, is this: It now includes the Cleveland and Toledo railroad, and last year it did not. \* \* \*

Very respectfully yours,

C. P. LELAND, *Auditor.*

(No. 48.)

## LAKE SHORE AND MICHIGAN SOUTHERN.

STATE OF OHIO, }  
 Cuyahoga County, } ss:

Personally appeared J. H. Devereux, first vice president, and Geo. B. Ely, assistant treasurer, of the Lake Shore and Michigan Southern railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. H. DEVEREUX, *Vice President.*

GEO. B. ELY, *Assistant Treasurer.*

Sworn and subscribed before me, this }  
 20th day of December, 1869. }

WM. CROWELL, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$35,000,000 00
Amount of stock subscribed.....	35,000,000 00
Total amount now paid in of capital stock.....	35,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
C. P. and A. Sunbury bonds, due July, 1874.....	\$500,000 00
C. P. and A. registered, due January, 1880.....	1,000,000 00
C. P. and A. 3d mortgage, due October, 1892.....	1,000,000 00
C. and T. sinking fund, due July, 1885.....	2,014,000 00
C. and T. mortgage bonds of 1886, due April, 1886.....	864,000 00
C. and T. income bonds, due September, 1870.....	5,000 00
Junction railroad 1st mortgage, 2d divs. bonds, due December, 1872,	115,000 00



M. S. and N. I. 1st mortgage sinking fund bonds, due May, 1885,	\$5,256,000 00
M. S. and N. I. 2d mortgage, due November, 1877.....	2,693,000 00
M. S. and N. I. Goshen line bonds, due August, 1868.....	2,000 00
M. S. and N. I. Detroit, Monroe and Toledo bonds, due February, 1876 .....	924,000 00
B. and E. bonds, 1st mortgage, due April, 1898.....	3,000,000 00
B. and E. bonds, 1st mortgage, due June, 1870 .....	400,000 00
B. and E. bonds, 1st mortgage, due November, 1873 .....	100,000 00
B. and E. bonds, 1st mortgage, due July, 1882 .....	200,000 00
B. and E. bonds, 1st mortgage, due September, 1886 .....	300,000 00
L. S. dividend bonds, due April, 1899 .....	1,500,000 00
L. S. and M. S. sinking fund bonds, due October, 1879 .....	2,000,000 00
Kalamazoo and White Pigeon ...	400,000 00
Schoolcraft and Three Rivers, 8 per cent.....	100,000 00
Kalamazoo and Schoolcraft, 8 per cent.....	100,000 00
Kalamazoo Allegan, 8 per cent ..	840,000 00
	<hr/>
	23,313,000 00
3d mortgage bonds .....	\$23,813,000 00
The amount now of floating debt .....	416,551 76
Total amount now of floating and funded debt..	23,729,551 76
Rate per cent. per annum of interest on funded debt: \$22,273,000 at 7 per cent.; \$1,040,000 at 8 per cent.; rate of interest given in list.	
Date and rate per cent. per annum of dividend or dividends: August 1.....	4 per cent

Number of shares of stock, November 1 .....	350,000
Par value of each share .....	\$100 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared .....	27,725,600 00

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction .....	\$42,179,874 90
Equipment.....	7,767,845 34
Total cost.....	49,947,720 24

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo to Chicago .....	539.97 miles.
Length of main line of road in Pennsylvania....	44.03 “
Length of road laid.....	1,223.72 “
Length of double track of road .....	36.29 “
Length of sidings .....	193.60 “
Gauge of road: Buffalo to Toledo, 4 feet 9½ in.; Toledo to Chicago, 4 feet 8½ in.	
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Sandusky branch, 34.928 miles; Lenawee junction to Jackson, 41.90 miles; White Pigeon to Grand Rapids, 96 miles; Grayton, 8.929 miles; Air Line, 130.70 miles; Toledo to Detroit, 59.12 miles; Adrian to Monroe, 33.60 miles.	
Roads worked or leased by the company, viz: Jamestown and Franklin railroad.	
Number of engine houses and shops.....	47
Number of engines .....	241
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$5,000.).....	139
Number of second class, and emigrant cars.....	40

## RAILROAD REPORT.

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Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,)	58
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	5,068
Number of coal cars, rated as eight wheel cars, (average cost of each, \$600,).....	323
Number of iron bridges, (total length in feet, 1,972,)	21
Number of wooden bridges, (total length in feet, 11,544,).....	177
Number of stone bridges, (total length in feet, 372,)	1
Number of railroads crossed.....	18
Number of stations on main road.....	99
Number of wood and water stations on main road,	75
Value of real estate held by the company, exclusive of road way : Included in construction.	
Number of tunnels, (length, 142 feet,).....	1
How is track laid, and on what foundation ? On cross-ties, and on sand and gravel, ballasted with gravel and stone.	

## DONIGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	811,785
Number of miles run by freight trains.....	1,413,541
Number of miles run by wood, gravel and construction trains.....	231,729
Number of through passengers for five months on main road.....	326,266
Number of passengers (all classes) carried in cars,	946,528
Number of tons of 2,000 lbs. of through freight for five months on main road.....	543,846
Gross amount of tonnage for five months, (2,000 lbs. per ton,).....	1,389,600
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.....	28
Average rate of speed adopted by freight trains, including stops.....	10

Weight of first class passenger engines.....	29 tons.
Weight of freight engines.....	29 tons.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

June, 1869.....	155,340	September, 1869.....	250,259
July, 1869.....	154,760	October, 1869.....	229,518
August, 1869.....	156,651		
		Total.....	946,528

*The amount of freight, specifying the quantity in tons:*

Anthracite and bituminous coal,	267,145	Agricultural products.....	332,110
Petroleum.....	13,223	Merchandize.....	168,536
Sand stone.....	15,125	Manufactures.....	39,948
Railroad iron.....	21,692	Live stock.....	132,923
Other iron or castings, includ-		Lumber.....	107,601
ing pig.....	35,916	Other articles.....	184,502
Iron and other ores.....	65,406		
Lime and limestone.....	5,473	Total.....	1,389,600

*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.....	3¼ "
For second class through passengers.....	1¾ "
For second class way passengers.....	2 "

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

For through freight.....	1¾ cents.
For through coal.....	1¼ "
For local freight.....	3¼ "
For local coal.....	1½ "

**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings .....	\$1,145,166 83	\$458,006 73	\$687,100 10
Taxes on real estate.....	0,096 09	2,790 80	4,205 29
<b>Total.....</b>	<b>1,152,162 92</b>	<b>460,857 53</b>	<b>691,305 39</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$187,531 40	\$75,012 56	\$112,518 84
Repairs of passenger and baggage cars .....	92,886 71	92,886 71	
Repairs of freight cars.....	139,254 30		139,254 30
<b>Total.....</b>	<b>419,672 41</b>	<b>167,899 27</b>	<b>251,773 14</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c .....	\$50,117 26	\$20,050 16	\$30,067 10
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance.....	392,910 15	157,166 46	235,749 69
Conductors, baggage masters and brakemen.....	137,239 87	54,895 95	82,343 92
Engineers and firemen .....	154,100 90	61,640 36	92,460 54
Fuel and cost of preparing for use .....	276,600 09	110,672 50	166,007 59
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	53,024 08	21,209 63	31,814 45
Loss and damage of goods and baggage.....	7,561 86	1,000 00	6,560 86
Use of freight cars.....	138,512 99		138,512 99
Damage for injury of persons.....	11,121 48	2,540 30	8,581 18
Damage to property, including damage by fire and cattle killed on road.....	4,096 78	1,590 32	2,506 46
General superintendence .....	74,943 92	29,777 20	45,166 72
Contingencies.....	124,972 35	49,938 80	74,933 55
<b>Total.....</b>	<b>1,425,283 73</b>	<b>510,651 68</b>	<b>914,735 05</b>

## RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
June, 1869 .....	\$279, 283 37	\$504, 252 95	\$33, 153 79	\$16, 950 43	\$833, 640 54
July, 1869 .....	273, 008 51	383, 815 47	29, 043 99	15, 275 16	701, 143 13
August, 1869 .....	301, 772 44	486, 024 12	32, 280 17	19, 624 91	833, 701 64
September, 1869 .....	476, 441 47	616, 614 01	36, 966 86	17, 440 44	1, 227, 462 78
October, 1869 .....	454, 547 19	776, 055 37	43, 937 83	20, 853 89	1, 295, 394 28
Total .....	1, 785, 052 98	2, 846, 761 92	175, 332 64	90, 144 83	4, 897, 342 37

*Summary of payments:*

For construction and equipment .....	\$1,568,545 80
For maintaining and operating the road .....	1,425,286 73
For dividends .....	1,114,275 00
For interest .....	663,985 00
For surplus funds .....	18,146 84
For State tax on capital stock and tonnage .....	230 56
For United States tax .....	106,872 44
Total .....	<u>4,897,342 37</u>

*Cost of transportation:*

Cost per passenger per mile, proximate average ..	1.55
Cost per ton freight per mile, proximate average,	<u>1.20</u>

What express companies run on your road and on what terms? American Merchants' Union express company and United States express company, at a regular rate per day for a fixed amount of freight, and a fixed rate for excess.

What transportation or freight companies run on your road, and on what terms? Empire transportation company, at fixed rates per ton; Red Line transportation company, White Line transportation company and South Shore line, at a pro rata division of earnings and expenses.

## ACCIDENTS.

	Killed.	Injured.
Passengers .....	2	4
Employees .....	7	14
Others .....	14	2
Total .....	<u>23</u>	<u>20</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 :*

1869.

June 5. W. Cramer, leg broken while loading iron at Laporte. Employee.

June 9. Unknown man, killed on road crossing at D. and M. junction. Other.

June 11. Frederick Thorn, killed while driving across track at Detroit. Other.

June 13. J. W. Cummings, foot crushed while switching cars at Laporte. Employee.

July 2. George Campbell, hand crushed while coupling cars at Cleveland. Employee.

July 9. John Dugan, killed by jumping from gravel train at Cleveland. Employee.

June 26. J. Creed, injured by falling from freight train at Toledo. Employee.

June 29. H. Zimmerman, killed by passenger train while running across track at Cleveland. Other.

July 5. Samuel Woodard, leg and foot crushed while walking on track at Burr Oak. Other.

July 3. Unknown man, killed by being run over by freight train between Sturgis and W. Pigeon. Other.

July 5. Pat Lahay, injured by jumping from passenger train at Cleveland. Passenger.

July 1. Unknown woman, leg injured by stepping from train at Goshen. Passenger.

July 3. Henry Kane, hand hurt while coupling cars at Edgerton. Employee.

July 20. E. Murdock, hand injured while coupling cars at Edgerton. Employee.

July 3. Grantson Rich, killed by falling from train between Sturgis and W. Pigeon. Passenger.

August 4. Simon Flint, killed while coupling cars at Berea. Employee.

July 30. James Conley, killed while jumping on train at Sylvania. Other.

July 30. R. M'Kee, killed by unknown train at Jonesville. Other.

August 12. Mr. Green, killed by passenger train by jumping from train while in motion. Passenger.

June 16. Matilda Hoffman, killed by being run over by hand car. Other.

August 18. Jacob Villinger, badly injured by being struck by engine at Chicago. Other.

August 30. Mike M'Oann, leg injured while attempting to get on passenger train while in motion, at Elyria. Passenger.

September 4. George Powell, badly crushed while coupling cars at Cleveland. Employee.

August 23. Joseph Smith, killed by passenger train while walking on bridge at Olmsted Falls. Other.

August 31. H. Harvey, head and shoulders injured by jumping from engine near Pittsford. Employee.

August 31. David Lay, leg broken by jumping from engine near Pittsford. Employee.

September 2. Cecelia Courier, killed by crossing in front of train at Detroit. Other.

September 11. Charles Morris, badly hurt by being thrown from train at Toledo. Employee.

September 21. Samuel Wilsey, leg crushed by jumping from train while in motion, at Bronson. Employee.

September 24. James Burns, killed by falling from train while in motion, near Corruna. Employee.

October 4. Unknown man, injured by jumping from train at Monroeville. Passenger.

October 6. John Kelley, killed by train while walking on track at Chicago. Other.

October 6. W. Patterson, killed by train while walking on track near Ligonier. Other.

October 16. George Knight, hand smashed while coupling cars at Berea. Employee.

October 6. Lizzie Scott, killed by train while lying on track at Fremont. Other.

October 15. Alex. Parker, foot crushed by working train. Employee.



October 13. D. Patterson, hand injured while coupling cars at Burr Oak. Employee.

October 8. Patrick Birgen, killed by unknown train going east, near Fairview. Other.

September 22. P. O'Hara, killed while uncoupling cars at Cleveland. Employee.

August 21. George Perkins, killed while uncoupling cars near Harbor Creek. Employee.

September 13. S. V. R. Hammond, killed by westward bound train, near Angola. Other.

October 29. N. T. Place, killed while coupling cars at Laporte. Employee.

October 24. B. F. Thomas, killed by falling from train while in motion, near Ridgeville. Employee.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
E. B. Phillips .....	Chicago, Ill.
J. H. Devereux .....	Cleveland, O.
Wm. Williams.....	Buffalo, N. Y.
J. H. Banker.....	New York.
Horace F. Clark.....	New York.
Augustus Schell .....	New York.
A. Stone, Jr.....	Cleveland, O.
H. B. Payne.....	Cleveland, O.
Wm. L. Scott.....	Erie, Pa.
Milton Courtright.....	Erie, Pa.
Alanson Robinson .....	New York.
J. H. Wade .....	Cleveland, O.
Albert Keep.....	Chicago, Ill.
E. B. Phillips, President .....	Chicago Ill.
J. H. Devereux, First Vice President .....	Cleveland, O.
Wm. Williams, Second Vice President.....	Buffalo, N. Y.
George B. Ely, Secretary .....	Cleveland, O.
J. H. Banker, Treasurer.....	New York.
George B. Ely, Assistant Treasurer.....	Cleveland, O.

(No. 49.)

LAWRENCE.

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

Personally appeared Wm. M'Creery, president, and F. M. Hutchinson, treasurer, of the Lawrence railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. M'CREERY, *President.*  
 F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }  
 13th day of January, 1870. }

THOS. M. BLAIR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law : Authorized by charter to increase from to time.

Amount of stock subscribed .....	\$260,450 00
Amount paid in as by last report .....	150,400 00
Total amount now paid in of capital stock .....	260,450 00
Funded debt, as per last report.....	360,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, Aug., 1895,) .....	360,000 00
Floating debt, as by last report .....	27,000 00
The amount now of floating debt .....	20,000 00
Total amount now of floating and funded debt....	380,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	5,209
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 .....	None.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$399,409 66	\$614,869 34
Equipment.....	None.	None.
Total cost.....	<u>                    </u>	<u>614,869 34</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Lawrence Junction to Youngstown, Ohio.....	17 <sup>4</sup> / <sub>10</sub> miles.
Length of main line of road in Pennsylvania.....	8 <sup>1</sup> / <sub>10</sub> "
Length of road laid.....	17 <sup>4</sup> / <sub>10</sub> "
Length of double track of road.....	None.
Length of sidings.....	None.
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.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines: Operated by P., F. W. and O. railway company.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 625,).....	5
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	10
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way: Included in construction and equipment.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties, wrought chairs and ballast.	

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

Number of miles run by passenger trains : Operated by P., F. W. and C. railway company. . . . .	
Number of through passengers for the year on main road . . . . .	None.
Number of passengers (all classes) carried in cars, . . . . .	67,156
Number of tons of 2,000 lbs. of through freight for the year on main road . . . . .	None.
Gross amount of tonnage for the year, (2,000 lbs. per ton,) . . . . .	<u>176,642</u>

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 . . . . .	4,593	June, 1869 . . . . .	5,622
December, 1868 . . . . .	5,613	July, 1869 . . . . .	6,638
January, 1869 . . . . .	4,521	August, 1869 . . . . .	5,916
February, 1869 . . . . .	4,479	September, 1869 . . . . .	6,524
March, 1869 . . . . .	5,483	October, 1869 . . . . .	6,426
April, 1869 . . . . .	5,435		
May, 1869 . . . . .	5,906	Total . . . . .	<u>67,156</u>

*The amount of freight, specifying the quantity in tons :*

Bituminous coal . . . . .	10,946	Live stock . . . . .	787
Pig iron and miscellaneous . . . . .	78,794	Lumber . . . . .	2,622
Railroad iron . . . . .	6,748	Other articles . . . . .	902
Agricultural products . . . . .	1,557		
Merchandise . . . . .	2,566	Total . . . . .	<u>176,642</u>
Manufactures . . . . .	71,720		

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

For passenger transportation . . . . .	\$3,689 82
For freight transportation . . . . .	7,379 64
Total . . . . .	<u>11,069 46</u>

*Repairs of machinery :*

For passenger transportation . . . . .	\$6,046 04
For freight transportation . . . . .	12,092 07
Total . . . . .	<u>18,138 11</u>

*Operating the road :*

For passenger transportation .....	\$7,855 75
For freight transportation .....	15,711 49
<b>Total</b> .....	<u>23,567 24</u>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources, None.

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Total.
November, 1868 .....	\$1,825 35	\$6,296 10	\$336 67	.....
December, 1868 .....	2,045 16	6,749 15	356 67	.....
January, 1869 .....	1,763 55	6,531 90	346 66	.....
February, 1869 .....	1,681 05	6,349 79	326 67	.....
March, 1869 .....	2,067 10	7,174 32	356 67	.....
April, 1869 .....	1,933 90	6,715 81	346 66	.....
May, 1869 .....	2,046 50	6,751 52	346 67	.....
June, 1869 .....	1,990 22	5,963 67	346 67	.....
July, 1869 .....	982 01	2,429 08	142 67	.....
August, 1869 .....	912 24	2,610 70	138 67	.....
September, 1869 .....	825 56	3,193 55	138 67	.....
October, 1869 .....	743 67	3,478 74	138 66	.....
<b>Total</b> .....	18,896 31	64,244 33	3,323 01	\$86,462 65

The decrease in earnings from July 1st is owing to the lease of the L. railroad company to the P., F. W. and C. railway company, allowing the L. railroad company 40 per cent. of earnings.

*Summary of payments :*

For construction and equipment .....	\$215,459 68
For maintaining and operating the road .....	52,774 81
For interest .....	26,359 20
For miscellaneous .....	5,700 57
<b>Total</b> .....	<u>300,294 26</u>

*Cost of transportation :*

What express companies run on your road, and on what terms ?  
Reported by P., F. W. and C. railway company.

What transportation or freight companies run on your road,  
and on what terms ? None.

## ACCIDENTS.

Reported by P., F. W. and C. railway company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. M'Creery.....	Pittsburg, Pa.
Win. Harbaugh.....	Pittsburg, Pa.
Kent Jarvis.....	Massillon, O.
G. W. Cass.....	Pittsburg, Pa.
J. N. M'Cullough.....	Pittsburg, Pa.
Thos. D. Messler.....	Pittsburg, Pa.
Jno. Larwill.....	Wooster, O.
Wm. M'Creery.....	President.
F. M. Hutchinson.....	Secretary and Treasurer.

(No. 50.)

## LEHIGH AND LACKAWANNA.

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

Personally appeared Charles Brodhead, president of the Lehigh and Lackawanna railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) CHARLES BRODHEAD, *President.*

Sworn and subscribed before me, this }  
 9th day of December, 1869. }

BENJ. F. SCHNELLER, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,000,000 00
Amount of stock subscribed .....	375,100 00
Amount paid in as by last report .....	375,100 00
Total amount now paid in of capital stock .....	375,100 00
Funded debt, as per last report .....	300,000 00
The amount now of funded debt, (classified and date of maturity.) as follows:	
1st mortgage bonds, (date of maturity, February 1, 1897,) .....	300,000 00
The amount now of floating debt, about .....	40,000 00
Total amount now of floating and funded debt ...	340,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent. and State and United States taxes.	
Number of shares of stock .....	7,502
Par value of each share .....	<u>\$50 00</u>

## COST OF ROAD AND EQUIPMENT.

Not ascertained, we having had no final settlement to this date with the Lehigh coal and navigation company, who completed our road.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Bethlehem to Stroudsburg .....	36 miles.
Length of main line of road in Pennsylvania.....	36 "
Length of road laid.....	15 "
Length of double track of road.....	None.
Length of sidings.....	5,480 feet.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length .....	None.
Number of engine houses and shops.....	1
Number of engines used on road.....	1
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, \$2,500,) .....	1
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, 100,) .....	2
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road .....	3
Number of wood and water stations on main road,	1
Number of tunnels .....	None.
How is track laid, and on what foundation? Gravel ballast; wood cross-ties.	

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This road was completed by the Lehigh coal and navigation company and is operated by them at net cost, under an agreement; all taxes will be paid by that company; all business items are furnished us by that company.



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

Number of miles run by passenger, freight and coal trains .....	22,063
Number of through passengers for the year on main road .....	1,230
Number of passengers (all classes) carried in cars ..	8,091
Number of tons of 2,000 pounds of through freight for the year on main road .....	7,400
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	15,565
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,) .....	12

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	517	June, 1869 .....	583
December, 1868 .....	424	July, 1869 .....	901
January, 1869 .....	360	August, 1869 .....	1,227
February, 1869 .....	592	September, 1869 .....	903
March, 1869 .....	1,058	October, 1869 .....	147
April, 1869 .....	691		
May, 1869 .....	688	Total .....	8,091

*The amount of freight, specifying the quantity in tons:*

Anthracite coal .....	7,116	Agricultural products .....	171
Petroleum .....	10	Merchandize .....	928
Other iron or castings .....	44	Manufactures .....	329
Iron and other ores .....	393	Lumber .....	360
Slate .....	5,834	Other articles .....	134
Lime and limestone .....	248	Total .....	15,565

## EXPENSES.

Maintaining the road or real estate of the corporation, repairs of machinery and operating the road,	<u>\$16,424 93</u>
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## RECEIPTS.

Months.	Passengers.	Freight.	Total.
November, 1868.....	\$301 55	\$2, 247 04	\$2, 548 59
December, 1868.....	290 25	1, 053 24	1, 343 49
January, 1869.....	225 54	1, 438 34	1, 663 92
February, 1869.....	326 30	1, 232 70	1, 559 00
March, 1869.....	453 50	1, 335 87	1, 789 37
April, 1869.....	318 79	1, 857 11	2, 205 90
May, 1869.....	285 20	1, 070 11	1, 955 31
June, 1869.....	255 32	1, 461 68	1, 717 00
July, 1869.....	356 57	1, 202 83	1, 559 40
August, 1869.....	589 42	2, 276 54	2, 865 96
September, 1869.....	378 72	2, 520 54	2, 899 26
October, 1869.....	92 95	795 96	888 91
Total.....	3, 874 11	19, 122 00	22, 996 11

*Summary of payments :*

For construction .....	\$15,353 35
For maintaining and operating the road .....	16,424 93
For State tax on tonnage .....	104 66
For United States tax.....	96 85

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Brodhead.....	Bethlehem, Pa.
Augustus Wolle.....	Bethlehem, Pa.
Mendes Cohen.....	Philadelphia.
John P. Ilsley.....	Philadelphia.
Fisher Hazzard.....	Mauch Chunk, Pa.
Charles Brodhead, President.....	Bethlehem, Pa.
James Jenkins, Secretary.....	Bethlehem, Pa.
Felix W. Leinbach, Treasurer.....	Bethlehem, Pa.

(No. 51.)

## LEHIGH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }  
 Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*SOLO'N SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }  
 13th day of December, 1869. }

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 or debt.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$10,875,096 89	\$11,189,397 21
Equipment.....	2,695,500 38	2,730,365 76
Total cost.....	<u>13,570,597 27</u>	<u>13,919,762 97</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg to Union Junction .....	105 miles.
Length of main line of road in Pennsylvania.....	105 "
Length of road laid.....	105 "
Length of double track of road, used as sidings...	3 "
Length of sidings.....	58 "
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: Nescopee branch, 9 miles; Nanticoke branch, 20 $\frac{1}{4}$ miles; Coplay branch, 1 mile.	
Roads worked or leased by the company, viz: Lehigh and Lackawanna railroad.....	15 miles.
Number of engine houses and shops: 8 engine houses, 4 shops.	
Number of engines .....	53
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,000,).....	13
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	8
Number of freight cars, rated as eight wheel cars, (average cost of each, \$725,).....	355
Number of coal cars, rated as eight wheel cars, (average cost of each, \$550,).....	2,902
Number of iron bridges, (total length in feet, 2,310,).....	13
Number of wooden bridges, (total length in feet, 7,529,).....	47
Number of stone bridges .....	None.
Number of railroads crossed: One—twice at grade, twice above.	
Number of stations on main road.....	38
Number of wood and water stations on main road,.....	17
Number of tunnels, (length of each, 1,800 feet and 396 feet,).....	2
How is track laid, and on what foundation? Gravel and stone ballast; wooden cross-ties.	

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

Number of miles run by passenger trains .....	149,419
Number of miles run by freight trains.....	150,488
Number of miles run by coal trains.....	986,480
Number of through passengers for the year on main road .....	4,608
Number of passengers (all classes) carried in cars,.....	211,450
Number of tons of 2,000 lbs. of through freight for the year on main road .....	671,534

Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,535,423
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, .....	21
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines .....	28 tons.
Weight of freight engines .....	<u>31 to 35</u> "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	16,561	June, 1869.....	18,069
December, 1868.....	13,612	July, 1869.....	22,479
January, 1869.....	13,385	August, 1869.....	24,740
February, 1869.....	12,368	September, 1869.....	22,644
March, 1869.....	15,507	October, 1869.....	17,600
April, 1869.....	16,109		
May, 1869.....	18,379	Total.....	<u>211,450</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	1,394,064	Agricultural products.....	6,697
Bituminous coal.....	510	Merchandise.....	20,597
Petroleum.....	2,567	Manufactures.....	11,333
Pig iron.....	12,379	Live stock.....	47
Railroad iron.....	3,133	Lumber.....	50,132
Other iron or castings.....	7,413	Other articles.....	2,754
Iron and other ores.....	15,092		
Slate.....	7,359	Total.....	<u>1,535,423</u>
Lime and limestone.....	1,546		

*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>3½</u> "

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

For through freight.....	3 cents.
For through coal.....	2 "
For local freight.....	4 "
For local coal.....	<u>3</u> "

## EXPENSES.

*Maintaining the road or real estate of the corporation:*

Total.....	<u><u>\$345,147 63</u></u>
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*Repairs of machinery:*

Repairs of engines and tenders .....	\$70,724 77
Repairs of passenger and baggage cars .....	6,140 62
Repairs of freight cars.....	166,970 46
Repairs of tools and machinery in shops.....	10,761 44
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	39,370 95
 Total.....	 <u><u>293,968 24</u></u>

*Operating the road:*

Office expenses, stationery, &c.....	\$21,277 59
Agents and clerks .....	52,053 62
Porters, watchmen and switch tenders.....	21,866 62
Wood and water station attendance .....	1,250 41
Conductors, baggage masters and brakemen.....	121,012 38
Engineers and firemen .....	86,807 70
Fuel and cost of preparing for use.....	90,006 69
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	38,024 94
Loss and damage of goods and baggage .....	422 11
Use of freight cars.....	31,747 08
Shoveling snow .....	4,014 52
Damage for injury of persons.....	1,038 37
Damage to property, including damage by fire and cattle killed on road .....	1,110 67
General superintendence and contingencies .....	67,211 11
 Total.....	 <u><u>537,843 81</u></u>

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Use of cars.	Miscellaneous.	Total.
November, 1868 .....	\$7,030 10	\$172,199 59	.....	.....	\$179,229 69
December, 1868 .....	5,291 87	171,614 16	.....	.....	176,906 13
January, 1869 .....	6,149 79	133,203 84	.....	.....	139,353 63
February, 1869 .....	5,664 25	96,380 95	.....	.....	102,045 20
March, 1869 .....	6,864 53	125,622 76	.....	.....	132,487 34
April, 1869 .....	7,907 95	148,106 22	.....	.....	156,014 17
May, 1869 .....	8,563 36	92,381 78	.....	.....	100,945 12
June, 1869 .....	9,611 49	58,918 38	.....	.....	68,529 87
July, 1869 .....	13,461 67	200,743 25	.....	.....	214,204 92
August, 1869 .....	16,155 00	212,450 88	.....	.....	228,605 88
September, 1869 .....	13,451 35	165,742 89	.....	.....	179,194 24
October, 1869 .....	9,630 26	209,140 55	.....	.....	218,770 81
Total .....	109,781 77	1,786,505 23	\$47,818 95	\$1,402 59	1,945,508 54

*Summary of payments :*

For construction and equipment .....	\$349,165 70
For maintaining and operating the road .....	1,176,959 68
For State tax on tonnage .....	7,744 21
For United States tax .....	<u>2,744 54</u>

*Cost of transportation :*

What express companies run on your road, and on what terms?  
None.

What transportation or freight companies run on your road,  
and on what terms? None.

## ACCIDENTS.

	Killed.	Injured.
Employees .....	9	7
Others .....	1	2
Total .....	<u>10</u>	<u>9</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 :*

1868.

November 3. L. W. Leonard, engineer, Samuel Noble, fireman, and Geo. D. Aston, brakeman, were instantly killed, and Augustus

Fisher had leg broken, and was badly scalded, by cars breaking loose from coal train on mountain, and running back came in collision with through freight engine, 48, three-fourths of a mile north of White Haven. Cause—carelessness of brakeman on coal train.

December 16. Walter Marsh, brakeman, jumped into a coal car while train was passing Freemansburg. The door being open, he fell through, under train, and was fatally injured.

December 16. William Smith, brakeman, slipped while putting on brake, at Bowman's, and fell off rear coal car, caboose car passing over him; he was fatally injured.

1869.

January 1. Charles Long, in the act of putting on brake, at Penn Haven, brake wheel came off, and he was thrown under cars and killed.

January 2. William Rackawack, brakeman, while coupling up coal train, at Walnut Port, fell, and the car passed over one of his legs, crushing it so that amputation was necessary.

March 29. Charles Rugich, while walking on track, at Summit, was struck by engine and severely injured.

April 22. John T. Slocum, track repairer, while walking too near track, was struck by engine; had one leg broken, and was otherwise so severely injured that he died nine days afterward.

May 12. James Campbell, in attempting to get on a freight train, while in motion, at Berger's, fell, and rear car passed over his left leg, fracturing it below the knee joint.

May 27. Theophilus Neaman, freight brakeman, was struck by bridge, at South Wilkesbarre, when train was passing under. and falling between two cars, on the bumpers, was severely injured.

June 20. A child of Michael Conroy, aged two and a-half years, was killed, at Coal Port, by falling under a gravel car, which he, with several other children, was pushing on side track.

June 26. Jacob Jones, freight brakeman, while coupling cars, at Scranton, had his thumb and finger taken off by being caught between bumpers.

June 26. James Barman, laborer, while riding on passenger train, put his arm out of window and had it broken, by striking against rocks, above White Haven.



July 11. John Trimble, brakeman on coal train, fell between two cars, at Hazardville, and had one of his legs crushed so that amputation was necessary.

July 26. Peter Bratton, coal brakeman, was killed, at Solomon's Gap, by falling off cars, it is supposed, and under train.

September 18. William Bowman, brakeman, had his fingers mashed, between bumpers, while coupling cars, at Mauch Chunk.

October 26. Charles Given, laborer on gravel train, at Coal Port, fell with his head on track, was run over and instantly killed.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. M. Felton .....	Philadelphia.
Francis R. Cope .....	Philadelphia.
George F. Tyler .....	Philadelphia.
Phillip C. Garrett .....	Philadelphia.
Charles Wheeler .....	Philadelphia.
George Whitney .....	Philadelphia.
Alexander Biddle .....	Philadelphia.
Charles Parrish .....	Wilkesbarre.
F. C. Yarnall .....	Overbrook, Montgomery co.
Fisher Hazard .....	Mauch Chunk.
John Leisenring .....	Mauch Chunk.
E. W. Clark, President .....	Philadelphia.
F. Mitchell, Secretary .....	Philadelphia.
S. Shepherd, Treasurer .....	Philadelphia.
Mendes Cohen, Superintendent .....	Philadelphia.

(No. 52.)

## LEHIGH VALLEY.

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

Personally appeared Charles Hartshorne, vice president, and L. Chamberlain, secretary, of the Lehigh Valley railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHAS. HARTSHORNE, *Vice President.*  
 L. CHAMBERLAIN, *Secretary.*

Affirmed and subscribed before me, this }  
 29th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Amount of stock subscribed.....	\$16,060,650 00
Amount paid in as by last report.....	16,058,050 00
Total amount now paid in of capital stock.....	16,060,650 00
Funded debt, as per last report.....	2,985,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Old loan, 1st mortgage bonds,	
(date of maturity, May 1, 1873,) \$1,089,000 00	
New loan, mortgage bonds, (date of maturity, June 1, 1898,) ...	3,350,000 00
Hazleton loan, mortgage bonds, (date of maturity, Oct. 1, 1872,) ...	134,500 00
	4,573,500 00
Floating debt, as by last report.....	1,013,563 25
The amount now of floating debt.....	1,943,189 25
Total amount now of floating and funded debt ..	6,516,689 25
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent

Date and rate per cent. per annum of dividend or dividends: January, April, July and October, 2½ per cent. each.....	10 per cent.
Number of shares of stock.....	321,213
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: January, \$16,060,150; April, \$16,060,300; July, \$16,060,350; October, \$16,060,450.	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$13,348,779 79	\$13,481,240 89
Equipment.....	4,193,059 24	4,506,417 77
Total cost.....	<u>17,541,839 03</u>	<u>17,987,658 66</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg, N. J., to Wilkesbarre, Pa.....	101 miles.
Length of main line of road in Pennsylvania....	100½ "
Length of road laid, including double track and sidings.....	392 $\frac{3}{10}$ "
Length of double track of road.....	86 $\frac{8}{10}$ "
Length of sidings on main line and branches....	105½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	57 and 60 lbs.
Branch roads owned by the company, and their length, viz: Penn Haven Junction to Audenreid, 17.56 miles; Black Creek Junction to Mt. Carmel, 42.62 miles; Penn Haven to Hazleton, 14.70 miles; branches to same, 6.51 miles; Hazleton railroad to Milnesville, 8.93 miles; branches to same, 8.13 miles.	
Roads worked and leased by the company, viz: Pennsylvania and New York railroad, Wilkesbarre to Lackawanna and Bloomsburg junction,	9 $\frac{6}{10}$ miles.

Number of engine houses and shops: 20 engine houses, 7 shops.	
Number of engines .....	135
Number of first class passenger cars, (rated as eight wheel cars,).....	30
Number of baggage, mail and express cars, (rated as eight wheel cars,) .....	13
Number of freight cars, (rated as eight wheel cars,).....	426
Number of coal cars, (rated as eight wheel cars,) ..	5,512
Number of iron bridges, (total length in feet, 1,553,).....	10
Number of wooden bridges, (total length in feet, 4,633,) .....	63
Number of stone bridges, (total length in feet, 192,).....	17
Number of railroads crossed .....	6
Number of stations on main road .....	53
Number of wood and water stations on main road: 9 coal and wood; 26 water.	
Number of tunnels, (length, 1,023 feet,) .....	1
How is track laid, and on what foundation? Oak and chestnut cross-ties; stone, gravel and cinder ballast.	

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

Number of miles run by passenger trains .....	431,777
Number of miles run by freight trains.....	607,150
Number of miles run by coal trains.....	1,187,547
Number of passengers (all classes) carried in cars,	753,379
Number of tons of 2,000 lbs. of through freight and gross amount of tonnage for the year on main road.....	3,949,238
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour.)....	20
Average rate of speed adopted by express trains, including stops.....	25
Average rate of speed adopted by freight trains, including stops .....	10
Weight of first class passenger engines.....	52,000 lbs.
Weight of freight engines .....	63,000 to 97,000 lbs.

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	58,332	June, 1869.....	62,871½
December, 1868.....	56,419	July, 1869.....	70,756½
January, 1869.....	49,119	August, 1869.....	76,216½
February, 1869.....	47,330½	September, 1869.....	72,895½
March, 1869.....	60,183	October, 1869.....	71,683
April, 1869.....	59,870½		
May, 1869.....	67,742	Total.....	753,379

*The amount of freight, specifying the quantity in tons:*

Anthracite coal.....	2,611,175.92	Lime and limestone.....	79,008.11
Bituminous coal.....	16,557.03	Live stock.....	1,9,406.59
Petroleum.....	61,431.55	Lumber.....	109,370.93
Pig iron.....	217,521.73	Other articles.....	321,288.71
Railroad iron.....	43,228.23		
Other iron or castings.....	25,564.38	Total.....	3,949,238.47
Iron and other ores.....	324,685.29		

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

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

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

Average for freight.....	2 <sup>50</sup> / <sub>100</sub> cents.
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## EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including build- ings.....	\$1,036,220 19
Taxes on real estate.....	12 550 49
Total.....	1,048,770 68

*Repairs of machinery:*

Repairs of engines and tenders.....	\$227,797 66
Repairs of passenger and baggage cars.....	42,256 24
Repairs of freight cars and coal cars.....	378,554 31
Total.....	648,608 21

*Operating the road:*

Office expenses, stationery, &c.....	\$8,983 45
Agents and clerks .....	119,222 35
Porters, watchmen and switch tenders .....	59,044 77
Conductors and baggage masters .....	26,931 66
Engineers and firemen, and brakemen.....	363,721 00
Fuel and cost of preparing for use .....	294,384 97
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	85,528 95
Use of freight cars .....	47,258 83
<b>Total .....</b>	<b>1,005,075 98</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, (instalments on stock to be issued,).....	\$1,077,637 50
From sale of bonds .....	959,674 05

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mall and express.	Use of fr't cars.	Coal.	Total.
November, 1868,	\$30,668 93	\$79,879 94	\$2,264 15	\$775 21	\$385,633 11	\$499,221 34
December, 1868,	29,199 03	72,013 78	2,781 53	862 47	260,177 13	365,026 94
January, 1869.....	24,776 45	57,872 05	2,197 50	662 89	260,975 80	346,484 69
February, 1869.....	22,272 85	54,297 75	1,360 03	1,580 00	245,428 78	326,939 41
March, 1869.....	30,046 33	83,270 14	2,404 63	684 72	296,408 91	412,814 73
April, 1869.....	31,352 15	84,955 50	2,573 32	656 60	361,818 26	481,355 83
May, 1869.....	33,628 65	85,108 29	2,506 67	648 04	127,438 15	249,329 80
June, 1869.....	31,814 00	77,722 65	2,726 33	688 59	64,334 25	177,285 82
July, 1869.....	38,962 27	70,462 51	2,489 58	725 07	458,354 77	571,194 20
August, 1869.....	41,839 91	70,822 69	2,764 79	857 59	462,252 61	578,540 59
September, 1869,	43,055 55	81,020 90	3,514 74	1,120 18	301,399 43	430,110 80
October, 1869.....	39,070 52	82,093 74	4,178 33	1,080 11	235,096 41	362,428 11
<b>Total .....</b>	<b>396,686 64</b>	<b>492,650 94</b>	<b>31,766 60</b>	<b>10,350 47</b>	<b>3,469,277 61</b>	<b>4,800,732 26</b>
Miscellaneous .....						135,859 00
						<b>4,936,591 26</b>

*Summary of payments:*

For construction and equipment .....	\$445,819 63
For maintaining and operating the road.....	2,702,154 87
For dividends .....	1,606,031 25
For interest .....	357,942 00
For miscellaneous .....	56,879 57

For State tax on capital stock and tonnage, gross receipts, &c., paid and accrued.....	\$161,479 95
For United States tax.....	109,795 62
<b>Total.....</b>	<b><u>5,440,402 89</u></b>

*Cost of transportation :*

What express companies run on your road, and on what terms? Central express company, in cars furnished by the railroad company.

What transportation or freight companies run on your road, and on what terms? The Lehigh Valley freight company, in cars furnished by themselves.

## ACCIDENTS.

	Killed.	Injured.
Passengers.....	—	1
Employees.....	10	15
Others.....	8	12
<b>Total.....</b>	<b><u>18</u></b>	<b><u>28</u></b>

*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 :*

The passenger was injured by jumping from a passenger train while it was in motion.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Hartshorne.....	Philadelphia.
William W. Longstreth.....	Philadelphia.
Edward H. Trotter.....	Philadelphia.
John Taylor Johnston.....	New York.
William H. Gatzmer.....	Philadelphia.
David Thomas.....	Catasauqua, Pa.
Ashbel Welch.....	Lambertville, N. J.
John N. Hutchinson.....	Easton, Pa.
William L. Conyngham.....	Wilkesbarre, Pa.
Aric Pardee.....	Hazleton, Pa.
Edward Roberts.....	Philadelphia.
William A. Ingham.....	Philadelphia.
Asa Packer, President.....	Philadelphia.
Charles Hartshorne, Vice President.....	Philadelphia.
L. Chamberlain, Secretary.....	Philadelphia.
Charles C. Longstreth, Treasurer.....	Philadelphia.
Robert H. Sayre, Superintendent.....	Bethlehem.

(No. 53.)

## LITTLE SAW MILL RUN.

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

Personally appeared William Espy, president and superintendent of the Little Saw Mill Run railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) WM. ESPY, *President and Sup't.*

Sworn and subscribed before me, this }  
 3d day of January, 1870. }

JOHN S. HOLLINGSHEAD, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	83,745 95
Amount paid in as by last report.....	83,745 95
Total amount now paid in of capital stock.....	83,000 00
Funded debt, as per last report.....	42,166 67
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, now due,).....	\$30,000 00
2d mortgage bonds, (date of maturity, now due,).....	5,000 00
3d mortgage bonds, (date of maturity, now due,).....	1,166 67
	36,166 67
Floating debt, as by last report.....	2,895 05
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: January 1 and June 30, 8 and 10 per cent.	



## RAILROAD REPORT.

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Number of shares of stock.....	1,674
Par value of each share .....	\$50 00
Amount paid in on each share .....	All.
Amount of capital on which the respective dividends were declared .....	<u>83,745 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$91,011 44</u>	<u>\$91,011 44</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Ohio river to mines .....	3 miles.
Length of main line of road in Pennsylvania .....	3 "
Length of road laid.....	3 "
Length of double track of road .....	None.
Length of sidings .....	1 mile.
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.....	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, (average cost of each, \$190.) .....	45
Number of iron bridges .....	None.
Number of railroads crossed .....	None.
Number of stations on main road .....	None.
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road way .....	\$83,625 00
Number of tunnels .....	<u>None.</u>

## 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.
Number of passengers (all classes) carried in cars,	None.
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	<u>145,358</u>

*The amount of freight, specifying the quantity in tons :*

Bituminous coal.....	<u>145,358</u>
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## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs or maintenance of way, including build- ings.....	\$5,885 62
Taxes on real estate .....	696 42
Total.....	<u>6,582 04</u>

*Repairs of machinery :*

Repairs of engines and tenders .....	\$3,298 16
Repairs of freight cars .....	1,554 66
Repairs of tools and machinery in shops.....	1,364 01
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	500 00
Total.....	<u>6,716 83</u>

*Operating the road :*

Office expenses, stationery, &c .....	\$14 74
Agents and clerks .....	800 00
Labor—loading and unloading freight .....	4,302 79
Engineers and firemen, fuel, oil, waste and brake- men .....	5,216 51

RAILROAD REPORT.

225

Damage for injury of persons.....	\$25 00
General superintendence .....	1,238 00
Contingencies.....	525 60
	<hr/>
Total.....	12,122 64
	<hr/> <hr/>

*Receipts for July, 1869:*

Freight.....	\$47,604 63
Miscellaneous .....	4,659 72
	<hr/>
Total.....	52,264 35
	<hr/> <hr/>

*Summary of payments:*

For fractional stock.....	\$853 91
For maintaining and operating the road .....	25,421 51
For dividends .....	7,709 81
For interest.....	2,900 32
For miscellaneous .....	7,797 53
	<hr/> <hr/>

ACCIDENTS.

INJURED—others .....,..... 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:*

John M'Keever was slightly injured by falling over some T rails at the Steubenville turnpike.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Marshall.....	Temperanceville.
Wm. H. Brown.....	Pittsburg.
Jehu Haworth.....	Pittsburg.
N. P. Fetterman.....	Pittsburg.
Richard Dewhurst.....	Allegheny.
Jonathan Lenz.....	Economy, Beaver county.
William Espy, President.....	Pittsburg.
N. P. Fetterman, Secretary.....	Pittsburg.
William Espy, Superintendent.....	Pittsburg.

(No. 54.)

LITTLESTOWN.

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

Personally appeared Ephraim Myers, president, and George Stonesifer, treasurer, of the Littlestown railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EPHRAIM MYERS, *President.*  
 GEORGE STONESIFER, *Treasurer.*

Sworn and subscribed before me, this }  
 15th day of January, 1870. }

JOSEPH L. SHERK, *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 paid in of capital stock .....	46,225 00
Funded debt, as per last report .....	34,750 00
The amount now of funded debt, (classified and date of maturity,) as follows: This road was sold in 1864, and purchased by the mortgage bond holders, who now own 695 shares of stock, at \$50 per share .....	34,750 00
The amount now of floating debt.....	86 99
Total amount now of floating and funded debt ...	34,836 99
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	695
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 .....	None.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$59,400 00	\$59,400 00
Land damages .....	16,600 00	16,600 00
Total cost .....	<u>76,000 00</u>	<u>76,000 00</u>

Equipment furnished by Hanover Branch railroad.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Littlestown to Hanover.....	7½ miles.
Length of main line of road in Pennsylvania.....	7½ "
Length of sidings .....	2,268 feet.
Gauge of road .....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company .....	None.
Engines and cars furnished by Hanover Branch railroad.	
Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, 129.)	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,	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? Earth, stone and wooden ties.	

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

Number of miles run by passenger trains .....	5,475
Number of miles run by freight trains.....	5,475
Number of miles run by coal trains .....	5,475

Number of through passengers for the year on main road .....	6,353
Number of passengers (all classes) carried in cars, .....	6,353
Number of tons of 2,000 lbs. of through freight for the year on main road .....	13,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	17,164
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.....	15
Weight of first class passenger engines .....	Own none.
Weight of freight engines .....	<u>Own none.</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	594	June, 1869.....	565
December, 1868.....	403	July, 1869.....	427
January, 1869.....	492	August, 1869.....	443
February, 1869.....	499	September, 1869.....	846
March, 1869.....	495	October, 1869.....	498
April, 1869.....	601		
May, 1869.....	490	Total.....	<u>6,353</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	1,379	Merchandise.....	616
Bituminous coal.....	240	Manufactures.....	16
Other iron or castings.....	30	Lumber.....	1,971
Iron and other ores.....	9,962		
Agricultural products.....	2,966	Total ..	<u>17,164</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 .....	<u>4 "</u>

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

For through freight.....	50 cents.
For through coal .....	35 "
For local freight.....	Same.
For local coal .....	Same.

## EXPENSES.

*Maintaining the road or real estate of the corporation:*

Maintaining the road or real estate of the corporation .....	\$7,217 12
Repairs or maintenance of way, including buildings, .....	1,728 69
Taxes on real estate.....	6 51
Total.....	<u>8,952 32</u>

*Repairs of machinery:*

Engines, cars, &amp;c., furnished by Hanover Branch railroad.

*Operating the road:*

Office expenses, stationery, directors' pay, &c .....	\$170 00
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, wood and water station attendance.....	394 00
Conductors, baggage masters and brakemen, engineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars, and loss and damage of goods and baggage .....	None.
Use of freight cars .....	227 41
Damage for injury of persons.....	None.
Damage to property, including damage by fire and cattle killed on road .....	None.
General superintendence .....	Above.
Total.....	<u>791 41</u>

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868.....	\$169 00	\$504 27	.....	\$4 75	\$678 02
December, 1868.....	116 40	444 46	.....	36 11	596 97
January, 1869.....	148 27	531 97	\$92 50	13 00	785 74
February, 1869.....	145 60	440 43	.....	6 43	592 46
March, 1869.....	146 09	658 61	.....	6 65	811 35
April, 1869.....	178 55	612 12	92 50	28 39	911 56
May, 1869.....	147 50	482 04	.....	3 25	632 79
June, 1869.....	166 25	654 10	.....	12 51	832 86
July, 1869.....	128 65	450 08	92 50	6 85	678 08
August, 1869.....	133 45	382 42	.....	7 21	523 08
September, 1869.....	246 00	579 23	.....	21 63	847 06
October, 1869.....	149 20	546 38	92 50	3 73	711 81
Total.....	1,874 96	6,286 11	370 00	150 71	8,681 78
Other items not included.....					314 17
					8,995 95
					186 00
					9,181 95

*Summary of payments :*

For construction and equipment, and maintaining and operating the road.....	\$8,932 52
For dividends.....	None.
For interest.....	None.
For State tax on capital stock and tonnage.....	\$280 00
For United States tax.....	56 42
Total.....	9,268 94

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

*Cost of transportation :*

Cost per passenger per mile, proximate average: Can't say.

Cost per ton freight per mile, proximate average: Can't say.

What express companies run on your road, and on what terms?  
Adams express company, 60 cents per one hundred pounds.

What transportation or freight companies run on your road,  
and on what terms: None.

## ACCIDENTS.

None



## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ephraim Myers.....	Littlestown, Adams co., Pa.
Geo. Stonesifer.....	Littlestown, Adams co., Pa.
Jos. L. Shorb.....	Littlestown, Adams co., Pa.
Jon. Barker.....	Littlestown, Adams co., Pa.
Wm. M'Sherry.....	Littlestown, Adams co., Pa.
Jas. C. Clarke.....	Baltimore county, Md.
Henry Wirt.....	Hanover, York co., Pa.
Ephraim Myers.....	President.
Wm. M'Sherry.....	Secretary.
Geo. Stonesifer.....	Treasurer.

(No. 55.)

## LITTLE SCHUYLKILL NAVIGATION.

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

Personally appeared John F. Blandy, president, and Jos. Lapsley Wilson, treasurer, of the Little Schuylkill navigation, railroad and coal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN F. BLANDY, *President.*  
 JOS. LAPSLEY WILSON, *Treasurer.*

Sworn and subscribed before me, this }  
 22d day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

## 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 .....	807,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, October 1, 1877,) .....	795,500 00
Floating debt, as by last report.....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	795,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January, 1869, 4½ per cent.; July, 1869, 3¼ per cent.	
Number of shares of stock .....	52,922

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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 .....		<u>2,646,100 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$1,466,283 14</u>	<u>\$1,466,283 14</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catawissa railroad junction to Tamaqua.....	28½ miles.
Length of main line of road in Pennsylvania.....	28½ "
Length of road laid.....	28½ "
Length of double track of road .....	8 "
Length of sidings .....	16 <sup>6.5</sup> / <sub>100</sub> "
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: Panther Creek and Wabash Creek..	3 miles.
Roads worked or leased by the company, viz: East Mahanoy railroad.	
Number of engine houses and shops: 2 engine houses; 1 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.....	3
Number of wood and water stations on main road,	7
Value of real estate held by the company, exclusive of road way.....	\$915,657 82

Number of tunnels, (length of each, 900 feet,) . . . . 1  
 How is track laid, and on what foundation? Broken  
 stone and coal dirt ballast; cross-ties.

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

The railroad is worked by the Philadelphia and Reading rail-  
 road company, under lease, and we refer to them for these items.

*Summary of payments:*

For dividends .....	\$192,808 38
For interest .....	50,132 25
For miscellaneous .....	40,782 97
For State tax on capital stock and tonnage.....	3,988 42
For United States tax.....	13,578 43
 Total.....	 <u>301,290 45</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie .....	Philadelphia
A. J. Derbyshire .....	Philadelphia
S. J. Reeves.....	Philadelphia
D. R. Bennett.....	Philadelphia
J. H. Trotter.....	Philadelphia
Samuel F. Ashton .....	Philadelphia
John F. Blandy .....	President.
Jos. Lapsley Wilson .....	Secretary and Treasurer.

(No. 56.)

## LORBERRY CREEK.

STATE OF PENNSYLVANIA, }  
 Philadelphia County, } SS :

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Lorberry Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 S. BRADFORD, *Treasurer.*

Affirmed, sworn and subscribed before me, }  
 this 24th day of December, 1869. }

B. F. HORAN, *Notary Public.*

## 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
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity. March 1, 1869,) .....	Paid off.
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 .....	None.
Number of shares of stock .....	1,041
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 .....	<u>None declared.</u>

## LORBERRY CREEK.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$82,050 00	\$82,050 00
Total cost .....		<u>82,050 00</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Swatara creek to Lorberry mines .....	5½ miles.
Length of main line of road in Pennsylvania ....	5½ "
Length of road laid .....	5½ "
Length of double track of road .....	1 "
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: Panther's Head branch .....	1 mile.
Roads worked or leased by the company .....	None.

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 stations on main road .....	None.
Number of wood and water stations on main road, .....	None.
Number of tunnels .....	None.
How is track laid and on what foundation? On graded surface, broken stone and coal dirt ballast.	

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.
H. Pratt McKean .....	Philadelphia.
A. E. Borie .....	Philadelphia.
R. B. Cabeen .....	Philadelphia.
J. B. Lippincott .....	Philadelphia.
John Ashhurst .....	Philadelphia.
Stephen Colwell .....	Philadelphia.
Franklin B. Gowen, President .....	Philadelphia.
Wm. H. Webb, Secretary .....	Philadelphia.
Samuel Bradford, Treasurer .....	Philadelphia.
G. A. Nicolls, Superintendent .....	Reading.

(No. 57.)

## LYKENS VALLEY.

STATE OF NEW YORK, }  
*New York 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 within 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 }  
 10th day of November, 1869. }

EDWIN F. COREY, JR., *Commissioner.*

## 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.
The amount now of funded debt, (classified and date of maturity,) as follows.....	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: 5 per cent. in February and August.	
Number of shares of stock .....	30,000
Par value of each share.....	\$20 00
Amount paid in on each share .....	20 00
Amount of capital on which the respective divi- dends were declared .....	<u>600,000 00</u>

## COST OF ROAD AND EQUIPMENT.

See Summit Branch railroad report.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williamstown .....	19 $\frac{6}{10}$ miles.
Length of main line of road in Pennsylvania.....	19 $\frac{6}{10}$ "
Length of road laid.....	19 $\frac{6}{10}$ "
Length of double track of road .....	5 $\frac{1}{2}$ "
Length of sidings.....	5 $\frac{1}{2}$ "
Gauge of road .....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 and 56 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: See report of Summit Branch railroad company.	
Number of engines .....	3
Number of baggage, mail and express cars, (rated as eight wheel cars,) .....	1
Number of freight cars, (rated as eight wheel cars,) ..	1
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges, (total length in feet, 67,)	1
Number of railroads crossed .....	1
Number of stations on main road: See report of Summit Branch railroad company.	
Number of wood and water stations on main road: See report of Summit Branch railroad company.	
Value of real estate held by the company, exclusive of road way, about .....	\$20,000 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.

For the doings of the year, statement of passengers, amount of freight, rate of fare and of freight, and all receipts and disburse-



ments from the working of the road, refer to the report of the Summit Branch railroad company, lessees of the road.

## RECEIPTS.

Leased to the Summit Branch railroad company, and received from them .....	\$62,500 00
From interest .....	1,495 69
<b>Total</b> .....	<u><u>63,995 69</u></u>

*Summary of payments :*

For dividends .....	\$57,000 00
For miscellaneous .....	1,974 38
For surplus funds .....	2,021 31
For State tax on capital stock and tonnage: Paid by lessees.	
For United States tax .....	3,000 00
<b>Total</b> .....	<u><u>63,995 69</u></u>

<b>Total amount of surplus fund</b> .....	<u><u>\$10,606 09</u></u>
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## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George Dayton .....	Peekskill.
A. H. Grant .....	New York.
A. M. Lawrence .....	New York.
Edward H. Owen .....	New York.
F. A. Platt .....	New York.
John B. Storm .....	New York.
Charles E. Lex .....	Philadelphia.
George E. Hoffman, Prcsident .....	Philadelphia.
F. A. Platt, Secretary and Treasurer .....	New York.

(No. 58.)

## MAHANAY AND BROAD MOUNTAIN.

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

Personally appeared Franklin B. Gowen, President, and Richard Coe, treasurer, of the Mahanoy and Broad Mountain railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }  
 7th day of January, 1870. }

B. F. HORAN, *N. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	Unlimited.
Amount of stock subscribed.....	\$2,041,550 00
Amount paid in as by last report.....	1,874,465 00
Total amount now paid in of capital stock .....	2,035,015 00
Funded debt, as per last report .....	250,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1891,) .....	250,000 00
Floating debt, as by last report .....	180,000 00
The amount now of floating debt .....	217,907 40
Total amount now of floating and funded debt....	467,907 40
Rate per cent. per annum of interest on funded debt: 1st mortgage .....	6 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	40.831
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 .....	<u>None declared.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$2,088,243 68</u>	<u>\$2,272,344 89</u>

Equipped by Philadelphia and Reading railroad company.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Mill Creek Junction to Locustdale .....	12.74 miles.
Length of main line of road in Pennsylvania.....	12.74 "
Length of road laid, including sidings, branches and second track .....	80.55 "
Length of double track of road .....	8.9 "
Length of sidings.....	15.56 "
Gauge of road .....	4 feet 8½ in.
Weight of rail per yard on main track.....	60, 62 & 64 lbs.
Branch roads owned by the company, and their length, viz: Mt. Carmel Extension, 4.28; Sheandoah, 4.7; Mahanoy City, 5.96; Raven Run, 1.65; Ashland Extension, 1.35; Locust Gap Extension, 3.54; Coal Ridge, 3.2; Waste House Run, 1.97; total, 26.65.	
Roads worked or leased by the company .....	None.
Number of engine houses and shops.....	6
Number of iron bridges, (total length in feet, 200,) .....	4
Number of wooden trestles, (total length in feet, 1,872,) .....	5
Number of wooden bridges, (total length in feet, 484,) .....	9
Number of stone bridges, (total length in feet, 160,) .....	10
Number of railroads crossed .....	2
Number of stations on main road .....	13
Number of wood and water stations on main road, .....	6

Value of real estate held by the company, exclusive of road way .....	\$88,069 71
Number of tunnels, (length of each, 550 feet,)....	1
How is track laid, and on what foundation? On cross-ties, broken stone and coal dirt ballast.	

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

These accounts are not kept. Road operated by the Philadelphia and Reading railroad company; will be included in their return.

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including buildings,	\$148,405 66
Taxes on real estate .....	565 65
<b>Total</b> .....	<b>148,971 31</b>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	\$164,000 00
From sale of bonds .....	Nothing.
From other sources .....	Nothing.
<b>Total</b> .....	<b>164,000 00</b>

RECEIPTS.

Months.	Passeng'rs.	Freight.	Coal.	Miscellaneous.	Total.
December, 1868.....	\$1,397 88	\$415 13	\$3,757 16	\$227 30	\$5,797 47
January, 1869.....	1,181 14	360 63	2,592 40	208 50	4,342 67
February, 1869.....	1,037 49	369 35	7,393 39	199 50	8,999 73
March, 1869.....	1,151 87	469 24	9,659 37	213 50	11,493 98
April, 1869.....	1,060 98	593 60	10,474 25	194 50	12,323 33
May, 1869.....	1,295 71	551 70	3,230 64	235 50	5,313 55
June, 1869.....	1,084 43	486 24	4,980 88	218 50	6,770 06
July, 1869.....	1,222 17	625 35	12,918 60	215 00	14,981 12
August, 1869.....	1,693 72	694 67	13,097 13	413 50	15,899 02
September, 1869.....	1,879 84	694 63	9,717 16	218 50	12,510 13
October, 1869.....	1,584 30	774 82	11,768 00	233 50	14,360 62
November, 1869.....	1,545 58	750 00	13,154 99	346 95	15,797 52
<b>Total</b> .....	16,135 11	6,785 36	102,743 97	2,924 75	128,589 19

*Summary of payments :*

For construction ..... \$184,101 21

Maintaining and operating the road, dividends, interest, miscellaneous, surplus funds, State tax on capital stock and tonnage, and United States tax, included in returns made by the Philadelphia and Reading railroad company.

## ACCIDENTS.

Included in Philadelphia and Reading railroad return.

## 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.
Jno. Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary.....	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading, Pa.
L. B. Paxson, Superintendent.....	Mahanoy Plane, Pa.

(No. 59.)

## MAHANAY VALLEY.

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

Personally appeared Franklin B. Gowen, president, and Richard Coe, treasurer, of the Mahanoy Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }  
 28th day of December, 1869. }

B. F. HORAN, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$250,000 00
Amount of stock subscribed .....	125,000 00
Amount paid in as by last report .....	None.
Total amount now paid in of capital stock .....	125,000 00
Funded debt, as per last report .....	None.
The amount now of funded debt, (classified and date of maturity,) as follows .....	None.
Floating debt, as by last report .....	None.
The amount now of floating debt .....	15,260 00
Total amount now of floating and funded debt ....	15,260 00
Number of shares of stock .....	5,000
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 .....	<u>None declared.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	None.	<u>\$130,085 28</u>

Equipped by Philadelphia and Reading railroad company.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Locustdale, Pa., to Franklin colliery.....	6 $\frac{8.5}{100}$ miles.
Length of main line of road in Pennsylvania.....	6 $\frac{8.5}{100}$ "
Length of road laid, (including sidings,) .....	7 $\frac{0.3}{100}$ "
Length of double track of road .....	None.
Length of sidings .....	0 $\frac{1.5}{100}$ miles.
Gauge of road .....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company, and their length.....	None.
Number of engine houses and shops.....	None.
Number of iron bridges .....	None.
Number of wooden bridges.....	None.
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,	1
Number of tunnels .....	None.
How is track laid and on what foundation? Wood and iron splice joints, cross-ties, on coal dirt ballast.	

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

This road is worked by the Philadelphia and Reading railroad company, and will be included in its return.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie .....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
S. Colwell.....	Philadelphia.
John Tucker.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Richard Coe, Secretary.....	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolla, General Superintendent.....	Reading.

(No. 60.)

## MIFFLIN AND CENTRE COUNTY.

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

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 within report are true, to the best of their knowledge and belief.

(Signed) SAM'L MAOLAY, *President.*  
 R. M. KINSLOE, *Treasurer.*

Sworn and subscribed before me, this }  
 20th day of December, 1869. }

N. J. RUDISILL, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$100,000 00
Amount of stock subscribed .....	68,400 00
Amount paid in as by last report .....	62,212 50
Total amount now paid in of capital stock .....	63,519 00
Funded debt, as per last report .....	172,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1897,) .....	\$181,500 00
2d mortgage bonds .....	None.
	181,500 00
Floating debt, as by last report, about .....	12,500 00
The amount now of floating debt, about .....	6,000 00
Total amount now of floating and funded debt. ....	187,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage .....	6 per cent.
Date and rate per cent. per annum of dividend or dividends .....	No dividends.
Number of shares of stock .....	1,368
Par value of each share .....	\$50 00



Amount paid in on each share: 1,269 paid in full,  
99 not paid in full.

Amount of capital on which the respective dividends  
were declared ..... No dividends.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$252,491 21</u>	<u>\$253,406 06</u>

No equipment.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown station to Milroy .....	12½ miles.
Length of main line of road in Pennsylvania.....	12½ "
Length of road laid.....	12½ "
Length of double track of road .....	None.
Length of sidings, about .....	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company .....	None.
Number of engine houses and shops: Two engine houses.	
Number of engines .....	None.
Number of iron bridges .....	None.
Number of stone bridges, (total length in feet, about 1,650,) .....	11
Number of railroads crossed .....	None.
Number of stations on main road.....	10
Number of wood and water stations on main road: Two water stations.	
Value of real estate held by the company, exclusive of road way, about .....	\$3,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross-ties and stone ballast.	

The Mifflin and Centre County railroad is leased to, and maintained and operated by the Pennsylvania railroad company, and we respectfully refer to that company for the details of the doings of the road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. F. Biddle.....	Philadelphia.
George W. Elder .....	Lewistown.
R. H. Lee.....	Lewistown.
F. G. Franciscus.....	Lewistown.
Geo. Blymyer.....	Lewistown.
E. E. Locke.....	Lewistown.
Wm. Willis.....	Lewistown.
James H. Mann.....	Lewistown.
John Wilson.....	Reedville.
Henry P. Taylor.....	Reedville.
James Thompson .....	Milroy.
Wm. A. M'Manigle.....	Milroy.
Sam'l Maclay, President.....	Milroy, Pa.
S. T. Thompson, Secretary.....	Milroy, Pa.
R. M. Kinsloe, Treasurer.....	Newton Hamilton, Pa.

(No. 61.)

## MILL CREEK AND MINE HILL.

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

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 within report are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }  
 7th day of January, 1870. }

JOHN WHITE, *J. P.*

## 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.
The amount now of funded debt, (classified and date of maturity,) as follows .....	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: January, 1869, 10 per cent. per annum; July, 1869, 10 per cent. per annum.	
Number of shares of stock .....	12,935
Par value of each share .....	\$25 00
Amount paid in on each share .....	25 00
Amount of capital on which the respective dividends were declared .....	<u>323,375 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$323,375 00	\$323,375 00
Equipment .....	None.	None.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Palo Alto to New Castle .....	3 $\frac{78}{100}$ miles.
Length of road laid .....	3 $\frac{78}{100}$ "
Length of double track of road .....	3 $\frac{78}{100}$ "
Length of sidings .....	9 $\frac{12}{100}$ "
Gauge of road .....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track .....	64 pounds.
Length of branches .....	8 $\frac{2}{100}$ miles.

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. This company has no other revenue than the yearly rental derived from the lease, which admits of dividends of 10 per cent. per annum.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles E. Smith .....	Philadelphia.
Charles B. Cabeen .....	Philadelphia.
George F. Tyler .....	Philadelphia.
A. E. Borie .....	Philadelphia.
H. P. M'Kean .....	Philadelphia.
A. Hewson, M. D. ....	Philadelphia.
John Tucker, President .....	Philadelphia.
P. C. Hollis, Secretary and Treasurer .....	Philadelphia.

(No. 62.)

## MINE HILL AND SCHUYLKILL HAVEN.

STATE OF PENNSYLVANIA, }  
 Philadelphia 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 affirmation, that the statements in the within 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 }  
 17th day of November, 1869. }

WILLIAMS OGLE, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$3,856,450 00
Amount of stock subscribed .....	3,856,450 00
Amount paid in as by last report .....	3,775,600 00
Total amount now paid in of capital stock .....	3,856,450 00
Funded debt, as per last report .....	None.
Date and rate per cent. per annum of dividend or dividends: 4 per cent., January, on \$3,775,600; 4 per cent., July, on \$3,856,450.	
Number of shares of stock: January, 75,512 shares; July, 77,129 shares.	
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: January, on \$3,775,600; July, \$3,856,450.	

## COST OF ROAD AND EQUIPMENT.

Total cost .....	By present report. \$3,814,957 42
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## CHARACTERISTICS OF ROAD.

Total length of road laid: From 135 to about 140 miles.

Weight of rail per yard on main track..... 60 and 62 lbs.

Branch roads owned by the company, and their length.....

None.

The railroad, shops, cars and engines transferred under lease dated May 12, 1864, to Philadelphia and Reading railroad. Reports to be made by the Philadelphia and Reading railroad company.

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

No reports now made to the Mine Hill and Schuylkill Haven railroad company.

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

The above reply applicable to these queries.

*The amount of freight, specifying the quantity in tons:*

No report to this company.

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

No reports received.

## EXPENSES.

All payments for working the road and maintaining the same, for repairs of engines and machinery, and for salaries and wages consequent thereon, are made by the Philadelphia and Reading railroad company.

## RECEIPTS.

Rent of road received January, 1869.....	\$151,024 00
Rent received July, 1869 .....	154,258 00
Total.....	<u>305,282 00</u>

## ACCIDENTS.

No return.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Mason.....	Philadelphia.
John Livezey.....	Philadelphia.
M. L. Dawson.....	Philadelphia.
A. J. Derbyshire.....	Philadelphia.
Joshua W. Ash.....	Philadelphia.
Frederick Fraley.....	Philadelphia.
Wistar Morris.....	Philadelphia.
James H. Cresson.....	Philadelphia.
Morris Hacker.....	Philadelphia.
Charles H. Hutchinson.....	Philadelphia.
John C. Cresson, President.....	Philadelphia.
William Biddle, Secretary.....	Philadelphia.
Samuel Mason, Treasurer.....	Philadelphia.
No Superintendent in the employ of the company.	

(No. 63.)

## MONONGAHELA VALLEY.

OFFICE MONONGAHELA VALLEY RAILROAD, }  
 Pittsburg, Pa., 1869. }

J. F. HARTMAN, }  
*Auditor General:*

DEAR SIR:—In reply to your circular, calling for a report from this company, I would respectfully say that our road has been surveyed and located from the junction of the Pittsburg, Cincinnati and St. Louis railway, (Pan Handle route,) near Pittsburg, to the West Virginia State line, near Morgantown, in said West Virginia, a distance of about ninety (90) miles. No portion of the road is yet under contract.

Yours respectfully,  
 T. W. BRIGGS, *President.*

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. F. Jones .....	Pittsburg.
Joseph Walton .....	Pittsburg.
Martin Briggs .....	Pittsburg.
Henry Long .....	Pittsburg.
Watson Provost .....	Carriok.
Alex. Patton .....	Rice's Landing.
T. H. Hawkins .....	Fredericktown.
T. W. Briggs, President .....	Pittsburg, Pa.
Hon. Wm. Price, Vice President .....	Mooresville, W. Va.
J. R. Jaques, Secretary .....	Pittsburg, Pa.
Henry Voigt, Treasurer .....	Buchanan, Pa.



(No. 64.)

## 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 within report are true, to the best of their knowledge and belief.

(Signed) J. R. WHITE, *President.*

WILLIAM ROBINSON, JR., *Treasurer.*

Sworn and subscribed before me, this }  
 — day of November, 1869. }

JOHN WHITE, *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.....	200,000 00
Total amount now paid in of capital stock .....	200,000 00
The amount now of funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: January and July, each.....	3 per cent.
Number of shares of stock .....	4,000
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>\$200,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$203,259 58	\$203,259 58
Equipment .....	None.	None.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Carbon to Mine Hill.....	7 miles.
Length of road laid.....	7 "
Length of double track of road.....	4 "
Gauge of road.....	4 feet 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.
How is track laid and on what foundation? On 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, and we only keep an account of the gross tonnage, which was 303,128 tons, 9 cwt.

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Do not carry passengers.

*The amount of freight, specifying the quantity in tons:*

Anthracite coal is the bulk of the tonnage. All commodities pay the same toll. We therefore do not discriminate as to the items, which made the total of 303,128 tons, 9 cwt., as above.

## EXPENSES.

The Philadelphia and Reading railroad company maintain and work the road at their own expense, under an agreement, which makes the minimum income from tonnage \$14,000 00, with a conditional increase thereon proportionate to increase of tonnage. Our settlements with them thus far have been on the basis of \$14,000 00 net income to us.

*Summary of payments:*

For construction and equipment, and maintaining and operating the road.....	None.
For dividends.....	\$12,000 00

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For State tax on capital stock and tonnage.....	\$600 00
For United States tax.....	631 58
	<hr/>
Total.....	13,231 58
	<hr/> <hr/>

What transportation or freight companies run on your road, and on what terms? None except the Philadelphia and Reading railroad company.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George H. Boker.....	Philadelphia.
George E. Hoffman.....	Philadelphia.
William W. White.....	Philadelphia.
John R. White, President.....	316 Walnut st., Philadelphia.
Wm. Robinson, Jr., Secretary.....	318 Walnut st., Philadelphia.
Wm. Robinson, Jr., Treasurer.....	318 Walnut st., Philadelphia.
Michael Bright, Superintendent.....	Pottsville, Pa.

(No. 65.)

MOUNT CARBON AND PORT CARBON.

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

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

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

Sworn and subscribed before me, this }  
 7th day of January, 1870. }

JOHN WHITE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law .....	\$282,350 00
Amount of stock subscribed .....	282,350 00
Amount paid in as by last report .....	282,350 00
Total amount now paid in of capital stock .....	282,350 00
Funded debt, as per last report .....	None.
The 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: Jan., 1869, 12 per cent. per annum; July, 1869, 12 per cent. per annum.	
Number of shares of stock .....	5,647
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 .....	282,350 00

## RAILROAD REPORT.

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## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$282,815 45	\$282,815 45
Equipment .....	None.	None.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Carbon to Port Carbon .....	2 $\frac{5}{16}$ miles.
Length of road laid .....	2 $\frac{5}{16}$ "
Length of double track of road .....	2 " "
Length of sidings .....	9 $\frac{6}{16}$ "
Gauge of road .....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track .....	64 pounds.

This road is leased to the Philadelphia and Reading railroad company, and is worked as a branch of said road, paying therefor a stipulated annual rent, out of which dividends are declared, amounting to twelve per cent. per annum.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. E. Smith .....	Philadelphia.
Chas. B. Cabeen .....	Philadelphia.
Geo. F. Tyler .....	Philadelphia.
A. E. Borie .....	Philadelphia.
H. P. M'Kean .....	Philadelphia.
A. Hewson, M. D .....	Philadelphia.
John Tucker, President .....	Philadelphia.
P. C. Hollis, Secretary and Treasurer .....	Philadelphia.

(No. 66.)

## MIDDLE CREEK.

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

Personally appeared George Schnure, president of the Middle Creek railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) G. SCHNURE, *President.*

Sworn and subscribed before me, this }  
 20th day of December, 1869. }

HORACE ALLEMAN, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$500,000 00
Amount of stock subscribed, about.....	267,000 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock, (since last report, \$40,947 91,) about .....	140,947 91
The amount now of funded debt, (classified and date of maturity,) as follows .....	None.
Par value of each share .....	50 00
Amount paid in on each share .....	Cannot say.
Amount of capital on which the respective dividends were declared.....	<u>No dividend.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$100,000 00</u>	about <u>\$139,311 76</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown to Northumberland.....	50 miles
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Length of main line of road in Pennsylvania: All in Pennsylvania; no rails have been laid; about 25 miles graded.

Number of wooden bridges: No bridges yet built.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, about .....	\$140,947 91
From sale of bonds .....	None.
From other sources .....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. F. Reynolds .....	Plymouth, Pa.
Jno. M'Farland.....	Northumberland.
Henry C. Eyer .....	Selinsgrove.
Wm. F. Eckbert.....	Selinsgrove.
A. K. Gift.....	Middleburg.
Moses Specht.....	Beavertown.
John S. Smith .....	Beavertown.
Jos. Alexander ..	Lewistown.
Wm. Willis.....	Lewistown.
W. R. Graham.....	Lewistown.
Jas. H. Mann .....	Lewistown.
Jos. Sigler .....	Decatur.
Geo. Schnure, President .....	Selinsgrove.
Samuel Alleman, Secretary .....	Selinsgrove.
C. B. North, Acting Treasurer .....	Selinsgrove.
The company has no Superintendent.	

(No. 67.)

## NESQUEHONING VALLEY.

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

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

(Signed) J. B. MOORHEAD, *President.*  
 W. B. WHITNEY, *Treasurer.*

Sworn and subscribed before me, this }  
 25th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report .....	63,990 00
Total amount now paid in of capital stock .....	369,495 00
Floating debt, as by last report .....	None.
Number of shares of stock .....	10,000
Par value of each share .....	\$50 00
Amount paid in on each share: Mostly full paid.	

## COST OF ROAD AND EQUIPMENT.

Construction and equipment, (under construction, not yet finished,).....	By present report. \$239,230 82
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## CHARACTERISTICS OF ROAD.

Length of main line of road, from Mauch Chunk to Hometown.....	13 miles.
Length of main line of road in Pennsylvania .....	13 "
Length of road laid.....	7 "



Length of double track of road .....	1 mile.
Length of sidings .....	1 "
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: Branch into Panther Creek valley, one (1) mile long, under construction, and one of 3½ miles, to a connection with Catawissa railroad, also under construction.	
Roads worked or leased by the company .....	None.
Number of engine houses and shops .....	None.
Number of engines .....	None.
Number of passenger, baggage cars, &c. ....	None.
Number of wooden bridges, (total length in feet, 1,516,) .....	5
Number of stone bridges .....	None.
Number of railroads crossed .....	None.
Number of wood and water stations on main road, .....	1
Number of tunnels, (length of each, 3,800 feet, into Panther Creek valley,) .....	1
How is track laid, and on what foundation? Ordinary track, on ballast.	

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. B. Moorhead.....	Philadelphia.
Wm. G. Moorhead .....	Philadelphia.
S. V. Merrick.....	Philadelphia.
J. V. Williamson.....	Philadelphia.
Francis R. Cope.....	Philadelphia.
Geo. F. Tyler.....	Philadelphia.
E. W. Clark .....	Philadelphia.
Fisher Hazard .....	Mauch Chunk, Pa.
George Whitney .....	Philadelphia.
S. M. Felton.....	Philadelphia.
F. P. Dimpfel.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
Matthew Baird.....	Philadelphia.
J. B. Moorhead, President.....	Philadelphia.
W. B. Whitney, Secretary and Treasurer .....	Philadelphia.
J. Dutton Steele, Chief Engineer.....	Mauch Chunk, Pa.

(No. 68.)

## NEW CASTLE AND BEAVER VALLEY.

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

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

(Signed) A. L. CRAWFORD, *President.*  
 J. A. CRAWFORD, *Treasurer.*

Sworn and subscribed before me, this }  
 8th day of November, 1869. }

W. C. MOORE, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$700,000 00
Amount of stock subscribed .....	700,000 00
Amount paid in as by last report .....	266,666 67
Total amount now paid in of capital stock .....	605,000 00
Funded debt, as per last report .....	154,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May, 1882,) .....	\$124,800 00
2d mortgage bonds, (date of maturity, August, 1877,) .....	11,500 00
	136,300 00
Floating debt, as by last report .....	3,000 00
The amount now of floating debt, (estimated,) ....	2,000 00
Total amount now of floating and funded debt. ....	138,300 00
Rate per cent. per annum of interest on funded debt: 1st mortgage and 2d mortgage .....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January, April and July, 3 per cent., each ; October, 2½ per cent.	

## RAILROAD REPORT.

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Number of shares of stock .....	14,000
Par value of each share .....	\$50 00
Amount paid in on each share .....	43 21 $\frac{1}{2}$
Amount of capital on which the respective dividends were declared: January, \$266,666 67; April, \$300,000; July and October, \$600,000.	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$421,007 29	\$424,467 91
Equipment .....	4,000 00	None.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Homewood.....	14 $\frac{9}{10}$ miles.
Length of main line of road in Pennsylvania ....	14 $\frac{9}{10}$ "
Length of road laid .....	14 $\frac{9}{10}$ "
Length of double track of road.....	None.
Length of sidings .....	2 $\frac{1}{8}$ miles.
Gauge of road .....	4 feet 10 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.....	2
Number of wooden bridges, (total length in feet, 1,070,).....	6
Number of stone bridges, (total length in feet, 50,).....	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? Oak cross-ties; gravel ballast.	

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

This road is operated by the Pittsburg, Ft. Wayne and Chicago railway company, under a lease for 99 years.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. L. Crawford .....	New Castle, Pa.
Wm. Patterson .....	New Castle, Pa.
Wm. L. Scott .....	Erie, Pa.
Wm. Harbaugh .....	Pittsburg, Pa.
J. M. Crawford .....	Philadelphia, Pa.
R. W. Cunningham .....	New Castle, Pa.
G. W. Cass .....	Pittsburg, Pa.
A. L. Crawford, President.....	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer.....	New Castle, Pa.

(No. 69.)

## NEWRY BRANCH.

NEWRY, PA., *November 24, 1869.**Hon. J. F. HARTRANFT,**Auditor General, Harrisburg, Pa. :*

SIR:—I received from you interrogatories with regard to the Newry Branch railroad, which it will be impossible for me to answer in full. The Newry Branch railroad company graded or partly graded the road, and then leased it to the Pennsylvania railroad company; said lease is dated August 3, 1867, for ten (10) years, or until the Pennsylvania railroad is paid for completing road, and for all unanswered questions I would most respectfully refer you to that company.

The act incorporating the company authorizes issuing six hundred shares of stock, of twenty-five dollars each, with power to increase unlimited.

Cost of grading, right of way, trestle-work, &c., expended before leasing to Pennsylvania railroad company.....		\$13,383 69
481 shares stock issued.....	\$12,025 00	
Stock subscribed and unpaid.....	350 00	
Debts due by company.....	1,008 69	
		<u>13,383 69</u>

Length of road laid, from Portage railroad to town of Newry, about five thousand two hundred and ninety feet.

Very respectfully, &c.,

ALEX. KNOX, *President.*

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Fartees .....	Newry, Pa.
Frank M'Kay .....	Newry, Pa.
John Hoover .....	Newry, Pa.
Henry M'Intosh .....	Newry, Pa.
James Bradley.....	Newry, Pa.
Andred P. Fisher.....	Newry, Pa.
Wm. H. Brook, Esq.....	Brook's Mills, Pa.
Daniel M. Bare, Esq.....	Morrison's Cove, Pa.
John Musselman.....	Duncansville, Pa.
Wm. Smith, Esq.....	Duncansville, Pa.
H. N. Burroughs.....	Philadelphia, Pa.
Matty Baird .....	Philadelphia, Pa.
Alex. Knox, President .....	Newry, Pa.
Henry M'Intosh, Secretary .....	Newry, Pa.
Frank M'Kay, Treasurer .....	Newry, Pa.

(No. 70.)

## NORTHERN CENTRAL.

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

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*  
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }  
 29th day of January, 1870. }

F. W. HAAS, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$8,000,000 00
Amount of stock subscribed .....	5,000,000 00
Amount paid in as by last report.. ..	4,798,900 00
Total amount now paid in of capital stock.....	5,000,000 00
Funded debt, as per last report.....	6,191,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage 6 per cent. coupon bonds of York and Cumberland railroad company, due May 1, 1870 .....	\$175,000 00
3d mortgage 6 per cent. coupon bonds of York and Cumberland railroad company, guaranteed by city of Baltimore, due January 1, 1877 .....	500,000 00
2d mortgage 6 per cent. coupon bonds of Northern Central railway company, due July 1, 1885, .....	2,500,000 00

Brought forward.....	\$3,175,000 00	
3d mortgage 6 per cent. coupon bonds of Northern Central rail- way company, due April 1, 1900,	1,223,000 00	
	<u>4,398,000 00</u>	
Deduct amount in sinking funds..	766,500 00	
	<u>3,631,500 00</u>	
1st mortgage 6 per cent loan of Northern Central railway com- pany from State of Maryland— irredeemable .....	1,500,000 00	
2d mortgage consolidated 6 per cent. gold bonds of Northern Central railway company, due July 1, 1900. Total loan, (in- cluding \$3,631,500 00 as above), \$6,000,000 issued .....	1,874,000 00	
	<u>\$7,005,500 00</u>	
Floating debt, as by last report .....	232,955 56	
The amount now of floating debt.....	592,582 28	
Total amount now of floating and funded debt...	7,598,082 28	
Rate per cent. per annum of interest on funded debt: 1st mortgage .....	6 per cent.	
Date and rate per cent. per annum of dividend or dividends: May, August and November .....	2 per ct. each.	
Number of shares of stock.....	100,000	
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: May, \$4,934,850; August, \$4,942,850, and November, \$4,999,850.		

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate,	\$9,890,923 98	\$10,566,586 05
Equipment .....	2,120,837 20	2,989,134 32
Total cost .....	<u>12,011,761 18</u>	<u>13,555,720 37</u>



## CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore, Md., to Sunbury, Pa.....	138 miles.
Length of main line of road in Pennsylvania.....	102 "
Length of road laid.....	138 "
Length of double track of road.....	78 "
Length of sidings.....	45 "
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company and their length.....	None.
Roads worked or leased by the company, viz: Wrightsville, York and Gettysburg, Shamokin Valley and Pottsville, Elmira and Williamsport.	
Number of engine houses and shops.....	3
Number of engines.....	134
Number of first class passenger cars, (rated as eight wheel cars,).....	67
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	38
Number of freight cars, (rated as eight wheel cars,).....	1,726
Number of coal cars, (rated as eight wheel cars,)..	2,406
Number of iron bridges.....	28
Number of wooden bridges.....	120
Number of stone bridges.....	28
Number of railroads crossed.....	5
Number of stations on main road.....	15
Number of wood and water stations on main road,	21
Number of tunnels, (length of each, 300 feet,)....	1
How is track laid, and on what foundation? Stone ballast, cross-ties.	.

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

Number of miles run by passenger trains.....	445,283
Number of miles run by freight and coal trains...	971,206
Number of miles run by ballast trains.....	52,877
Number of through passengers for the year on main road.....	16,189

Number of passengers (all classes) carried in cars,	707,278
Number of tons of 2,000 lbs. of through freight for the year on main road .....	147,039
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	1,496,909
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 .....	28
Average rate of speed adopted by freight trains, including stops .....	10
Weight of first class passenger engines .....	59,000 lbs.
Weight of freight engines .....	<u>63,000 "</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

None kept.

*The amount of freight, specifying the quantity in tons :*

Anthracite and bituminous coal..	596,242	Merchandise.....	280,594
Petroleum.....	4,213	Manufactures .....	22,871
Pig iron .....	33,565	Live stock .....	17,424
Railroad iron.....	29,420	Lumber .....	133,352
Other iron or castings.....	19,938	Other articles .....	41,153
Iron and other ores.....	85,609		
Lime and limestone..	71,338	<b>Total.....</b>	<u><u>1,496,909</u></u>
Agricultural products.....	120,188		

**EXPENSES.**

**MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.**

18 RAILROAD REP.

Repairs or maintenance of way, including buildings.....	\$451,256 97	\$135,377 10	\$315,879 87
Taxes on real estate.....	995 19	298 56	696 63
<b>Total.....</b>	<b>452,252 16</b>	<b>135,675 66</b>	<b>316,576 50</b>

**REPAIRS OF MACHINERY.**

Repairs of engines and tenders.....	\$121,003 15	\$38,300 95	\$84,702 20
Repairs of passenger and baggage cars.....	52,877 03	52,877 03	.....
Repairs of freight cars.....	207,731 73	.....	207,731 73
Repairs of tools and machinery in shops.....	14,660 26	4,398 07	10,262 19
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	62,449 82	18,734 94	43,714 88
<b>Total.....</b>	<b>458,721 99</b>	<b>112,310 99</b>	<b>346,411 00</b>

**OPERATING THE ROAD.**

Office expenses, stationery, &c.....	\$64,047 96	\$19,214 39	\$44,833 57
Agents and clerks.....	61,536 25	18,460 88	43,075 37
Labor—loading and unloading freight.....	15,098 10	4,529 43	10,568 67
Porters, watchmen and switch tenders.....	19,389 76	5,816 93	13,572 83
Wood and water station attendance.....	1,247 06	374 12	872 94
Conductors, baggage masters and brakemen.....	132,380 92	38,537 93	93,842 99
Engineers and firemen.....	97,926 45	24,043 02	73,883 43
Fuel and cost of preparing for use.....	208,690 46	62,607 14	146,083 32
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	20,518 13	6,155 44	14,362 69
Loss and damage of goods and baggage.....	15,618 30	.....	15,618 30
Use of freight cars.....	19,846 22	.....	19,846 22
Shoveling snow.....	479 50	143 85	335 65
Damage for injury of persons.....	4,528 42	4,528 42	.....
General superintendence.....	14,853 10	4,511 77	10,341 33
Contingencies.....	298,229 79	89,468 94	208,760 85
<b>Total.....</b>	<b>974,390 42</b>	<b>278,392 26</b>	<b>695,998 16</b>

**ALLOTTED TO**

<b>Passenger Transp'n.</b>	<b>Freight Transp'n.</b>
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RAILROAD REPORT.

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$201,100 00
From sale of bonds.....	922,000 00
Total.....	<u>1,123,100 00</u>

## RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1869.

From passengers .....	\$653,466 35
From freight.....	1,950,099 33
From mail and express.....	84,475 71
From miscellaneous.....	240,021 89
Total.....	<u>2,928,063 28</u>

*Summary of payments:*

For construction and equipment .....	\$1,543,959 19
For maintaining and operating the road .....	1,885,364 57
For dividends .....	299,401 00
For interest .....	486,179 08
For miscellaneous .....	25,000 00
For sinking funds.....	83,000 00
For State tax on capital stock .....	14,463 00
For United States tax on dividends.....	14,487 43
Total.....	<u>4,351,854 27</u>

## ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	0
Employees.....	5	3
Others .....	3	2
Total.....	<u>9</u>	<u>5</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 :*

Lewis Miller, a yard brakeman, had his arm badly crushed while coupling cars at Sunbury, 27th of January, 1869.

George Zorgar, laborer, was crushed to death by a falling rock at company's quarries, York Haven, on the 15th of February, 1869.

Charles Vance, brakeman on through freight train north, 3d March, 1869, was killed, in collision of two trains, at Red Bank. At same time, John D. Jones, a passenger brakeman, and Dr. J. H. Dickinson, passenger, were slightly injured.

Robert Thompson, laborer at Hanover Junction coal yard, was struck by engine of mail train north, on 27th of April, 1869, and severely injured.

Edward Stambaugh, boy, ten years old, attempted to get on third section of through freight train south, in Dauphin, on the 12th of May, 1869, and fell on track, cars passing over him, crushing his left foot so badly that it had to be amputated.

Albert H. Boyd, a brakeman on freight train, was struck by a bridge at Hyde's grade, about two miles south of York, on 28th of May, 1869, and instantly killed.

A German emigrant, John Geist, of Warren county, Pa., was standing on the top of a coal dump next to emigrant car, while engine was taking water at Selinsgrove, July 19, 1869, and being off his guard when train started was jerked off, fell on track, and wheels of car passed over him, killing him instantly. Result of his own carelessness.

D. Philling, boy, aged seven years, in attempting to get on a freight train at York, on 21st July, 1869, fell under wheels of car and had his right foot and both legs badly injured.

Hiram Fisher, yard brakeman at Sunbury, in coupling cars had his right arm caught and so badly crushed that it had to be amputated. July 26, 1869.

John Krause, a German boy, sixteen years old, attempted to get on local freight train south, about three miles south of Sunbury, and fell under the cars, wheels passing over his right leg. He was taken to Sunbury and his leg amputated; he died soon after. Occurred 4th of August, 1869

Charles W. Stewart, passenger engineer of engine No. 17, and Jacob Chrisman, fireman of engine No. 17, were killed on Dauphin and Susquehanna railroad, near Dauphin, on the 14th of August, 1869, by engine being thrown from the track by a rock.

John Glatfelter, a stone mason, was walking on track near Glatfelter's station, on 29th of September, 1869, and was struck by York accommodation train south and killed.

Abram Starry, a stone mason, was walking on track south of Shrewsbury station, on 11th of October, 1869, and was struck by engine of Cincinnati express north and killed.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wistar Morris.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
E. C. Biddle.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
Amos E. Kapp.....	Northumberland, Pa.
Wm. Colder.....	Harrisburg, Pa.
Henry Welsh.....	York, Pa.
George Small.....	Baltimore, Md.
B. F. Newcomer.....	Baltimore, Md.
S. M. Shoemaker.....	Baltimore, Md.
James D. Cameron, President.....	Harrisburg, Pa.
Robert S. Hollins, Secretary.....	Baltimore, Md.
John S. Leib, Treasurer.....	Baltimore, Md.
Alfred R. Fiske, General Superintendent....	Harrisburg, Pa.

(No. 71.)

## 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 within report are true, to the best of their knowledge and belief.

(Signed) A. WILHELM, *President.*

JACOB WEIDLE, *Treasurer.*

Sworn and subscribed before me, this }  
 30th day of November, 1869. }

WM. W. MURRAY, *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 .....	None.
The amount now of funded debt .....	None.
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Date and rate per cent. per annum of dividend or dividends: January and July .....	14 per cent.
Number of shares of stock .....	6,000
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>300,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$276,741 76	\$316,601 37
Equipment .....	62,279 00	62,279 00
Total cost .....	<u>339,020 76</u>	<u>378,880 37</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from depot at Union canal to Cornwall.....	7 miles.
Length of main line of road in Pennsylvania.....	Entire.
Length of road laid.....	7 $\frac{7}{100}$ miles.
Length of sidings .....	2 $\frac{88}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	50 and 64 lbs.
Branch roads owned by the company, and their length, viz: Crossing Union canal, say.....	1,000 feet
Number of engine houses and shops.....	1
Number of engines .....	3
Number of freight cars, rated as eight wheel cars, (average cost of each, \$440,).....	60
Number of iron bridges, (total length in feet, 50,).....	1
Number of wooden bridges, (total length in feet, 150,) .....	9
Number of stone bridges, (total length in feet, 20,).....	2
Number of railroads crossed.....	1
Number of stations on main road .....	12
Number of wood and water stations on main road,.....	2
Value of real estate held by the company, exclusive of road way .....	\$500 00
How is track laid, and on what foundation? Broken limestone.	

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

Number of miles run by freight trains, about.....	12,000
Number of tons of 2,000 pounds of through freight for the year on main road .....	176,681
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	239,985.16
Average rate of speed adopted by freight trains, including stops, (miles per hour,) .....	10
Weight of freight engines, from .....	16 to 31 tons.



*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	52,482.17	Other articles.....	1,185.11
Pig iron.....	25,569	Total.....	<u>239,985</u>
Iron and other ores.....	150,783.4		
Lime and limestone.....	9,965.04		

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

For through freight.....	4½ cents.
For through coal .....	3 "
For local freight.....	7 "
For local coal .....	5 "

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

	Allotted to freight transportat'n.
Repairs or maintenance of way, including build- ings .....	\$15,755 81
Taxes on real estate .....	5 00
Total.....	<u>15,760 81</u>

*Repairs of machinery .*

Repairs of engines and tenders .....	\$3,140 00
Repairs of freight cars .....	3,510 12
Incidental expenses, clerks, watchmen, &c., about shops .....	2,785 70
Total.....	<u>9,435 82</u>

*Operating the road :*

Conductors, baggage masters and brakemen .....	\$1,550 25
Engineers and firemen .....	1,600 00
Fuel and cost of preparing for use .....	2,500 00
Total .....	<u>5,650 25</u>

Contingencies included in incidentals.

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From all sources.....	<u>\$77,965 32</u>
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## RECEIPTS.

Months.	Freight.
November, 1868.....	\$7, 180 09
December, 1868.....	5, 466 68
January, 1869.....	6, 146 84
February, 1869.....	5, 260 65
March, 1869.....	6, 825 82
April, 1869.....	7, 783 40
May, 1869.....	7, 527 32
June, 1869.....	5, 839 69
July, 1869.....	6, 268 42
August, 1869.....	6, 709 27
September, 1869.....	6, 235 24
October, 1869.....	6, 672 20
Total.....	77, 965 32

*Summary of payments :*

For maintaining and operating the road .....	\$30,846 88
For dividends .....	39,900 00
For miscellaneous, repairs, &c., of all kinds .....	25,191 63
For surplus funds.....	13,536 99
For State tax on capital stock and tounage, and gross receipts .....	5,993 03
For United States tax .....	2,030 80
Total.....	<u>97,302 70</u>

*Cost of transportation :*

Cost per ton freight per mile, proximate average: 7 cents, including wheelage and car service.

What express companies run on your road, and on what terms?

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. Wilhelm .....	Lebanon, Pa.
Samuel Small .....	York, Pa.
D. S. Hammond.....	Lebanon, Pa.
J. W. Mish.....	Lebanon, Pa.
Jacob Weidle.....	Lebanon, Pa.
A. Wilhelm .....	President.
J. W. Mish.....	Secretary.
Jacob Weidle.....	Treasurer.
Beale Few .....	Superintendent.

(No. 72.)

## NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss:

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

(Signed) F. A. COMLY, *President.*  
 WILLIAM WISTER, *Treasurer.*

Sworn, affirmed and subscribed before me, }  
 this 14th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increasing.....	\$1,500,000 00
Amount of stock subscribed.....	3,150,000 00
Amount paid in as by last report.....	3,150,000 00
Total amount now paid in of capital stock .....	3,150,000 00
Funded debt, as per last report .....	3,463,839 00
The amount now of funded debt. (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1885,).....	\$2,275,000 00
2d mortgage bonds, (date of maturity, April 1, 1877,) .....	360,000 00
3d mortgage bonds, (date of maturity, May 1, 1896,).....	811,500 00
Scrip, (date of maturity, July 1, 1870,) .....	141,939 00
	<hr/>
	3,588,439 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	133,476 41

Total amount now of floating and funded debt . . .	\$3,721,915 41
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 10 per cent.; 3d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: One scrip dividend, 5 per cent.; no cash dividends.	
Number of shares of stock . . . . .	63,000
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 . . . . .	<u>3,150,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (exclusive of real estate,) . . . . .	\$5,895,758 87	\$6,059,105 27
Equipment. . . . .	799,232 20	965,987 36
Total cost. . . . .	<u>6,694,991 07</u>	<u>7,025,092 63</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Bethlehem . . . . .	55 $\frac{8}{10}$ miles.
Length of main line of road in Pennsylvania . . . . .	55 $\frac{8}{10}$ "
Length of road laid, (equivalent to length of single track,) . . . . .	94 $\frac{1}{10}$ "
Length of double track of road . . . . .	11 "
Length of sidings . . . . .	17 $\frac{8}{10}$ "
Gauge of road . . . . .	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track . . . . .	56 and 64 lbs.
Branch roads owned by the company, and their length, viz: (1 $\frac{8}{10}$ and 10 $\frac{2}{10}$ miles,) . . . . .	2
Roads worked or leased by the company . . . . .	None.
Number of engine houses and shops . . . . .	7
Number of engines . . . . .	29
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,381,) . . . . .	32

## RAILROAD REPORT.

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Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,641,)	16
Number of freight cars, rated as eight wheel cars, (average cost of each, \$580,).....	384½
Number of coal cars, rated as eight wheel cars, (average cost of each, \$400,).....	224
Number of iron bridges, (total length in feet, 230,)	3
Number of wooden bridges, (total length in feet, 1,749,).....	8
Number of stone bridges, (total length in feet, 100,)	2
Number of railroads crossed, (2 steam roads and 2 horse roads,).....	4
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.....	\$991,064 96
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 fish joints, and broken stone ballast.	

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

Number of miles run by passenger trains.....	263,527
Number of miles run by freight trains.....	65,506
Number of miles run by coal trains.....	131,110
Number of through passengers for the year on main road.....	88,938
Number of passengers (all classes) carried in cars,	771,984
Number of tons of 2,000 lbs. of through freight for the year on main road.....	278,844
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	552,771
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.....	24

Average rate of speed adopted by freight trains, including stops .....	9
Weight of first class passenger engines .....	53,000 lbs.
Weight of freight engines .....	<u>67,000 lbs.</u>

**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.**

November, 1868 .....	55,948	June, 1869.. .....	76,048
December, 1868.....	54,472	July, 1869.. .....	82,176
January, 1869.. .....	47,901	August, 1869.....	86,442
February, 1869 .....	45,999	September, 1869.....	73,128
March, 1869.....	45,744	October, 1869.....	72,827
April, 1869. ....	59,638		
May, 1869.....	62,669	Total .....	<u>771,984</u>

*The amount of freight, specifying the quantity in tons:*

Anthracite coal .....	254,663	Agricultural products.....	43,094
Bituminous coal .....	1,637	Merchandise .. .....	28,589
Petroleum .....	1,305	Manufactures .. .....	32,817
Pig iron.....	47,288	Live stock.....	1,102
Railroad iron.....	2,441	Lumber .....	30,949
Other iron or castings.....	11,303	Other articles .....	32,562
Iron and other ores.....	47,564		
Lime and limestone.....	17,467	Total.....	<u>552,771</u>

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

For first class through and way passengers .....	2.80 cents.
For second class through and way passengers .....	<u>None.</u>

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

For through freight and coal, and for local freight and coal .....	<u>3.72 cents.</u>
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**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n.
Repairs or maintenance of way, including buildings.....	\$193,404 31	\$116,042 58	\$77,361 73
Taxes on real estate.....	5,416 28	1,895 60	8,520 68
<b>Total.....</b>	<b>198,820 59</b>	<b>117,938 18</b>	<b>80,882 41</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$30,553 19	\$11,130 28	\$19,422 91
Repairs of passenger and baggage cars.....	8,205 00	8,205 00	.....
Repairs of freight and coal cars.....	53,394 31	.....	53,394 31
Repairs of tools and machinery in shops.....	7,271 00	2,617 56	4,653 44
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	20,597 85	10,942 83	9,655 02
<b>Total.....</b>	<b>120,021 35</b>	<b>32,895 67</b>	<b>87,125 68</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$14,830 00	\$5,190 50	\$9,639 50
Agents and clerks.....	28,179 38	8,469 15	19,710 23
Labor—loading and unloading freight.....	10,160 00	.....	10,160 00
Porters, watchmen and switch tenders.....	8,664 00	3,032 40	5,631 60
Wood and water station attendance.....	3,735 96	2,241 66	1,494 30
Conductors, baggage masters and brakemen.....	51,235 44	25,617 72	25,617 72
Engineers and firemen.....	39,740 07	15,670 80	24,069 27
Fuel and cost of preparing for use.....	61,393 45	25,396 97	35,996 48
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	7,058 58	2,526 20	4,532 38
Loss and damage of goods and baggage.....	1,119 23	.....	1,119 23
Use of freight cars. (balance of account,).....	32,162 10	.....	32,162 10
Shoveling snow.....	605 35	363 10	242 25
Damage for injury of persons: None.			
Damage to property, including damage by fire and cattle killed on road: None.			
General superintendence and contingencies, including horse power, &c.....	62,536 81	.....	.....
<b>Total.....</b>	<b>321,420 37</b>		

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail & express.	Use of cars.	Miscellaneous	Total.
November, 1868...	\$27,872 31	\$53,731 05	\$922 43	\$3,296 36	.....	\$85,822 15
December, 1868....	28,646 76	55,601 37	988 05	2,322 26	.....	87,553 44
January, 1869 .....	25,692 58	52,718 41	877 62	2,329 90	.....	81,618 51
February, 1869 .....	23,177 56	56,311 72	838 24	1,993 96	.....	82,321 48
March, 1869 .....	27,701 47	73,858 90	1,057 38	2,590 99	.....	105,208 74
April, 1869 .....	32,417 25	64,830 44	1,094 90	3,090 93	.....	101,433 52
May, 1869.....	32,409 42	52,295 92	1,588 50	1,569 35	.....	87,863 19
June, 1869.....	35,678 22	41,105 69	1,281 13	924 56	.....	78,989 60
July, 1869.....	39,333 06	63,748 33	1,114 40	1,935 16	.....	106,130 95
August, 1869.....	43,023 53	60,072 29	1,498 72	4,821 11	.....	109,420 65
September, 1869...	36,604 67	55,006 79	1,360 89	2,167 63	.....	95,139 98
October, 1869.....	36,817 70	61,338 49	1,359 98	3,223 76	.....	102,739 93
Total .....	349,379 53	690,619 40	13,982 24	30,265 97	\$84 84	1,132,731 14

*Summary of payments :*

For construction and equipment .....	\$330,101 56
For maintaining and operating the road .....	640,262 31
For dividends: No cash dividends.	
For interest.....	235,750 24
For miscellaneous .....	3,571 65
For State tax on tonnage and gross receipts.....	15,970 08
For United States tax on passengers and mail, &c.,	9,813 46
Total.....	<u><u>1,235,469 30</u></u>

*Cost of transportation :*

Cost per passenger per mile, proximate average ..	1.58 cents.
Cost per ton freight per mile, proximate average..	<u><u>2.10 cents.</u></u>

What express companies run on your road, and on what terms ?  
Central express company and Heston's express ; 12 cents per ton per mile.

What transportation or freight companies run on your road, and on what terms ? None.

## ACCIDENTS.

	Killed.	Injured.
Passengers .....	0	1
Employees .....	1	0
Others .....	5	2
Total.....	<u><u>6</u></u>	<u><u>3</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 :*

November 23, 1868. Elisha Walton was hurt when walking on the line, by being struck by a platform car.

December 29, 1868. John Taylor, aged 64 years, was hurt so that he afterward died, by being struck by a car when walking on the line.

February 3, 1869. Elizabeth Clair broke her leg by voluntarily jumping from a train in motion.

June 12, 1869. David J. M'Clean, aged 68 years, was killed when trying to cross the track in front of an express train.

July 8, 1869. A child, named Hannah Berg, was killed by playing on the track in front of an express train.

July 13, 1869. Abraham Patterson, a brakeman, was killed by falling from a freight car.

July 21, 1869. A small boy, named Dennis M'Kay, was killed by getting on to the track in front of an express train.

August 14, 1869. John Busby, had his arm run over when he was lying on the track at night.

September 23, 1869. Thomas Cullyer, found dead on the track after dark, run over when lying on the railroad.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address.
John Jordan, Jr .....	Philadelphia.
J. Gillingham Fell .....	Philadelphia.
S. Morris Waln .....	Philadelphia.
William C. Ludwig .....	Philadelphia.
Ellwood Shannon.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Alfred Hunt.....	Philadelphia.
William C. Kent.....	Philadelphia.
Charles W. Wharton .....	Philadelphia.
Edward Roberts.....	Philadelphia.
Jacob Reigel .....	Philadelphia.
Oliver H. Wilson.....	Philadelphia.
Franklin A. Comley, President.....	Philadelphia.
Edward Armstrong, Secretary .....	Philadelphia.
William Wister, Treasurer.....	Philadelphia.
Solomon W. Roberts, Superintendent.....	Philadelphia.

(No. 78.)

## OIL CREEK AND ALLEGHENY RIVER.

STATE OF PENNSYLVANIA, }  
*Erie County,* } ss.

Personally appeared Edward F. Gay, president, and Frederick A. Phillips, treasurer, of the Oil Creek and Allegheny River railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) EDW'D F. GAY, *President.*  
 F. A. PHILLIPS, *Treasurer.*

Sworn and subscribed before me, this }  
 8th day of December, 1869. }

D. M. R. WILSON, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$4,259,450 00
Amount of stock subscribed .....	4,259,450 00
Amount paid in as by last report.....	4,259,450 00
Total amount now paid in of capital stock .....	4,259,450 00
Funded debt, as per last report.....	3,170,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, date of maturity—	
February 1, 1896 .....	\$1,500,000 00
April 1, 1882.....	580,000 00
June 1, 1871 .....	200,000 00
2d mortgage bonds, (date of maturity, November 1, 1871.).....	
	71,000 00
Consolida'd mortgage bonds, (date of maturity, May 1, 1888.....	819,000 00
	<hr/>
	3,170,000 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	3,170,000 00

Bate per cent. per annum of interest on funded debt, 1st and 2d mortgage .....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 1, April 1, July 1 and Octo- ber 1, 1869, 10 per cent.; four quarterly dividends of 2½ per cent. each.	
Number of shares of stock .....	85,189
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>4,259,450 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$6,742,065 55	\$6,830,157 72
Equipment .....	807,721 38	830,232 36
Total cost .....	<u>7,549,786 93</u>	<u>7,660,390 08</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Corry to Irvine- ton .....	95 miles.
Length of main line of road in Pennsylvania .....	95 "
Length of road laid .....	95 "
Length of double track of road .....	None.
Length of sidings .....	21½ miles.
Gauge of road: 45 miles, three rails, 6 feet gauge and 4 feet 9 inches; 50 miles, 4 feet 9 inches.	
Weight of rail per yard on main track .....	50, 56 & 60 lbs.
Branch roads owned by the company, and their length, viz: Cherry Run branch, 3½ miles.	
Roads worked or leased by the company .....	None.
Number of engine houses and shops .....	11
Number of engines .....	28
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,680,) .....	16
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,500,) .....	5

Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	314
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, 1,480,) .....	7
Number of stone bridges.....	None.
Number of railroads crossed .....	None.
Number of stations on main road.....	26
Number of wood and water stations on main road,	21
Value of real estate held by the company, exclu- sive of road way.....	\$45,000 00
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 .....	160,096
Number of miles run by freight trains .....	245,914
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road.....	None.
Number of passengers (all classes) carried in cars,	449,970
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	657,039
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.....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines .....	22 tons.
Weight of freight engines .....	32 "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	33,970	June, 1869.....	38,319
December, 1868.....	30,872	July, 1869.....	43,267
January, 1869.....	34,191	August, 1869.....	42,121
February, 1869.....	31,016	September, 1869..	39,544
March, 1869.....	37,323	October, 1869.....	36,592
April, 1869.....	41,424		
May, 1869.....	41,331	Total.....	<u>449,970</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite and bituminous coal,	111,503	Merchandise and manufactures,	27,844
Petroleum.....	447,315	Live stock.....	None.
Pig iron, railroad iron and other iron or castings.....	10,614	Lumber.....	24,196
Iron and other ores.....	None.	Other articles.....	26,877
Lime and limestone.....	991	Total.....	<u>657,039</u>
Agricultural products.....	7,699		

*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.....	10 cents.
For through coal.....	None.
For local freight.....	10 cents.
For local coal.....	<u>5 “</u>

## EXPENSES.

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OIL CREEK AND ALLEGHENY RIVER

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpo'n.	Freight Transpo'n.
Repairs or maintenance of way, including buildings .....	\$830,453 65	\$82,613 41	\$247,840 24
Taxes on real estate.....	1,001 44	250 00	751 44
<b>Total.....</b>	<b>331,455 09</b>	<b>82,863 41</b>	<b>248,591 68</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$97,378 19	\$24,344 54	\$73,033 65
Repairs of passenger and baggage cars .....	23,574 57	23,574 57	.....
Repairs of freight cars.....	52,496 24	.....	52,496 24
Repairs of tools and machinery in shops.....	5,504 04	1,401 27	4,102 77
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,820 60	455 12	1,365 48
<b>Total ..</b>	<b>180,773 64</b>	<b>49,775 50</b>	<b>130,998 14</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$6,784 34	\$2,536 96	\$4,397 38
Agents and clerks .....	61,916 69	9,648 55	52,268 14
Labor—loading and unloading freight.....	30,655 15	.....	30,655 15
Porters, watchmen and switch tenders.....	6,548 85	1,637 21	4,911 64
Wood and water station attendance.....	2,596 72	649 18	1,947 54
Conductors, baggage masters and brakemen.....	73,604 55	17,413 91	56,190 64
Engineers and firemen .....	55,404 43	10,871 11	44,533 32
Fuel and cost of preparing for use .....	75,526 08	18,881 52	56,644 56
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	17,124 58	4,281 14	12,843 44
Loss and damage of goods and baggage.....	3,674 54	60 00	3,614 54
Damage for injury of persons.....	4,653 80	1,163 45	3,490 35
Damage to property, including damage by fire and cattle killed on road.....	9,121 19	1,160 00	7,961 19
General superintendence .....	14,418 03	3,604 50	10,813 53
Contingencies.....	126,814 80	3,666 83	123,147 97
<b>Total.....</b>	<b>488,843 75</b>	<b>75,424 36</b>	<b>413,419 80</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	None.
From sale of bonds .....	None.
From other sources .....	None.

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail, express and telegraph.	Miscellaneous.	Total.
November, 1868 .....	\$18,893 59	\$112,858 03	\$1,337 51	\$1,751 37	\$134,840 50
December, 1868 .....	17,367 45	152,978 70	1,356 75	3,852 51	173,555 41
January, 1869 .....	18,451 68	155,095 45	1,278 56	1,607 37	176,423 06
February, 1869 .....	15,964 15	122,432 41	1,239 76	803 69	140,445 01
March, 1869 .....	19,367 82	128,063 11	5,404 27	836 15	153,671 35
April, 1869 .....	22,871 15	124,299 58	1,714 35	553 84	149,438 92
May, 1869 .....	21,254 25	138,804 07	1,539 45	875 54	162,473 31
June, 1869 .....	21,364 90	150,466 94	1,585 71	3,190 92	176,608 47
July, 1869 .....	23,818 33	145,792 56	1,665 82	718 59	171,985 30
August, 1869 .....	22,713 18	153,661 93	1,575 37	304 98	178,255 46
September, 1869 .....	22,611 62	165,444 00	1,611 39	1,457 86	191,124 87
October, 1869 .....	22,003 00	178,546 28	1,584 87	1,471 53	203,606 68
Total .....	246,681 12	1,728,433 06	21,883 81	17,429 35	2,014,427 34

*Summary of payments:*

For construction and equipment .....	\$122,800 27
For maintaining and operating the road .....	1,001,072 48
For dividends .....	425,945 00
For interest .....	219,475 00
For miscellaneous .....	21,183 21
For surplus funds .....	210,705 00
For State tax on capital stock and tonnage, and gross receipts .....	36,159 88
For United States tax .....	32,446 99
Total .....	<u>2,069,787 83</u>
Total amount of surplus fund .....	<u>\$329,252 10</u>

*Cost of transportation:*

Cost per passenger per mile, proximate average...	3 cents.
Cost per ton freight per mile, proximate average...	4½ "

What express companies run on your road, and on what terms?  
 American Merchants' express company, at \$35 per day.

## ACCIDENTS.

	Killed.	Injured.
Passengers .....	0	1
Employees .....	1	1
Others .....	0	5
Total .....	<u>1</u>	<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 :*

December 22, 1868. Archibald Knight, brakeman, killed at Boyd farm, by falling from engine.

May 8, 1869. Small child, (name and age unknown,) run over near Corry ; one foot and one hand crushed ; foot and two fingers amputated.

June 14. John Gardner, of Ohio, passenger, run over at Titusville, in attempting to get off train while in motion ; foot amputated.

August 21. Frank Riley, while intoxicated, in endeavoring to climb upon a train in motion, at Miller farm, fell and had foot crushed.

September 18. H. Cummings and E. Brown, in attempting to climb upon a train in motion at Tidioute, were run over. Cummings's leg crushed, afterward amputated ; Brown had collar bone broken.

September 23. J. R. Campbell, (supposed to have been intoxicated,) run over on Cherry Run branch and had leg crushed ; amputated.

August 27. Jas. Polhemus, brakeman, hand crushed in coupling cars at Titusville ; two fingers amputated.



## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward F. Gay .....	Philadelphia.
Thos. A. Scott .....	Philadelphia.
Chas. B. Wright.....	Philadelphia.
W. S. Lane.....	Philadelphia.
Jno. M. Kennedy.....	Philadelphia.
Chas. K. Lee.....	Silver Creek, N. Y.
Alex. S. Diven.....	New York.
Edward F. Gay, President .....	Philadelphia.
F. A. Phillips, Secretary and Treasurer .....	Corry, Pa.
Jno. Pitcairn, Jr., General Manager .. ...	Corry, Pa.
Chas. J. Hepburn, Superintendent .....	Corry, Pa.

(No. 74.)

## OIL CITY AND PIT-HOLE BRANCH.

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

Personally appeared George V. Forman, sequestator, and J. B. Campbell, treasurer of the sequestator of the Oil City and Pit-Hole Branch railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEORGE V. FORMAN, *Sequestator.*

J. R. CAMPBELL, *Treas. of Sequestator.*

Sworn and subscribed before me, this }  
 8th day of November, 1869. }

W. P. GROVES, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	485,000 00
Amount paid in as by last report.....	485,000 00
Total amount now paid in of capital stock.....	485,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report, about.....	\$190,000 00
The amount now of floating debt: Same, with interest for one year.	
Total amount now of floating and funded debt: As above.	
Date and rate per cent. per annum of dividend or dividends.....	No dividends.
Number of shares of stock.....	100,000
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.....	<u>No dividends.</u>

## COST OF ROAD AND EQUIPMENT.

Original books for construction and equipment in hands of the company, and beyond the reach of the receiver.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Pit-Hole to Oleopolis .....	7 miles.
Length of main line of road in Pennsylvania.....	7 "
Length of road laid.....	7 "
Length of double track of road .....	None.
Length of sidings .....	1 mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 56 pounds for five miles, and 62 pounds for three miles.	
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 .....	2
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, about \$1,500,) .....	2
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, about \$800,) .....	1
Number of freight cars, rated as eight wheel cars, (average cost of each, about \$600,).....	25
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of wooden bridges, (total length in feet, 650,) .....	11
Number of railroads crossed .....	None.
Number of stations on main road.....	5
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way, about.....	\$3,000 00
Number of tunnels .....	None.
How is track laid, and on what foundation? Cross-ties, filled with gravel and earth.	

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

Number of miles run by passenger, freight and coal trains: Mixed trains, about.....	9,000 miles.
Number of passengers (all classes) carried in cars,	5,500
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton :) No account kept.	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	12
Weight of first class passenger engines .....	25 tons.
Weight of freight engines .....	23 "

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	400	June, 1869.....	567
December, 1868.....	501	July, 1869.....	234
January, 1869.....	338	August, 1869.....	507
February, 1869.....	404	September, 1869.....	281
March, 1869.....	641	October, 1869.....	470
April, 1869.....	559		
May, 1869.....	598	Total.....	<u>5,500</u>

*The amount of freight, specifying the quantity in tons :*

No account kept.

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

For first class through passengers. .... 7 cents.

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

For through freight..... 15 cents.  
 For through coal ..... 20 "  
 For local freight..... None.

EXPENSES.

Account not kept so as to be able to fill this blank as itemized.

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Use of cars.	Total.
November, 1868.....	\$200 20	\$3,068 72	\$23 40	.....	\$3,297 32
December, 1868.....	250 85	2,931 07	18 00	.....	3,199 92
January, 1869.....	136 37	2,115 81	15 00	.....	2,267 18
February, 1869.....	201 90	1,060 87	13 85	.....	1,276 62
March, 1869.....	320 75	3,003 23	20 28	.....	3,344 26
April, 1869.....	196 60	3,126 52	28 51	.....	3,351 63
May, 1869.....	215 75	3,217 79	25 03	.....	3,458 57
June, 1869.....	450 00	4,021 17	.....	.....	4,471 17
July, 1869.....	101 90	832 40	.....	.....	934 30
August, 1869.....	253 80	1,295 28	.....	\$51 00	1,580 08
September, 1869.....	123 05	2,098 21	.....	65 00	2,286 26
October, 1869.....	235 45	3,819 35	.....	.....	4,054 80
Total.....	2,686 62	30,590 42	149 07	96 00	33,522 11

*Summary of payments :*

For construction and equipment, and maintaining  
and operating the road..... \$24,888 29

*Cost of transportation :*

Cost per passenger per mile and cost per ton freight per mile,  
proximate average: As trains were mixed it is impossible to tell.

What express companies run on your road, and on what terms?  
No express company at present.

What transportation or freight companies run on your road,  
and on what terms? None.

## ACCIDENTS.

None

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Thorp.....	Meadville, Pa.
William Reynolds.....	Meadville, Pa.
J. J. Shryock.....	Meadville, Pa.
Thos. B. Porteous.....	Oil City, Pa.
J. J. Vandergrift.....	Oil City, Pa.
William Thorp, President.....	Meadville, Pa.
W. W. Bronson, Superintendent.....	Pit-Hole.

(No. 75.)

## PENNSYLVANIA AND NEW YORK.

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

Personally appeared C. F. Welles, president, and J. P. Cox, Esq., treasurer, of the Pennsylvania and New York canal and railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. F. WELLES, *President.*

Sworn and subscribed before me, this }  
 8th day of January, 1870. }

EDWARD HERRICK, JR., *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	Unlimited.
• Amount of stock subscribed .....	\$1,061,700 00
Total amount now paid in of capital stock .....	1,061,700 00
Funded debt, as per last report .....	2,697,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, date of maturity—	
Twenty years from date of issue... \$1,500,000	
Forty years from date of issue.... 1,500,000	
	3,000,000 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	3,000,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage .....	7 per cent.
Number of shares of stock .....	21,234
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 .....	<u>No dividends.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$1,581,100 90</u>	<u>\$2,449,079 49</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilkesbarre to State line, near Waverly .....	105 miles.
Length of main line of road in Pennsylvania .....	105 "
Length of road laid .....	105 "
Length of sidings .....	10½ "
Gauge of road .....	4 feet 8½ in.
Weight of rail per yard on main track .....	60 pounds.
Roads worked or leased by the company: None in this State.	
Number of engine houses .....	3
Number of wooden bridges, (total length in feet, 5,882,) .....	38
Number of railroads crossed: One, Lackawanna and Bloomsburg, at Pittston.	
Number of stations on main road .....	22
Number of water stations on main road .....	11
Number of tunnels .....	None.
How is track laid, and on what foundation? Oak and hemlock sills, gravel ballast.	.

This road was completed and opened for through business on the 13th of September, 1869, up to which time the greater portion was operated by the Lehigh Valley railroad company. Accounts between that company and our own are now in process of adjustment, but we are not yet in position to furnish the detailed information in regard to transportation of freight and passengers, and expenses of operation, required by your department. We have delayed this statement until this late date in order to make a full report, but now find it impossible to do so, without such further delay as will prevent its publication in your annual report.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Asa Packer.....	Mauch Chunk, Pa.
Wm. W. Longstreth.....	Philadelphia.
Robert H. Sayre.....	Bethlehem, Pa.
Walter G. Sterling.....	Wilkesbarre.
Robert A. Packer.....	Bethlehem.
Victor E. Piollet.....	Wysox, Pa.
Wm. Reed.....	New York.
John W. Hollenback.....	Wilkesbarre.
Garret B. Linderman.....	Mauch Chunk.
John J. Taylor.....	Owego, N. Y.
John P. Cox.....	Towanda, Pa.
Charles Hartshorne.....	Philadelphia.
Charles F. Welles, President.....	Athens, Pa.
John P. Cox, Secretary, Treasurer and Sup't.....	Towanda, Pa.



(No. 76.)

## PENNSYLVANIA.

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

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

(Signed) HERMAN J. LOMBAERT, *2d Vice Pres't.*  
 THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this }  
 27th day of January, 1870. }

HENRY C. SPACKMAN, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$35,000,000 00
Amount of stock subscribed .....	33,501,350 00
Amount paid in as by last report.....	27,040,762 50
Total amount now paid in of capital stock.....	33,493,112 50
Funded debt, as per last report.....	14,915,568 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1880,).....	\$4,972,000 00
2d mortgage bonds, (date of maturity, 1875,).....	4,866,840 00
Debenture bonds, (date of maturity, 1871,).....	1,114,224 00
General mortgage bonds, (date of maturity, 1910,) .....	6,826,500 00
	<u>17,779,564 00</u>
Debt due the State, (for purchase of main line,) bearing 5 per cent. interest .....	6,082,538 14
Floating debt, as by last report .....	50,000 00
The amount now of floating debt .....	2,054,451 86

Total amount now of floating and funded debt..	\$19,834,015 86
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: May 1, 1869, and November 1, 1869, each 5 per cent. in cash.	
Number of shares of stock.....	670,270
Par value of each share .....	\$50 00
Amount of capital on which the respective dividends were declared: May, \$27,043,262 50; November, \$33,162,862 50.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, equipment, real estate, telegraph line, Philadelphia and Columbia railroad, Monongahela extension, Pittsburg, and Delaware extension, Philadelphia, total cost.....	<u>\$29,761,532 65</u>	<u>\$32,392,866 71</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pittsburg .....	354 $\frac{2}{10}$ miles.
Length of main line of road in Pennsylvania....	354 $\frac{2}{10}$ "
Length of road laid.....	354 $\frac{2}{10}$ "
Length of double track of road .....	353 $\frac{5}{10}$ "
Length of sidings.....	141 $\frac{4}{10}$ "
Gauge of road: 4 feet 8 $\frac{1}{2}$ in. and 4 feet 9 in.	
Weight of rail per yard on main track: 64 and 67 pounds for iron; 56, 65 and 67 for steel.	
Branch roads owned by the company, and their length, viz: Hollidaysburg branch, 7 $\frac{2}{10}$ miles; Indiana branch, 19 miles; Delaware extension, 5 $\frac{5}{10}$ miles; Steubenville extension, 1 $\frac{2}{10}$ miles; Tyrone branch, 3 $\frac{1}{10}$ miles.	

Roads worked or leased by the company, viz:

East Brandywine and Waynesburg, 17 miles;  
 Harrisburg and Lancaster, 54 miles; Mifflin and  
 Centre County,  $12\frac{9}{10}$  miles; Tyrone and Clear-  
 field,  $40\frac{6}{10}$  miles; Bald Eagle Valley,  $51\frac{2}{10}$  miles;  
 Ebensburg and Oresson, 11 miles; West Penn-  
 sylvania,  $63\frac{7}{10}$  miles; Newry branch,  $1\frac{1}{10}$  miles;  
 Philadelphia and Erie,  $287\frac{5}{10}$  miles.

Number of engine houses and shops.....	8
Number of engines .....	477
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,000.).....	187
Number of second class passenger cars, rated as eight wheel cars, (average cost of each, \$2,000,).....	57
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,500,).....	102
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	6,273
Number of coal cars, rated as eight wheel cars, (average cost of each, \$600,) .....	738
Number of iron bridges, (total length in feet, 13,447,).....	148
Number of wooden bridges, (total length in feet, 7,268,) .....	41
Number of stone bridges.....	17
Number of railroads crossed .....	4
Number of stations on main road: 89 passenger, 58 freight.	
Number of wood and water stations on main road: 34 wood, 63 water.	
Number of tunnels, (length of each, 200, 900, 1,200, 3,612, 650, 300, 450, 450 feet,).....	8
How is track laid, and on what foundation? On cross-ties, resting on broken stone ballast.	

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

Number of miles run by passenger trains.....	2,302,968
Number of miles run by freight and coal trains..	6,904,888
Number of miles run by distributing trains.....	366,776

Number of through passengers for the year on main road.....	124,830
Number of passengers (all classes) carried in cars.....	4,229,363
Number of tons of 2,000 lbs. of through freight for the year on main road.....	704,166
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	4,992,025
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour) ...	21
Average rate of speed adopted by express trains, including stops .....	28
Average rate of speed adopted by freight trains, including stops .....	12
Weight of first class passenger engines.....	71,000 lbs.
Weight of freight engines.....	75,000 lbs.
(When in working order, with two gauges of water and 12 inches of coal in fire box.)	

STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Total.....	<u>4,229,363</u>
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*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	424,582	Agricultural products.....	483,105
Bituminous coal.....	1,904,773	Merchandise.....	375,883
Petroleum.....	156,796	Manufactures .....	207,896
Pig iron.....	185,132	Live stock.....	277,938
Railroad iron.....	140,735	Lumber .....	236,825
Other iron or castings.....	132,378	Other articles .....	295,053
Iron and other ores .....	148,517		
Lime and limestone.....	27,412	Total.....	<u>4,992,025</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 "
For second class way passengers .....	<u>None.</u>

*The rate per ton (of 2,000 lbs.) per mile charged for freight :*

For through freight and coal and local freight and coal .....	<u>1 <sup>718</sup>/<sub>1000</sub> cents.</u>
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**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpo'n	Freight Transpor'n.
Repairs or maintenance of way, including buildings.....	\$3,153,205 06	\$816,950 29	\$2,336,254 77
Taxes on real estate.....	82,834 00	20,702 55	62,131 45
Iron rails.....	768,127 22	192,031 79	576,095 43
<b>Total.....</b>	<b>4,004,166 28</b>	<b>1,029,684 63</b>	<b>2,974,481 65</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$1,284,748 80	\$293,187 04	\$991,561 85
Repairs of passenger and baggage cars.....	451,537 33	451,537 33	
Repairs of freight cars.....	964,713 60		964,713 60
Repairs of tools and machinery in shops.....	173,517 90	43,379 37	130,138 53
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	346,316 97	86,579 02	259,737 95
<b>Total.....</b>	<b>3,220,834 69</b>	<b>874,682 76</b>	<b>2,346,151 93</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$193,219 06	\$76,153 72	\$117,065 34
Agents and clerks.....	564,015 91	224,319 97	339,695 94
Labor—loading and unloading freight.....	192,528 56		192,528 56
Porters, watchmen and switch tenders.....	79,325 90	40,181 99	39,143 91
Wood and water station attendance.....	31,762 69	7,940 63	23,822 06
Conductors, baggage masters and brakemen.....	930,618 40	196,516 74	734,101 66
Engineers and firemen.....	562,536 63	113,626 85	448,909 78
Fuel and cost of preparing for use.....	716,378 46	125,505 11	590,873 35
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	180,722 76	36,559 38	144,223 38
Loss and damage of goods and baggage.....	146,776 36	42,599 91	104,176 45
Use of freight cars.....	36,243 57	18,093 52	18,150 05
Shoveling snow.....	20,296 54	5,074 13	15,222 41
General superintendence.....	96,041 60	24,025 36	72,016 24
<b>CONTINGENCIES (or items for which there are no appropriate headings in printed form.)</b>			
State and United States taxes.....	294,594 83	125,431 09	169,163 74
Teaming and tolls over other roads.....	437,777 30	86,354 45	351,422 85

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**EXPENSES—CONTINUED.**

CONTINGENCIES (or items for which there are no appropriate headings in printed form.)	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n	Freight Transp'n.
Car cleaning and inspecting, furniture and fixtures .....	\$191,549 39	\$86,034 75	\$104,614 64
Telegraph, mail and station expenses, including overcharges.....	292,811 99	53,174 50	239,137 49
Real estate and incidentals, maintenance of cars .....	5,506 68	1,376 64	4,130 04
<b>Total</b> .....	<b>4,978,266 63</b>	<b>1,268,868 74</b>	<b>3,714,397 89</b>
<b>Grand total</b> .....	<b>12,203,267 60</b>	<b>3,168,236 13</b>	<b>9,035,031 47</b>



## RECEIPTS.

Passengers.....	\$3,631,136 99
Freight.....	12,932,656 88
Mail and express .....	421,616 45
Miscellaneous .....	265,401 41
Total.....	<u>17,250,811 73</u>

*Summary of payments :*

For construction and equipment.....	\$2,631,334 06
For maintaining and operating the road.....	11,908,672 77
For dividends .....	2,944,421 86
For interest, balance to debit of this account.....	390,347 50
For State tax on capital stock and tonnage.....	219,480 44
For State tax on revenue.....	126,336 85
For United States tax.....	238,537 26
Total.....	<u>18,459,130 74</u>

*Cost of transportation :*

Cost per passenger per mile, proximate average...	$2\frac{133}{1000}$
Cost per ton freight per mile, proximate average...	$1\frac{2}{10}$

What express companies run on your road, and on what terms? Adams, at a minimum price per day, varying according to the carrying facilities furnished.

What transportation or freight companies run on your road, and on what terms? Union transportation company, Empire transportation company, Pfeiffer line, National line, Crescent line, Allentown line, Old Wallower line; conditions are arranged from time to time, as required to meet the competition of other lines.

## ACCIDENTS.

	Killed.	Injured.
Passengers.....	2	9
Employees.....	27	116
Others.....	49	63
Total.....	<u>78</u>	<u>188</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
George Black.....	Pittsburg.
Samuel T. Bodine.....	Philadelphia.
Morton M'Michael.....	Philadelphia.
G. Morrison Coates.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Edmund Smith.....	Philadelphia.
Joseph B. Myers.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Washington Butcher.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
John Rice.....	Philadelphia.
William Anspach.....	Philadelphia.
Herman J. Lombaert.....	Philadelphia.
George B. Roberts.....	Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Joseph Lesley, Secretary.....	Philadelphia.
Thomas T. Firth, Treasurer.....	Philadelphia.
Edward H. Williams, General Superintendent.....	Altoona.



(No. 77.)

## PENNSYLVANIA COAL COMPANY.

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

Personally appeared John Ewen, Esq., president, and George A. Hoyt, Esq., treasurer, of the Pennsylvania coal company, and in due form of law made oath, that the statements in the within 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 }  
 19th day of November, 1869. }

E. H. MEAD, *Com. for Penn'a.*

## 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
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August, 1881,) .....	592,500 00
2d mortgage bonds .....	None.
3d mortgage bonds .....	None.
Floating debt, as by last report .....	375,000 00
The amount now of floating debt .....	383,000 00
Total amount now of floating and funded debt ...	975,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: February 1, 1869, May 1, 1869, Aug. 2, 1869, November 1, 1869.....	5 per ct. each.
Number of shares of stock .....	64,000

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 .....	<u>3,200,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$2,000,000 00</u>	<u>\$2,000,000 00</u>

## CHARACTERISTICS OF ROAD.\*

Length of main line of road, from Hawley, Pa., to Port Griffith, Pa.....	47 miles.
Length of main line of road in Pennsylvania....	47 "
Length of road laid .....	100 "
Length of double track of road .....	47 "
Length of sidings .....	6 "
Gauge of road .....	4 ft. 3½ in.
Weight of rail per yard on main track.....	36 pounds.
Branch roads owned by the company, and their length, viz: Branch from Hawley to Lackawaxen, 15 $\frac{8}{10}$ miles in length; leased and worked by the Erie railway company.	
Roads worked or leased by the company, viz: None leased by the company.	
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 baggage, mail and express cars, (rated as eight wheel cars,) .....	None.
Number of freight cars, (26 flat, 14 box and 10 horse,).....	50
Number of coal cars .....	2,000
Number of iron bridges .....	None.
Number of wooden bridges.....	28

\*Gravity road, worked by stationary engines, for transportation of coal mined by the company. No locomotive power used.

Number of stone bridges .....	None.
Number of stations on main road .....	5
Number of tunnels, (length of each, 800 feet,)....	1
How is track laid and on what foundation? Fifty miles cross-ties and T rail; remainder strap rail and sleepers on the ground.	

## 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 .....	No account.
Number of miles run by coal trains .....	No account.
Number of through passengers for the year on main road .....	No account.
Number of passengers (all classes) carried in cars,	No account.
Number of tons of 2,000 lbs. of through freight for the year on main road .....	964,240
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	1,103,030
Average rate of speed adopted by freight trains, including stops, (miles per hour,) .....	10
Weight of first class passenger engines .....	None.
Weight of freight engines .....	None.

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Not passenger road.

*The amount of freight, specifying the quantity in tons:*

Anthracite coal .....	1,090,733	Lumber .....	9,354
Other iron or castings .....	64		
Agricultural products .....	138	Total .....	1,108,030
Merchandise .....	2,741		

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ewen.....	New York.
Isaac L. Platt.....	New York.
Wm. F. Havemeyer.....	New York.
Jonathan Thorne.....	New York.
Wm. R. Griffith.....	New York.
Chas. Morgan.....	New York.
John Q. Jones.....	New York.
Geo. L. Brown.....	New York.
E. Judson Hawley.....	New York.
John Ewen, President.....	New York.
Edwin H. Mead, Secretary.....	New York.
Geo. A. Hoyt, Treasurer.....	New York.
John B. Smith, Superintendent.....	Dunmore, Pa.

(No. 78.)

## PERKIOMEN.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss :

Personally appeared A. H. Seipt, president, and J. W. Jones, treasurer, of the Perkiomen railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. H. SEIPT, *President.*  
 J. W. JONES, *Treasurer.*

Sworn and subscribed before me, this }  
 11th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$50,000 00
Amount of stock subscribed .....	39,650 00
Amount paid in as by last report.....	37,305 00
Total amount now paid in of capital stock .....	37,650 00
Funded debt, as per last report .....	255,700 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Apr. 1, 1897,) .....	393,500 00
Floating debt, as by last report .....	193,360 87
The amount now of floating debt.....	222,980 85
Total amount now of floating and funded debt ...	616,480 85
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	793
Par value of each share.....	\$50 00
Amount paid in on each share .....	47 48
Amount of capital on which the respective dividends were declared: None declared.	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction .....	<u>\$417,332 82</u>	<u>\$518,739 37</u>

Equipment: Leased to P. and R. railroad company.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Pauling's bridge to Emaus .....	36½ miles
Length of main line of road in Pennsylvania.....	36½ "
Length of road laid.....	11 "
Length of double track of road .....	None.
Length of sidings .....	1.9 miles.
Gauge of road.....	4 ft. 8½ 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 wooden bridges: 4 trestles, 2 truss; (total length in feet, 3,094.)	
Number of railroads crossed .....	None.
Number of stations on main road.....	8
Number of wood and water stations on main road: One water station.	
Value of real estate held by the company, exclusive of road way.....	\$15,951 57
Number of tunnels .....	None.
How is track laid, and on what foundation? Broken stone and ballast.	

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

Will be included in return made by P. and R. railroad company, lessee.

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$345 00
From sale of bonds.....	137,800 00
From other sources.....	29,619 98
Total.....	<u>167,764 98</u>

*Summary of payments:*

For construction.....	\$101,406 55
For dividends.....	None.
For interest.....	17,601 50
For State tax on capital stock and coupons.....	760 98
For United States tax on coupons.....	<u>944 70</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Philip Super.....	Pennsburg.
George Graber.....	Pennsburg.
Jacob Schwenk.....	Schwenksville.
Wm. F. Reed.....	Sumneytown.
Garret D. Hunsicker.....	Lower Providence.
Jesse Zeigler.....	Zeiglersville.
A. K. Stauffer.....	
William Grim.....	
Charles Selder.....	
Chas. Burkholder.....	
A. M. Sigmund.....	
James Boyd.....	Norristown.
A. H. Seipt, President.....	Skippackville, Montgomery co.
J. W. Jones, Secretary and Treasurer.....	Philadelphia.
G. A. Nicolls, Superintendent.....	Reading.

(No. 79.)

## PHILADELPHIA AND BALTIMORE CENTRAL.

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

Personally appeared Henry Wood, president, and James R. Ramsey, treasurer, of the Philadelphia and Baltimore Central railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) H. WOOD, *President.*  
 J. R. RAMSEY, *Treasurer.*

Sworn and subscribed before me, this }  
 13th day of November, 1869. }

GEO. PATCHEL, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$2,000,000 00
Amount of stock subscribed.....	225,000 00
Amount paid in as by last report.....	218,000 00
Total amount now paid in of capital stock.....	218,000 00
Funded debt, as per last report.....	800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1891,) .....	800,000 00
Floating debt, as by last report .....	212,500 00
The amount now of floating debt .....	291,686 30
Total amount now of floating and funded debt....	1,091,686 30
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock.....	4,302
Par value of each share .....	\$50 00



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Amount paid in on each share .....	All.
Amount of capital on which the respective dividends were declared.....	<u>None.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,266,387 18	\$1,345,811 55
Equipment .....	70,164 16	70,164 16
Total cost.....	<u>1,336,551 34</u>	<u>1,415,975 71</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from junction W. O. and P. R. R. to Col. and Pt. D. R. R. junction....	46 miles.
Length of main line of road in Pennsylvania.....	36 "
Length of road laid.....	46 miles.
Length of double track of road .....	None.
Length of sidings, about .....	4½ miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 & 57 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: Chester Creek railroad, 7 miles; Columbia and Port Deposit railroad, 4 miles.	
Number of engine houses and shops.....	3
Number of engines .....	6
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	6
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,).....	63
Number of coal cars, (rated as eight wheel cars,).. (Part of all the above stock leased.)	None.
Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, 2,800,).....	30

Number of stone bridges .....	None.
Number of railroads crossed: West Chester and Philadelphia, and Wilmington and Reading .....	2
Number of stations on main road.....	30
Number of wood and water stations on main road,	5
Number of tunnels .....	None.
How is track laid, and on what foundation? On stone ballast and dirt.	

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

Number of miles run by passenger trains .....	64,533
Number of miles run by freight trains.....	50,191
Number of miles run by gravel trains .....	9,500
Number of passengers (all classes) carried in cars,	162,980
Average rate of speed adopted by ordinary passenger 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 .....	8
Weight of first class passenger engines .....	20
Weight of freight engines .....	30

*The amount of freight, specifying the quantity in tons:*

Anthracite coal .....	13,963	Merchandise .....	7,000
Petroleum .....	72	Manufactures .....	7,690
Pig iron.....	153	Live stock.....	646
Railroad iron .....	110	Lumber.....	9,402
Other iron or castings.....	859	Other articles .....	2,750
Iron and other ores .....	2,725		
Lime and limestone.....	8,640	Total .....	77,673
Agricultural products .....	23,663		

*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.....	4 "

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

For through coal.....	None.
For local freight: Average could only be given, and would not be any criterion.	
For local coal .....	<u>3</u>

**EXPENSES.***Maintaining the road or real estate of the corporation:*

Maintenance of way, including buildings, &c.....	\$85,457 51
Taxes, United States and local.....	3,477 67
Rents .....	2,152 83
Total.....	<u>91,088 01</u>

*Operating the road:*

Motive power .....	\$37,202 63
Maintenance of cars .....	13,114 92
Transportation of passengers .....	14,337 26
Transportation of freight.....	23,628 02
General expenses .....	8,029 70
Total.....	<u>96,312 53</u>
Aggregate total .....	<u>\$187,400 54</u>

**RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.**

From stockholders .....	None.
From sale of bonds .....	None.
From other sources .....	<u>\$79,186 30</u>

**RECEIPTS.**

Months.	Passeng'rs.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1868.....	\$5,511 46	\$7,026 18	\$270 83	\$41 45	\$12,849 92
December, 1868.....	6,444 28	6,249 85	270 84	46 40	13,011 37
January, 1869.....	5,825 77	4,656 75	295 83	53 32	10,832 67
February, 1869.....	5,133 43	6,009 35	295 83	47 95	11,486 56
March, 1869.....	5,940 65	7,892 78	295 84	44 25	14,173 52
April, 1869.....	8,530 18	9,227 57	325 83	77 10	18,160 68
May, 1869.....	8,645 90	8,692 80	395 83	3 50	17,738 03
June, 1869.....	8,827 22	7,431 47	395 83	31 08	16,685 60
July, 1869.....	10,171 57	6,546 04	395 84	41 90	17,155 35
August, 1869.....	14,664 42	8,617 23	395 83	218 00	23,896 08
September, 1869.....	9,620 23	10,152 76	395 83	79 41	20,248 23
October, 1869.....	9,783 35	10,193 93	395 84	61 37	20,434 49
Total.....	99,099 46	92,698 71	4,130 00	746 33	196,672 50

*Summary of payments:*

For construction and equipment .....	\$79,424 37
For maintaining and operating the road .....	187,400 54
For dividends .....	None.
For interest .....	None.
For miscellaneous .....	None.
For surplus funds .....	None.
For State tax on capital stock and tonnage: In- cluded in expenses.	
For United States tax: Included in expenses.	
Total .....	<u>266,824 91</u>

*Cost of transportation:*

What express companies run on your road, and on what terms?  
Adams express company.

What transportation or freight companies run on your road, and  
on what terms? None.

## ACCIDENTS.

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. M. Felton.....	Philadelphia.
Isaac Hinckley.....	Philadelphia.
R. H. Lamborn.....	Philadelphia.
David Woelpper .....	Chadd's Ford, Pa.
Aaron Baker .....	Avondale, Pa.
Milton Conard.....	West Grove, Pa.
James A. Strawbridge.....	Elkview, Pa.
G. D. Armstrong .....	New London, Pa.
Samuel Dickey.....	Oxford, Pa.
Edwin Haines.....	Rising Sun, Md.
Jacob Tome.....	Port Deposit, Md.
Thomas Donaldson.....	Baltimore, Md.
Henry Wood, President.....	Philadelphia.
Joseph Huddell, Secretary .....	Philadelphia.
James R. Ramsey, Treasurer .....	Philadelphia.
Henry Wood, General Superintendent.....	Philadelphia.

(No. 80.)

## PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss:

Personally appeared Edward F. Gay, president, and George P. Little, secretary and treasurer, of the Philadelphia and Erie railroad company, and in due form of law made oath, that the statements in the within 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 }  
 27th day of January, 1870. }

HENRY C. SPACKMAN, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$10,000,000 00
Amount of stock subscribed .....	6,100,000 00
Amount paid in as by last report .....	6,004,200 00
Total amount now paid in of capital stock, (common,).....	6,004,300 00
Funded debt, as per last report.....	13,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1877,) .....	\$1,000,000 00
2d mortgage bonds, (date of maturity, March 31, 1881,).....	5,000,000 00
3d mortgage bonds, (date of maturity, July 1, 1888,) .....	3,000,000 00
July 1, 1920.....	3,598,000 00
	<hr/>
	12,598,000 00
Floating debt, as by last report.....	328,633 00
The amount now of floating debt .....	40,974 00
Total amount now of floating and funded debt ..	12,638,974 00

Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent. ; 2d mortgage, 6 per cent ; 3d mortgage, 7 per cent.; 4th mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock : Preferred, 48,000 shares ; common, 120,086 shares.	
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 .....	None.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$19,350,997 78</u>	<u>\$19,391,972 24</u>

Equipment belongs to the Pennsylvania railroad company.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Erie to Sunbury.....	287.6 miles.
Length of main line of road in Pennsylvania, (all in Pennsylvania).....	287.6 "
Length of road laid, (all laid,) .....	287.6 "
Length of double track of road: None so considered.	
Length of sidings .....	86 <sup>558</sup> / <sub>1000</sub> "
Gauge of road .....	4 ft. 9 in.
Weight per yard of rail on main track .....	56 pounds.
Branch roads owned by the company, and their length, viz : One to Lewisburg, about two miles in length.	
Roads worked or leased by the company .....	None.
Number of engine houses and shops : 5 shops with engine houses and 6 detached engine houses.	
Number of engines .....	108

## RAILROAD REPORT.

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Number of first class passenger cars, (30 first class, 8 emigrant,) rated as eight wheel cars, (average cost of each, \$4,000,).....	38
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,000,).....	15
Number of freight cars, rated as eight wheel cars, (average cost of each, \$900,).....	1,857
Number of coal cars, rated as eight wheel cars, (average cost of each, \$800,).....	52
Number of iron bridges, (total length in feet, Phoenix beams, 64,).....	2
Number of wooden bridges, (total length in feet, 17,925,).....	160
Number of stone bridges.....	None.
Number of railroads crossed.....	3
Number of stations on main road.....	76
Number of wood and water stations on main road, 43 water stations.	
Number of tunnels.....	None.
How is track laid and on what foundation? With T rail, on 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.....	502,224
Number of miles run by freight trains.....	1,771,632
Number of miles run by coal trains: Not run separately.	
Number of through passengers for the year on main road.....	25,980
Number of passengers (all classes) carried in cars,	651,038
Number of tons of 2,000 lbs. of through freight for the year on main road.....	177,157
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,302,041
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20

Average rate of speed adopted by express trains, including stops.....	22
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines.....	29½ tons.
Weight of freight engines.....	<u>31½ "</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	359, 100	Agricultural products.....	245, 131
Bituminous coal.....	64, 857	Merchandise.....	51, 905
Petroleum.....	102, 762	Manufactures.....	36, 754
Pig iron.....	17, 560	Live stock.....	7, 455
Railroad iron.....	26, 319	Lumber.....	272, 112
Other iron or castings.....	15, 328	Other articles.....	61, 797
Iron and other ores.....	18, 144		
Lime and limestone.....	22, 817	Total.....	<u>1, 302, 041</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....	<u>None.</u>

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

For through freight and coal, and for local freight and coal.....	<u>1.41</u>
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**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings .....	\$778,817 69	\$233,595 16	\$540,222 53
<b>Total</b> .....	<b>778,817 69</b>	<b>233,595 16</b>	<b>540,222 53</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$219,094 71	\$60,258 14	\$158,836 57
Repairs of passenger and baggage cars.....	63,453 64	63,453 64	.....
Repairs of freight cars.....	144,137 36	.....	144,137 36
Repairs of tools and machinery in shops.....	33,274 81	9,982 44	23,292 37
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	92,953 59	27,886 10	65,067 49
<b>Total</b> .....	<b>552,914 11</b>	<b>161,580 32</b>	<b>391,333 79</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$33,748 26	\$17,456 51	\$16,291 76
Agents and clerks.....	88,046 66	22,235 07	65,811 59
Labor—loading and unloading freight.....	33,715 61	.....	33,715 61
Porters, watchmen and switch tenders.....	4,329 20	2,431 90	1,897 30
Wood and water station attendance.....	8,654 76	2,596 44	6,058 32
Conductors, baggage masters and brakemen.....	220,772 68	37,379 08	183,393 60
Engineers and firemen.....	150,232 87	28,037 26	122,195 61
Fuel and cost of preparing for use.....	192,481 34	30,967 83	161,463 51
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	43,719 21	8,944 99	34,774 22
Loss and damage of goods and baggage.....	29,818 82	8,477 70	21,341 12
Tolls Philadelphia and Erie, and other railroads.....	989,268 79	223,243 41	766,025 38
Shoveling snow.....	15,349 95	4,604 99	10,744 96
General superintendence.....	15,395 00	4,618 50	10,776 50
<b>CONTINGENCIES, (or items for which there are no appropriate headings in printed form.)</b>			
State and United States taxes.....	52,796 73	23,474 39	29,322 34
Car cleaning and inspecting furniture and fixtures.....	35,396 69	15,259 87	20,136 82
Telegraph, mail and station expenses, including overcharges.....	83,809 88	21,244 78	62,565 10
<b>Total</b> .....	<b>1,997,486 45</b>	<b>450,972 72</b>	<b>1,546,513 73</b>
<b>Grand total</b> .....	<b>3,324,218 25</b>	<b>846,148 20</b>	<b>2,478,070 05</b>

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## RECEIPTS.

Passengers.....	\$672,964 46
Freight .....	2,507,082 93
Mail and express .....	55,944 18
Miscellaneous .....	26,713 72
Total .....	<u>3,262,705 29</u>

*Summary of payments :*

For construction.....	\$527,257 60
For maintaining and operating the road .....	3,271,667 22
For dividends .....	None.
For interest.....	869,040 77
For State tax on tonnage and revenue .....	34,131 50
For United States tax.....	<u>18,419 53</u>

*Cost of transportation :*

Cost per passenger per mile, proximate average..	3 <sup>11</sup> / <sub>100</sub>
Cost per ton freight per mile, proximate average,	1 <sup>41</sup> / <sub>100</sub>

What express companies run on your road, and on what terms?  
Road leased.

What transportation or freight companies run on your road,  
and on what terms? Road leased.

## ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	14
Employees.....	4	31
Others .....	10	11
Total.....	<u>14</u>	<u>56</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Manuel T. Bodine.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Washington Butcher.....	Philadelphia.
Henry Duhring.....	Philadelphia.
Jacob P. Jones.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
Henry D. Moore.....	Philadelphia.
Charles F. Norton.....	Philadelphia.
Joseph W. Gaskill.....	Philadelphia.
J. Alexander Simpson.....	Philadelphia.
Edward F. Gay, President.....	Philadelphia.
George P. Little, Secretary and Treasurer.....	Philadelphia.
Alfred L. Tyler, General Superintendent.....	Erie.

(No. 81.)

## PHILADELPHIA AND READING.

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

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 Attest: S. BRADFORD, *Treasurer.*

Affirmed and subscribed before me, }  
 this 13th day of January, 1870. }

B. F. HORAN, N. P.

## STOCK AND DEBT.

Capital stock as authorized by law .....	Unlimited.
Amount paid in as by last report .....	\$26,301,351 74
Total amount now paid in of capital stock .....	29,023,100 28
Funded debt, as per last report .....	7,030,225 17
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds .....	\$5,865,000 00
Bonds without mortgage .....	1,086,300 00
Bonds and mortgages on real estate .....	378,890 83
	7,330,190 83
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ..	7,330,190 83
• Rate per cent. per annum of interest on funded debt: 5, 6 and 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: June, 1869, 5 per cent., payable in stock; December, 1869, 5 per cent., payable in cash.	

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Number of shares of stock .....	580,462 <sup>22 3 4</sup>
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: July, 1869, \$27,639,619 32; January, 1870, \$29,023,100 28.	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$19,410,393 59	\$19,410,393 59
Equipment .....	8,225,706 91	10,404,673 90
Total cost .....	<u>27,636,100 50</u>	<u>29,815,067 49</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pottsville, 93 miles; Reading to Harrisburg, 54 miles.

Length of main line of road in Pennsylvania .... 152.4 miles.

Length of road laid..... 152.4 "

Length of double track of road ..... 139.1 "

Length of sidings: Main line, 145 miles; total length of track, including sidings, main line and roads owned, leased or controlled by the company, 1,141.9 miles.

Gauge of road ..... 4 feet 8½ in.

Weight of rail per yard on main track..... 64 pounds.

Branch roads owned by the company, and their length, viz: Northern Liberties and Penn Township,  $1\frac{4}{10}$  miles; Union branch of P. and B. railroad,  $3\frac{4}{10}$  miles; Good Spring railroad,  $20\frac{5}{10}$  miles; Port Kennedy railroad,  $1\frac{2}{10}$  miles; West Reading railroad,  $1\frac{7}{10}$  miles; Zerbe Valley railroad,  $15\frac{1}{10}$  miles; Pine Grove and Lebanon railroad,  $5\frac{5}{10}$  miles; Mahanoy Valley railroad,  $6\frac{3}{10}$  miles; Shamokin and Trevorton railroad,  $9\frac{2}{10}$  miles; Enterprise railroad,  $8\frac{2}{10}$  miles; Lebanon and Pine Grove branch,  $16\frac{1}{10}$  miles.

Roads worked or leased by the company, viz : Mill Creek railroad, Schuylkill Valley railroad, Mt. Carbon railroad, Mt. Carbon and Port Carbon railroad, Mahanoy and Broad Mountain railroad, East Mahanoy railroad, Little Schuylkill railroad, Mine Hill railroad, Lorberry Creek railroad, East Pennsylvania railroad, Chester Valley railroad, Perkiomen railroad, Colebrookdale railroad.

Number of engine houses and shops : 20 engine houses, 14 shops.

Number of engines : Owned, 267 ; leased, 30 ; total,	297
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,300,).....	99
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$2,300,)	41
Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	1,778
Number of coal cars, rated as eight wheel cars, (average cost of each, \$600,).....	7,533
Number of iron bridges .....	24
Number of wooden bridges .....	24
Number of stone bridges.....	54
Number of railroads crossed : Locomotive, 7 ; horse, 19.	
Number of stations on main road .....	53
Number of wood and water stations on main road : Wood, 10 ; water, 23.	
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 furnace cinder.	

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

*(Including roads owned, worked and leased by the company.)*

Number of miles run by passenger trains on main and branch roads .....	758,415
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Number of miles run by freight trains on main and branch roads.....	710,427
Number of miles run by coal trains, (on main road only,) .....	1,475,730
Number of actual through passengers for the year on main road .....	29,328
Number of passengers equal to through .....	435,754
Number of passengers (all classes) carried in cars,	1,527,769
Gross amount of tonnage for the year, (2,000 lbs. per ton, including materials for use of road,) ...	6,508,047
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 coal and freight trains, including stops .....	8 to 14
Weight of first class passenger engines, (in tons of 2,240 pounds,).....	19 to 29
Weight of freight engines, (in tons of 2,240 lbs.)..	24 to 31

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

December, 1868.....	115,563	July, 1869.....	128,793
January, 1869.....	97,542	August, 1869.....	170,267
February, 1869.....	87,309	September, 1869.....	168,075
March, 1869.....	109,962	October, 1869.....	139,970
April, 1869.....	107,747	November, 1869.....	133,086
May, 1869.....	141,876		
June, 1869.....	127,579	Total .....	1,527,769

*The amount of freight, specifying the quantity in tons:*

Anthracite coal.....	4,150,819	Agricultural products.....	137,752
Bituminous coal.....	442,910	Merchandise and manufactures,	97,097
Petroleum and all oils .....	11,203	Live stock.....	156,323
Pig iron.....	146,285	Lumber.....	95,537
Railroad iron.....	60,942	Other articles .....	131,178
Other iron or castings .....	100,069		
Iron and other ores.....	284,595	Total ..	6,016,467
Lime and limestone.....	201,757		

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

For first class through passengers, (average) .....	$2\frac{22}{100}$ cents.
For first class way passengers, (average) .....	$2\frac{22}{100}$ "
For second class through passengers, (average) ..	$2\frac{6}{100}$ "
For second class way passengers, (average,).....	$2\frac{6}{100}$ "

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

For through freight and tolls on coal, (average,)..	$1\frac{28}{100}$ cents.
For local freight and tolls on merchandize, (average,)	$2\frac{88}{100}$ "



**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpor'n.	Freight Transpor'n.
Repairs or maintenance of way, including buildings, bridges and wharves at Richmond, but exclusive of taxes on real estate, and cost of renewing railroad iron.....	\$1,182,557 86	\$169,530 09	Mdse. and Coal. \$963,027 77
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$507,843 20		
Repairs of passenger and baggage cars.....	68,172 55		
Repairs of freight and coal cars.....	741,867 23		
Repairs of engines and machinery in shops at inclined planes.....	48,090 00		
Sundry other work .....	58,256 11		
<b>Total .....</b>	<b>1,424,229 09</b>	<b>\$158,247 68</b>	<b>\$1,265,981 41</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c., (exclusive of Philadelphia office).....	\$45,781 97		
Agents and clerks.....	171,848 27		
Labor—loading and unloading freight, and porters, watchmen and switch tenders.....	238,312 14		
Conductors, baggage masters and brakemen, engineers, firemen, and all train hands,	909,677 71		
Fuel and cost of preparing for use.....	663,129 89		
Oil, tallow and waste for engines and tenders, passenger, baggage and freight cars .....	174,543 05		
Loss and damage of goods and baggage .....	3,852 31		
Hauling and assorting cars in coal region and at Port Richmond .....	104,220 72		
Damage to property, including damage by fire and cattle killed on road and in cars .....	999 41		
Salaries of officers, law, stationery, advertising, &c., (Philadelphia office,) .....	201,259 48		
Contingencies, sundries, water rents, &c.....	41,552 95		
<b>Total.....</b>	<b>2,555,169 90</b>	<b>\$299,723 82</b>	<b>\$2,255,446 58</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

For sale of bonds..... \$608,800 00

## RECEIPTS.

Months.	Coal.	Merchan- dize.	Travel.	Mail.	Miscella- neous.	Total.
Dec., 1868....	\$375, 720 81	\$119, 443 56	\$88, 509 75	\$2, 476 43	\$3, 773 10	\$589, 923 65
Jan., 1869....	307, 823 74	95, 005 25	69, 995 87	2, 091 17	4, 319 91	479, 235 94
Feb., 1869....	355, 673 07	102, 041 68	59, 159 10	2, 122 46	6, 493 36	525, 489 67
Mar., 1869....	542, 745 23	123, 226 00	79, 551 66	2, 087 16	7, 823 22	755, 433 27
Apr., 1869....	871, 972 36	133, 531 20	89, 969 35	2, 087 18	7, 276 49	904, 833 58
May, 1869....	232, 606 96	162, 056 95	98, 600 58	2, 087 16	4, 111 38	499, 463 03
June, 1869....	373, 435 07	144, 965 59	107, 759 31	2, 087 18	2, 403 26	630, 680 41
July, 1869....	1, 097, 363 81	135, 949 05	121, 420 23	2, 087 16	6, 082 67	1, 362, 902 92
Aug., 1869....	1, 195, 294 57	130, 536 73	121, 904 87	2, 087 17	4, 202 75	1, 454, 026 09
Sept., 1869....	1, 016, 806 38	144, 416 10	126, 498 91	4, 535 99	2, 364 19	1, 294, 621 57
Oct., 1869....	973, 278 55	142, 040 31	114, 854 33	2, 747 41	2, 945 12	1, 235, 365 72
Nov., 1869....	1, 203, 519 60	146, 410 11	106, 255 37	2, 673 40	17, 546 85	1, 476, 405 33
Total....	8, 346, 240 15	1, 579, 622 53	1, 184, 006 33	29, 169 87	69, 342 30	11, 208, 381 18

*Summary of payments:*

For construction and equipment of sidings, new bridges, depots, &c.....	\$569,105 78
For maintaining and operating the road.....	5,111,956 85
For interest.....	484,303 03
For miscellaneous, rents and ground rents, foreign exchange, dunnage, &c.....	900,300 67
For surplus funds, appropriated for renewing rail- road iron, bridges, &c.....	603,479 48
For State tax on capital stock and tonnage, real estate and gross receipts.....	228,053 81
For United States tax on receipts and manufactures and excise stamps.....	32,521 86
Total.....	<u>7,929,721 48</u>

Total amount of surplus fund, without deducting  
dividend declared in December, 1869..... 2,258,284 56

*Cost of transportation:*

Cost per passenger per mile, proximate average...	1 $\frac{5}{100}$ cents.
Cost per ton freight per mile, proximate average..	1 $\frac{3}{100}$ "
Cost per ton coal per mile, proximate average....	$\frac{8}{100}$ "

NOTE.—Taxes, cost renewing rails, rents and interest not included.

## ACCIDENTS.

	Killed.	Injured.
Employees.....	10	8
Others .....	20	16
Total.....	<u>30</u>	<u>24</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 :*

1868.

December 7. Michael Comeford, a laborer, had his leg badly bruised by falling from a stone train at Norristown.

December 11. Pat Dempsey, repairsman, was killed by falling against a passing train. The accident occurred on Lebanon Valley branch, near Annuville.

December 17. Edward Fegan was run over and killed at the crossing of Eighteenth street with Pennsylvania avenue, Philadelphia.

1869.

January 1. Samuel Schaffer was run over and killed at Falls, while walking on the track.

January 7. An unknown man was run over and killed by a stone train at Nicetown Summit.

January 8. Alfred Coudon, while trying to get on a moving train at Harrisburg, was killed.

January 20. Philip Reilly was knocked down at Falls station by a freight train, and had his leg cut off.

February 3. An unknown man was killed at Neversink. Cause of accident not known.

February 25. Martin Donohoe was caught between two cars of No. 15 freight train at Robeson station, L. V. branch, and had his legs crushed.

March 8. An unknown man stepped in front of No. 5 mail train at Paxton, L. V. branch, and was killed.

March 9. Christian Lecher had his right hip badly injured, near Robeson, by falling through an open bridge.

March 10. Frank Shannon was badly hurt by falling through the bottom of a coal car at Falls.

March 21. John Miller was killed at Reading by being caught between two coal cars.

April —. Charles Christ was struck by a freight train on Schuylkill and Susquehanna railroad and had his leg broken.

April 21. Robert Anthony was run over and killed at Pencoyd iron works.

April 28. Daniel Baus was injured at Reading, while attempting to cross over a moving coal train.

April 28. Jacob Ahn fell from a coal train, below Conshohocken, and was seriously hurt.

May 4. Ambrose Hamaker was badly hurt at Reading, by falling from a passenger train.

May 22. Joseph Spers was injured by jumping from a passenger train above Reading.

June 6. James Dickson was run over by a pushing engine at Philadelphia and very seriously hurt.

June 30. Josiah Roads, conductor of stone train, fell between the cars at Reading and was killed.

July 14. Morris Stams, a boy, was killed at Lebanon while attempting to get on No. 18 fast freight train.

July 16. Hester M'Namæ was killed by passenger train No. 5, near Phoenixville.

July 20. William Worth, while trying to get on a coal train at Hamburg, had his legs cut off.

July 21. A man, supposed to be John Barnes, was struck and killed near Manayunk, by express train No. 3.

August 4. Charles Warner was killed near Spring Mill, by jumping from No. 5 passenger train.

August 12. A child named O'Brien was run over at Pottsville and killed by a freight train.

August 13. George Hain, repairsman, was struck by a passenger engine at Reading and hurt.

August 14. Charles W. Stewart, engineer, and Jacob Christman, fireman, were killed at Point of Rocks, below Dauphin, their train having been thrown from the track by a fallen rock.

August 16. Philip M'Mahon, a boy, jumped from No. 11 passenger train at Brown street crossing, Philadelphia, and had his leg cut off.

August 16. The body of an unknown man was found in East Mahanoy tunnel.

August 20. Lewis Black fell between two coal cars at Tucker-ton and lost a leg.

August 24. An unknown man, while stealing his passage on a coal train, was killed near Merion by the breaking up of the car.

August 24. Charles Strauzky fell from a train at Wernersville, Lebanon Valley branch, and was seriously injured.

August 27. John Schries was struck by a shifting engine at Reading and badly hurt.

August 28. David Neat was struck by a shifting engine near Columbia bridge and hurt in the side and head.

August 28. Stephen M'Bright fell from a coal train at Mine Hill crossing, and had a leg and an arm cut off.

September 3. Ellen Ritter was killed by a passenger train at Reading while attempting to cross in front of it.

September 11. Peter Schimer fell in front of extra freight train, No. 27, at Conshohocken, and was killed.

September 14. John M'Sline, a laborer on East Mahanoy rail-road, was killed by a passenger engine near East Mahanoy junction.

October 2. An unknown man was killed by a coal train at Manayunk.

October 6. Dennis Mohn fell from a truck, above Port Clinton, and was run over and killed.

October 13. Francis Maury, while lying under the cars at Tucker-ton, was struck by them and hurt.

October 15. Daniel Sullivan, a conductor, fell from his train near Mohrsville and was killed.

October 16. James M'Fadden was run over and killed at Philadelphia by a shifting engine.

October 21. An engine ran into another near Belmont station, slightly injuring one of the firemen.

October 26. Christian Burkholder, while trying to drive across the track, regardless of warning, was struck by No. 2, fast line, and badly injured; accident occurred at Swatara station.

October 27. John Kriser had his foot cut off at Reading by a passenger train while he was standing on the track.

November 2. Patrick O'Harra was run over by a shifting engine at Bridgeport and killed.

November 11. James Lee, repairsman, was struck and killed by engine Pennsylvania below Falls station.

November 13. Richard Engelhart was killed two miles west of Reading by No. 4 Columbia passenger train. He threw himself upon the track with the intention of destroying himself.

November 18. Roe Shunk, a boy, while playing ball on the track at Reading was struck by No. 3½ Pacific express train, and badly hurt.

November 26. Sarah Hartman, while engaged in picking coal on the track above Reading, was struck by a passenger train and killed.

#### 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
Franklin B. Gowen, President.....	Philadelphia.
William H. Webb, Secretary.....	Philadelphia.
Samuel Bradford, Treasurer.....	Philadelphia.
G. A. Nicolis, General Superintendent.....	Reading.
Chas. E. Byers, Chief Engineer.....	Pottstown.

(No. 82.)

## PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

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

Personally appeared Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Philadelphia, Germantown and Norristown railroad company, and in due form of law made affirmation, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }  
 — day of November, 1869. }

Witness my hand and official seal.

J. PLANKINTON, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,) .....	\$400,000 00
Amount of stock subscribed, (including amount of loan converted,) .....	1,595,750 00
Amount paid in as by last report, (including amount of loan converted,) .....	1,587,700 00
Total amount now paid in of capital stock, (including amount of loan converted,) .....	1,595,750 00
Funded debt, as per last report .....	63,950 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1882,) .....	55,900 00
2d mortgage bonds .....	None.
3d mortgage bonds .....	None.
Total amount now of funded debt .....	55,900 00
Rate per cent. per annum of interest on funded debt: 1st mortgage .....	6 per cent.

Date and rate per cent. per annum of dividend or dividends: April 1, and October 1, each.....	5 per cent.
Number of shares of stock .....	31,915
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: April 1, \$1,594,750; October 1, \$1,595,750.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$1,139,078 84	\$1,139,078 84
Equipment, (original cost in 1868,) .....	352,380 19	*315,793 60
Total cost .....	<u>1,491,459 03</u>	<u>1,454,872 44</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Norristown .....	17 miles.
Length of main line of road in Pennsylvania, (including Germantown branch,) .....	20 "
Length of road laid, (including Germantown branch,) .....	20 "
Length of double track of road .....	20 "
Length of sidings .....	5 "
Gauge of road .....	4 feet 8½ in.
Weight of rail per yard on main track: 50, 57, 58 and 67 pounds.	
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 and Plymouth.	
Number of engine houses and shops .....	4
Number of engines .....	22
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,881 46,) ...	43
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, 1,200,) .....	12

\* As now valued and charged on our ledger.



Number of freight cars, rated as eight wheel cars, (average cost of each, \$503 64,) .....	165½
Number of iron bridges, (total length in feet, 33,)..	1
Number of wooden bridges.....	16
Number of railroads crossed: 3 city railways cross the road of this company.	
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, exclu- sive of road way .....	\$448,888 52
Number of tunnels .....	None.
How is track laid, and on what foundation? With iron and steel rails; 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 .....	286,488
Number of miles run by freight and coal trains...	89,815
Number of through passengers for the year on main road, (including Germantown branch,)....	1,970,414
Number of passengers (all classes) carried in cars,	2,777,535
Average rate of speed adopted by ordinary passen- ger 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 "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	218, 118	June, 1869.....	249, 108
December, 1868.....	218, 840	July, 1869.....	257, 562
January, 1869.....	202, 874	August, 1869.....	242, 667
February, 1869.....	184, 411	September, 1869.....	253, 098
March, 1869.....	210, 936	October, 1869.....	249, 989
April, 1869.....	228, 593		
May, 1869.....	237, 710	Total.....	*2, 751, 90

\* Exclusive of 25,629 excursion passengers.

*The amount of freight, specifying the quantity in tons :*

Anthracite coal .....	320, 128	Agricultural products, merchan-	
Bituminous coal.....	39, 340	dize and manufactures.....	33, 475
Petroleum: Included in merchan-		Live stock.....	430
dize.		Lumber .....	7, 580
Pig iron, railroad iron and other		Other articles .....	34, 899
iron or castings.....	57, 416		
Iron and other ores.....	8, 996	Total.....	<u>533, 326</u>
Lime and limestone....	31, 062		

*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.....	3 "

EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs or maintenance of way, including build-	
ings.....	\$97,425 56
Taxes on real estate .....	5,742 30
Total.....	<u>103,167 86</u>

*Repairs of machinery :*

Repairs of engines and tenders .....	\$23,636 16
Repairs of passenger and baggage cars.....	19,331 33
Repairs of freight cars .....	11,636 92
Repairs of tools and machinery in shops, estimated,	3,500 00
Incidental expenses, clerks, watchmen, &c., about	
shops, estimated.....	2,000 00
Total.....	<u>60,104 41</u>

*Operating the road :*

Office expenses, stationery, &c .....	\$5,450 22
Agents and clerks .....	11,566 94
Labor—loading and unloading freight.....	15,320 13
Porters, watchmen, switch tenders and flagmen...	12,584 00
Wood and water station attendance .....	3,802 76
Conductors, baggage masters and brakemen .....	22,544 63

## RAILROAD REPORT.

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Engineers and firemen .....	\$25,415 90
Fuel and cost of preparing for use .....	50,210 04
Fuel and waste for engines and tenders, passenger, baggage and freight cars .....	10,214 87
Loss and damage of goods and baggage .....	601 79
Damage for injury of persons .....	943 00
Damage to property, including damage by fire and cattle killed on road, and loss on cars and freight burned in depot .....	9,083 11
General superintendence .....	8,502 01
Contingencies .....	17,270 69
<b>Total .....</b>	<b>193,510 09</b>

## RECEIPTS.

Months.	Passengers	Freight.	Mail.*	Miscella- neous.	Total.
November, 1868.....	\$33,838 75	\$22,861 25	.....	\$231 28	\$59,931 28
December, 1868.....	32,292 15	19,347 54	\$170 00	110 93	51,920 62
January, 1869.....	38,003 18	18,246 45	.....	2,630 01	58,879 64
February, 1869.....	28,142 48	18,124 89	170 00	261 66	44,699 03
March, 1869.....	30,234 41	19,608 30	.....	1,324 81	51,167 52
April, 1869.....	35,680 53	23,424 47	.....	597 66	59,702 66
May, 1869.....	36,965 85	24,720 64	170 00	257 16	62,113 65
June, 1869.....	38,843 72	18,721 25	.....	88 16	57,693 13
July, 1869.....	48,024 20	19,961 59	.....	2,288 91	70,279 70
August, 1869.....	39,771 24	20,612 13	170 00	283 66	60,897 03
September, 1869.....	40,134 88	19,103 58	10 38	816 16	60,065 00
October, 1869.....	39,832 19	22,011 94	.....	1,456 31	63,300 44
<b>Total .....</b>	<b>439,803 58</b>	<b>246,779 03</b>	<b>690 38</b>	<b>10,346 71</b>	<b>697,619 70</b>

*Summary of payments :*

For construction and equipment, including real estate and improvements .....	\$58,715 56
For maintaining and operating the road.....	356,782 36
For dividends .....	161,072 50
For interest.....	3,460 69
For miscellaneous .....	8,674 08
For State tax on capital stock, tonnage and receipts,	19,231 89
For United States tax .....	25,440 13
<b>Total.....</b>	<b>633,377 21</b>

\* Receipts for express included with freight.

*Cost of transportation :*

Cost per passenger per mile, proximate average, and  
 cost per ton freight per mile, proximate average, 10<sup>6</sup>/<sub>100</sub> cents.

What express companies run on your road, and on what terms? Oakman & Co., and Howard & Co. Tolls payable monthly, per special contracts.

What transportation or freight companies run on your road, and on what terms? Oakman's and Howard's companies express. Tolls payable monthly, per special contracts. No freight or transportation companies run on the road of this company.

ACCIDENTS.		
	Killed.	Injured.
Passengers.....	2*	1*
Others.....	7	9
Total.....	<u>9</u>	<u>10</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 :*

1868.

November 6. A man, name unknown, was slightly injured by falling from a cart at Ninth and Poplar streets, caused by a collision with the 5 P. M. train.

November 22. James Dolan was lying on the track of the Chestnut Hill railroad at Haines Street Bridge station ; run over and killed by the 7 P. M. train from Philadelphia.

December 2. Martin O'Connell jumped from the 9 A. M. train when in motion, near Domino lane, and was injured, but not seriously.

December 16. John Coltman attempted to pass with his wagon and team ahead of the engine at Tenth street crossing, and was severely but not dangerously injured.

December 17. Mary Brown was walking on the track, near Fall's lane, and was struck by the engine of the 5.40 A. M. train. She was seriously injured.

\* By jumping from trains.

1869.

January 8. Mrs. Murphy, when getting off the 6½ P. M. train, fell through the bridge at Potts' landing. She was severely, but not dangerously injured.

January 13. A man, name unknown, when on the track at Reading bridge, was struck by the engine of the 5.30 P. M. train, and killed.

February 9. Mrs. Katz attempted to cross ahead of the 11 A. M. train from Philadelphia, near Spring Mills station, was struck by the engine and severely, but not dangerously injured.

February 22. Mr. Batler was slightly injured by the 3 P. M. train, at Jefferson street crossing.

March 20. A boy, named Walton, when playing about the train at Norristown depot, was run over by the 4 P. M. train, and had a leg amputated in consequence of the accident.

April 21. Margaret Hurley was run over by the coal train on the Chestnut Hill railroad, near High Street station, and injured.

May 20. A. Glandon, when sitting on the track at Green lane, had a foot injured by the 8 P. M. train.

June 1. A man, name unknown, was run over by the 8.05 P. M. train, near Potts' landing, and killed.

June 7. A man, name unknown, when in the act of passing through the turupike bridge, was struck by the 11 A. M. freight train and killed.

July 6. Dennis M'Fadden jumped from the 8.20 A. M. train when in motion, at Church lane, and was instantly killed.

August 7. Robert Paul, who, it was supposed, was asleep on the track, was run over by the 9.30 P. M. train from Norristown, and instantly killed.

August 31. Charles Cooker attempted to get on the 6½ P. M. train for Germantown, when in motion, at Ninth and Brown streets; he fell, was run over and fatally injured.

October 9. Mr. Brodbent was on the platform of a car of 3 P. M. train from Philadelphia, at Manayunk; he attempted to jump on a moving train on the other track, but fell under the train, was run over and instantly killed.

October 24. P. Goodman was found dead about 7 P. M. along side the track at Venango street. It is believed that he was

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thrown from his wagon by colliding with the rear cars of the train, and that he was asleep when the accident occurred.

**NAMES AND RESIDENCE OF OFFICERS.**

<b>Managers.</b>	<b>Post office address.</b>
Coffin Colket.....	Philadelphia, Pa.
J. J. Woodward.....	Philadelphia, Pa.
S. Morris Wain.....	Philadelphia, Pa.
J. Warner Johnson.....	Philadelphia, Pa.
William Musser.....	Philadelphia, Pa.
Joseph Perot.....	Philadelphia, Pa.
Wm. H. Slingluff.....	Norristown, Pa.
J. V. Williamson.....	Philadelphia, Pa.
Joseph Swift.....	Philadelphia, Pa.
William Harmar.....	Philadelphia, Pa.
William H. Hart.....	Philadelphia, Pa.
Charles Ellis.....	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer.....	Philadelphia, Pa.
Winfield S. Wilson, Superintendent.....	Philadelphia, Pa.

(No. 82.)

## PHILADELPHIA AND TRENTON.

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

Personally appeared F. Wolcott Jackson, general 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 within report are true, to the best of their knowledge and belief.

(Signed) F. WOLCOTT JACKSON, *Gen'l Sup't.*  
 J. PARKER NORRIS, *Treasurer.*

Sworn and subscribed before me, this }  
 4th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$2,000,000 00
Amount of stock subscribed .....	1,259,120 00
Amount paid in as by last report.....	1,259,100 00
Total amount now paid in of capital stock .....	1,259,100 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	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: January and July, each.....	5 per cent.
Number of shares of stock: 12,591 shares and \$20 fractions.	
Par value of each share .....	\$100 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective divi- dends were declared .....	<u>1,259,100 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$1,379,164 17</u>	<u>\$1,436,338 41</u>

Equipment hired.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Kensington to Morrisville.....	26.50 miles.
Length of main line of road in Pennsylvania.....	26.50 "
Length of road laid.....	26.50 "
Length of double track of road .....	26.50 "
Length of sidings.....	9 <sup>37</sup> / <sub>193</sub> "
Gauge of road.....	4 feet 10 in.
Weight of rail per yard on main track .....	62, 60 <sup>3</sup> / <sub>4</sub> , 60 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: The Connecting railway .....	1
Number of engine houses and shops: Four engine houses; no shops.	
Number of engines, &c.: None—equipment hired.	
Number of iron bridges .....	None.
Number of wooden bridges .....	6
Number of stone bridges .....	None.
Number of railroads crossed: The Reading railroad,	1
Number of stations on main road.....	20
Number of wood and water stations on main road: 5 water; 2 wood.	
Value of real estate held by the company, exclusive of road way.....	\$339,675 97
Number of tunnels .....	None.
How is track laid, and on what foundation? Sills, sleepers and string pieces; gravel.	



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

Number of miles run by passenger trains: Cannot say, as the equipment is hired.	
Number of miles run by freight and coal trains: Cannot say, as tolls are paid.	
Number of through passengers for the year on main road, (of which 15,313 were excursions,).....	734,771
Number of passengers (all classes) carried in cars, (of which 91,662 were excursions,).....	1,110,567½
Number of tons of 2,000 lbs. of through freight for the year on main road .....	360,319
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	449,490
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	20 to 25
Average rate of speed adopted by express trains, including stops.....	25 to 30
Average rate of speed adopted by freight trains, including stops.....	8 to 15
Weight of first class passenger and freight engines: Cannot say, as the equipment is hired.	

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	78,233	June, 1869.....	93,593½
December, 1868.....	80,378	July, 1869.....	103,868
January, 1869.....	83,348	August, 1869.....	118,209½
February, 1869.....	71,717½	September, 1869.....	103,266½
March, 1869.....	91,571	October, 1869.....	100,600
April, 1869.....	92,965		
May, 1869.....	92,832½	Total.....	1,110,567½

*The amount of freight, specifying the quantity in tons:*

Cannot answer, as tolls only are paid.

*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, (emigrant,)..	2 "
For second class way passengers .....	<u>None.</u>

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

Cannot answer, as tolls only are paid.

EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs or maintenance of way, including build- ings.....	\$338,567 03
Taxes on real estate.....	6,299 43
Total.....	<u>344,866 46</u>

*Repairs of machinery :*

None, equipment being hired.

*Operating the road :*

Office expenses, stationery, &c.....	\$12,195 84
Agents and clerks .....	17,972 60
Attendance of road, watchmen, switch tenders, &c., wood and water station attendance.....	15,842 61
Conductors, baggage masters, brakemen, fuel, oil, use of freight cars, &c.: Equipment hired.	
Shoveling snow: Included in attendance of road.	
Damage for injury of persons and damage to pro- perty, including damage by fire and cattle killed on road.....	1,497 14
Contingencies and all other expenses .....	363,426 82
Total.....	<u>755,801 47</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	None.
From sale of bonds .....	None.
From other sources .....	None.

## RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1868....	\$77,779 08	\$7,075 07	\$2,889 59	\$1,004 60	\$88,748 34
December, 1868....	80,229 68	7,541 42	358 34	734 25	88,863 69
January, 1869.....	69,699 77	6,956 47	358 34	6,407 95	83,422 53
February, 1869.....	68,400 36	8,191 79	2,889 59	1,604 37	81,086 11
March, 1869.....	73,427 47	16,038 76	358 34	1,360 85	91,185 42
April, 1869.....	91,888 31	9,234 54	358 34	5,402 33	106,883 52
May, 1869.....	83,975 53	9,323 84	2,887 96	1,596 89	97,784 22
June, 1869.....	81,929 65	6,999 04	358 34	2,724 61	92,011 64
July, 1869.....	43,887 98	.....	358 34	4,907 11	49,153 43
August, 1869.....	84,822 45	6,391 33	2,889 59	1,000 10	95,103 47
September, 1869 ...	89,558 45	4,923 32	255 14	1,205 22	95,942 13
October, 1869.....	93,237 43	8,781 15	255 14	5,100 71	107,374 43
Total.....	938,836 16	91,456 73	14,217 05	33,048 99	1,077,558 93

*Summary of payments :*

For construction and equipment.....	\$61,134 24
For maintaining and operating the road .....	755,801 47
For dividends .....	125,910 00
For interest .....	6,480 00
For State tax on capital stock and tonnage.....	13,819 99
For United States tax.....	33,857 54
<b>Total.....</b>	<b>997,003 24</b>
Total amount of surplus fund.....	80,555 69
	<u>1,077,558 93</u>

*Cost of transportation :*

What express companies run on your road, and on what terms?  
Howard's express, through Belvidere Delaware railroad company.

What transportation or freight companies run on your road, and on what terms? The Camden and Amboy railroad and transportation company, paying tolls.

## ACCIDENTS.

Killed .....	4
Injured .....	9
	=

*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 :*

1868.

November 28. Train No. 35, 4.56 P. M., from New York, when near Bridesburg struck a woman named Burns, who was walking on the track, killing her instantly. Samuel Fennimore, conductor; George Taylor, engineer.

December 16. Connecting road. Train No. 13, 8.36 A. M., from New York, when near Frankford, struck a woman named Jane Turner, who was walking on the track, injuring her quite seriously; since died. G. R. Spillman, conductor; John Anderson, engineer.

December 25. Train No. 52, Adams express up, ran over and killed a young Irishman last night near Bristol station; he was thought to be intoxicated, as there were several others with him who were all in same condition. J. M. Brown, agent, Bristol.

December 26. Train No. 73, 10.15 A. M., from Kensington, struck a colored man named Jas. Wilson, near Bristol, injuring him slightly. E. Toy, conductor; G. Haggerty, engineer.

1869.

January 30. A man was struck by a coal car that was being drilled off on a turnout and knocked through the trestle-work at Frankford, receiving injuries from which he died. J. P. Stulls, conductor; A. Herbert, engineer.

April 2. Train No. 86, 4 P. M. line from Kensington, struck a man who was walking on the track near Frankford junction; he was badly injured about back and head; he will probably recover; his name is Matthews, and the accident was the result of his own negligence. M. Smith, agent, Kensington.

May 13. Connecting road. A woman was badly injured by being struck by one of our trains; supposed to be train No. 52, on Connecting road, at Front street crossing; did not hear her name; she was removed to Episcopal hospital. J. S. Hawk, agent, Mantua.

June 16. Extra train, engine No. 80, run over and killed a girl about twelve years old at Bristol; extra No. 56 gravel train down had passed when she attempted to cross track and ran in front engine No. 80. J. M. Brown, agent, Bristol.

July 22. Train No. 13, 8 36 A. M., from New York, struck a little girl named Sallie M'Carty, walking on the track at Bridesburg, killing her instantly; the engineer gave the proper signals but the girl paid no attention. George R. Spillman, conductor; William Barton, engineer.

August 3. As the 6.30 P. M. train from West Philadelphia passed K street, Tullytown, they struck a horse; the flagman was at the crossing at the time, but the horse became unmanageable and ran into the train; one man was hurt by jumping from wagon. J. B. Wright, agent, Tullytown

August 26. Train No. 5, Trenton way line, struck a little girl near Norris street, Kensington. Her head was cut slightly. Engine 58; conductor, W. T. Bailey; engineer, S. Stewart.

September 22. Train No. 21, 12.26 P. M., from New York, struck and instantly killed a man (name not given) near Bories station, who was walking on the track. S. R. Toy, conductor; Jas. Sanford, engineer.

October 26. Train No. 6, 7.45 A. M., from Trenton, struck a laboring man who stepped on the track in front of the engine near Morrisville; his head was cut and otherwise seriously injured. A. Quinton, conductor; Chas. Severn, engineer.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Vincent L. Bradford.....	Philadelphia, Pa.
William H. Hart.....	Philadelphia, Pa.
William H. Gatzmer.....	Philadelphia, Pa.
Charles Macalister.....	Philadelphia, Pa.
William S. Freeman.....	Philadelphia, Pa.
Asa J. Fish.....	Philadelphia, Pa.
John G. Stevens.....	Trenton, N. J.
Benjamin Fish.....	Trenton, N. J.
John M. Read.....	Philadelphia, Pa.
Ashbel Weloh.....	Lambertville, N. J.
Albert W. Markley.....	Camden, N. J.
G. Morris Dorrance.....	Bristol, Pa.
Vincent L. Bradford, President.....	Philadelphia, Pa.
James Morrell, Secretary.....	Philadelphia, Pa.
F. H. White, Assistant Secretary.....	Philadelphia, Pa.
J. Parker Norris, Treasurer.....	Philadelphia, Pa.
F. Wolcott Jackson, General Superintendent.....	Jersey city, N. J.
Thomas B. Fidler, Resident Engineer.....	Lambertville, N. J.
Ashbel Weloh, Consulting Engineer.....	Lambertville, N. J.

(No. 84.)

## PHILADELPHIA, WILMINGTON AND BALTIMORE.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss:

Personally appeared Isaac Hinckley, president, and Alfred Horner, treasurer, of the Philadelphia, Wilmington and Baltimore railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*  
 A. HORNER, *Treasurer.*

Sworn and subscribed before me, this }  
 7th day of January, 1870. }

GEO. PATCHELL, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law: No fixed amount

Amount of stock subscribed .....	Cannot say.
Amount paid in as by last report.....	\$9,084,300 00
Total amount now paid in of capital stock .....	9,520,850 00
Funded debt, as per last report .....	2,330,000 00
The amount now of funded debt.....	2,338,000 00
Floating debt, as by last report .....	107,500 00
The amount now of floating debt.....	205,000 00
Total amount now of floating and funded debt....	2,543,000 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 and July.....	4 per ct. each.
Number of shares of stock .....	190,417
Par value of each share .....	\$50 00
Amount of capital on which the respective divi- dends were declared: January 7, \$9,084,800; July 1, \$9,348,800.	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$11,224,605 95</u>	<u>\$10,652,226 26</u>

Equipment included in construction.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Baltimore.....	95 $\frac{9.5}{100}$ miles.
Length of main line of road in Pennsylvania.....	18 $\frac{2.7}{100}$ "
Length of road laid.....	95 $\frac{9.5}{100}$ "
Length of double track of road.....	80 $\frac{1.3}{100}$ "
Length of sidings .....	27 $\frac{2.6}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track: 50, 51.3, 52, 56, 60 and 68 pounds.	
Branch roads owned by the company, and their length, viz: Port Deposit branch.....	3 $\frac{3}{4}$ miles.
Roads worked or leased by the company, viz: Southwark railroad, the New Castle and Wilmington railroad, the New Castle and Frenchtown railroad, the Delaware railroad, the Smyrna Station and Smyrna railroad.	
Number of engine houses and shops: 4 engine houses, 3 shops.	
Number of engines .....	46
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,900,).....	82
Number of first class passenger cars, rated as twelve wheel cars, (average cost of each, \$3,900,).....	5
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,800,) .....	41
Number of freight cars, rated as eight wheel cars, (average cost of each, \$690,).....	915
Number of wooden bridges, (total length in feet, 15,211,).....	35
Number of stone bridges, (total length in feet, 1,165,).....	61

Number of railroads crossed.....	2
Number of stations on main road .....	38
Number of wood and water stations on main road,	9
How is track laid, and on what foundation? Cross-	
ties, with wood and iron joint fixtures, and laid	
in gravel and stone ballasting.	

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

Number of miles run by passenger trains.....	544,369
Number of miles run by freight trains .....	394,049
Number of miles run by construction trains.....	24,161
Number of through passengers for the year on main	
road.....	332,638
Number of passengers (all classes) carried in cars..	1,312,991
Number of tons of 2,000 lbs. of through freight for	
the year on main road.....	7,187
Gross amount of tonnage for the year, (2,000 lbs.	
per ton,).....	320,198
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 .....	26
Average rate of speed adopted by freight trains, in-	
cluding stops: through, 12; way, 8.	
Weight of first class passenger trains.....	26 to 30
Weight of freight engines .....	29 to 33

*The amount of freight, specifying the quantity in tons:*

Anthracite and bituminous coal..	28,643	Agricultural products.....	79,951
Petroleum.....	13,290	Merchandise and manufactures...	70,210
Pig iron.....	9,287	Live stock.....	25,479
Railroad iron.....	11,653	Lumber.....	17,555
Other iron or castings.....	40,001	Other articles.....	16,254
Iron and other ores.....	2,448		
Lime and limestone.....	5,447	Total.....	320,198



*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 "
For second class way passengers .....	<u>None.</u>

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

For through freight.....	3 cents
For local freight.....	4 "
For local coal .....	<u>2½ "</u>

## EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pass. Transportation.	Freight Transporta'n.
Repairs or maintenance of way, including buildings.....	\$631,153 08	\$441,807 26	\$189,345 82
Total.....	631,153 08		
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders .....	\$77,971 94	\$48,064 29	\$34,307 65
Repairs of passenger and baggage cars.....	105,950 24	105,956 24	
Repairs of freight cars.....	89,840 95		89,946 05
Repairs of tools and machinery in shops.....	26,859 75	18,451 82	7,907 93
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	39,986 17	23,991 71	15,994 46
Total.....	340,121 05		
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$3,553 84	\$2,132 00	\$1,421 84
Agents and clerks: Included below.			
Labor—loading and unloading freight: Included below.			
Porters, watchmen and switch tenders.....	42,405 02	29,683 52	12,721 50
Wood and water station attendance: Included below.			
Conductors, baggage masters and brakemen: Included below.			
Engineers and firemen: Included below.			
Fuel and cost of preparing for use.....	105,705 71	68,423 48	42,282 28
Oil and waste for engines and tenders, passenger, baggage and freight cars: Included above.			
Loss and damage of goods and baggage: Included below.			
Use of freight cars: Included below.			
Shoveling snow.....	94 68	66 27	28 41
Damage for injury of persons: Included below.			
Damage to property, including damage by fire and cattle killed on road: Included below.			
General superintendence, contingencies and all other expenses.....	566,174 95	348,717 64	217,457 81
Total.....	717,933 70	1,077,894 18	611,818 65
Grand total.....	\$1,689,207 83		

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds .....	\$38,000 00
From other sources .....	428,101 40
	<u>466,101 40</u>

## RECEIPTS FOR THE YEAR.

Passengers .....	\$1,508,612 30
Freight .....	813,056 83
Mail and express .....	142,102 26
Miscellaneous .....	101,530 92
Total .....	<u>2,565,302 31</u>

*Summary of payments :*

For construction .....	\$23,045 31
For maintaining and operating the road .....	1,689,207 83
For dividends, including United States tax .....	776,151 50
For interest .....	<u>112,774 05</u>

*Cost of transportation :*

What express companies run on your road and on what terms?  
Adams express.

## ACCIDENTS.

	Killed.	Injured.
Employees .....	2	2
Others .....	11	5
Total .....	<u>13</u>	<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 :*

November 23, 1868. Isaac Robinson and John Creighton, while crossing the track in the city of Chester, were struck by a passenger train. Creighton was killed and Robinson badly injured.

November 26, 1868. George May, aged 23 years, while attempting to cross the track in front of an empty locomotive at Newark, Del., was struck and instantly killed.

December 1, 1868. Michael Welsh, while walking on the track near Chester, was struck by a passenger train and killed.

February 8, 1869. John A. Ross, aged 6 years, fell from coal car on Washington avenue, Philadelphia, and was run over and killed.

March 29, 1869. John J. Post, a cadet at Hyatt's military academy, at Chester, jumped from the express passenger train as it passed through that city. He fell upon the track, and died in consequence of his injuries.

April 8, 1869. Mary Weber, while attempting to cross Harris creek bridge, in Baltimore, ahead of a freight train, was caught between a car and the railing of the bridge and instantly killed.

April 13, 1869. Franklin M'Laughlin, a trackman was struck by a passenger train at Shell Pot bridge, and instantly killed.

April 25, 1869. An unknown man, while walking over Stanton bridge, was struck by an extra passenger train, and somewhat injured.

May 25, 1869. John Halpine, while walking on the track at Gray's Ferry, was run over by a passenger train. Died May 27, 1869.

July 16, 1869. Nancy Jack, while attempting to drive a cow off the track, near Gibson's, was struck by a freight train and killed.

July 21, 1869. John B. Mungan, while lying on the track near Bell road, was run over by a freight train and killed.

August 7, 1869. Barney Finney, freight brakeman, caught while coupling cars at Newark, lost two fingers and had his leg badly hurt.

August 18, 1869. Rose White, attempting to cross track, in Baltimore, ahead of a passenger train, was struck by the engine and had an arm broken.

August 21, 1869. Sarah Carr jumped from a train under headway, in Chester, and sustained an injury to her foot, which rendered amputation necessary.

September 29, 1869. An unknown man found dead on track, below Gray's Ferry, supposed to have been run over by a freight train.

October 9, 1869. James Brierly, while lying on the track at Milk House curve, was run over by a passenger train. Died October 11, 1869.

October 9, 1869. John Linderman, freight brakeman, lost fingers of one hand by being caught while coupling cars at Edgewood.

October 19, 1869. Unknown man sitting on the track, near Claymont, was struck by a freight train and somewhat injured.

October 25, 1869. Patrick Slatterly, laborer, while working on road, near Ellerslie, was struck by a passenger train and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
Samuel H. Felton.....	Thurlows, Pa.
William Sellers.....	Philadelphia.
Samuel Welsh.....	Philadelphia.
Jesse Lane.....	Wilmington, Del.
Joseph Bringham.....	Wilmington, Del.
Samuel Harlan, Jr.....	Wilmington, Del.
Frederick A. Curtis.....	Newark, Del.
Thomas Kelso.....	Baltimore, Md.
Columbus O'Donnell.....	Baltimore, Md.
Enoch Pratt.....	Baltimore, Md.
Thomas Donaldson.....	Baltimore, Md.
Thomas Whitridge.....	Baltimore, Md.
Jacob Tome.....	Port Deposit, Md.
Nathaniel Thayer.....	Boston, Mass.
Isaac Hinckley, President.....	Philadelphia.
Alfred Horner, Secretary and Treasurer.....	Philadelphia.
Henry F. Kenney, Superintendent.....	Philadelphia.

(No. 85.)

## PINE GROVE AND LEBANON.

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

Personally appeared Franklin B. Gowen, president, and Richard Coe, treasurer, of the Pine Grove and Lebanon railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }  
 28th day of December, 1869. }

B. F. HORAN, *N. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$100,000 00
Amount of stock subscribed .....	100,000 00
Amount paid in as by last report .....	Nothing.
Total amount now paid in of capital stock .....	100,000 00
Funded debt, as per last report .....	Nothing.
The amount now of funded debt, (classified and date of maturity,) as follows .....	Nothing.
Floating debt, as by last report .....	Nothing.
The amount now of floating debt .....	59,336 13
Total amount now of floating and funded debt ...	59,336 13
Date and rate per cent. per annum of dividend or dividends .....	None declared.
Number of shares of stock .....	2,000
Par value of each share .....	\$50 00
Amount paid in on each share .....	50 00
Amount of capital on which the respective divi- dends were declared .....	<u>None declared.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	None.	\$157,802 77

Equipped by P. and R. railroad company, lessees.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Pine Grove to Lebanon county line .....	6 miles.
Length of main line of road in Pennsylvania.....	6 "
Length of road laid.....	6 "
Length of double track of road .....	— "
Length of sidings .....	$\frac{1}{4}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	56 pounds.
Number of wooden bridges, (total length in feet, 28,)	2
Number of stations on main road .....	1
Value of real estate held by the company, exclusive of road way .....	\$500 00
How is track laid and on what foundation? On broken stone ballast.	

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

This road is worked by the Philadelphia and Reading railroad company, and will be included in its return.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie.....	Philadelphia.
R. B. Cabeen .....	Philadelphia.
J. B. Lippincott .....	Philadelphia.
John Ashhurst .....	Philadelphia.
S. Colwell ..	Philadelphia.
John Tucker .....	Philadelphia.
Franklin B. Gowen, President .....	Philadelphia.
Richard Coe, Secretary .....	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent .....	Reading.

(No. 86.)

PITTSBURG, CINCINNATI AND ST. LOUIS.

STATE OF OHIO, }  
*Jefferson County,* } ss:

Personally appeared Thos. L. Jewett, president, and J. G. Morris, treasurer, of the Pittsburg, Cincinnati and St. Louis railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief—the most of the items not being in the treasurer's department he did not make them up, and, therefore, knows nothing about them personally.

(Signed) THOS. L. JEWETT, *President.*  
 J. G. MORRIS, *Treasurer.*

Sworn and subscribed before me, this }  
 26th day of January, 1870. }

M. O. JUNKIN, *J. P.*

It is almost impossible to make statements to agree with the printed form, as our financial year does not terminate at the same time as in Pennsylvania, and in consequence of not keeping accounts of many items. Will be better prepared next year. The auditor has not been able to be in the office for two months past, and his clerks had the statements to make up.

Respectfully,

J. G. MORRIS.

STOCK AND DEBT.

Total amount now paid in of capital stock . . . . .	\$5,423,200 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Aug. 1, 1900,) . . . . .	\$6,208,000 00
2d and 3d mortgage bonds, date of maturity, (S. & J. convertible into P., C. and St. L. railway company,) . . . . .	3,828,690 00
	<u>10,036,690 00</u>



## RAILROAD REPORT.

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The amount now of floating debt.....	\$421,184 46
Total amount now of floating and funded debt....	10,457,874 48
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Number of shares of stock .....	108,464
Par value of each share.....	\$50 00

## COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$13,551,397 71
Equipment .....	2,327,940 69
Total cost .....	15,879,338 40

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Columbus .....	193 miles.
Length of main line of road in Pennsylvania ....	34 "
Length of road laid, (main line, 193; Cadiz branch, 8,)	201 "
Length of double track of road .....	3 "
Length of sidings .....	21 "
Gauge of road .....	4 ft. 9½ in.
Weight of rail per yard on main track .....	60 and 64 lbs.
Branch roads owned by the company, and their length, viz: Cadiz branch .....	8 miles.
Roads worked or leased by the company, viz: Col., Chi. and Ind. Cent. railway.	
Number of engine houses and shops.....	4
Number of engines .....	77
Number of first class passenger cars, (rated as eight wheel cars,) .....	31
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	16
Number of freight cars, (rated as eight wheel cars,)	1,239
Number of other cars .....	39
Number of iron bridges, (total length in feet, 2,354,)	3
Number of wooden bridges.....	60
Number of stone bridges .....	12

Number of railroads crossed.....	1
Number of stations on main road.....	69
Number of wood and water stations on main road,	13
Value of real estate held by the company, exclu-	
sive of road way .....	\$196,000 00
Number of tunnels, (length of each, from 300 to	
3,000 feet,).....	9
How is track laid, and on what foundation? Gravel	
and stone ballast.	

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

Number of miles run by passenger trains .....	539,850
Number of miles run by freight trains.....	1,158,880
Number of miles run by other trains .....	150,780
Number of passengers (all classes) carried in cars,	421,016
Number of tons of 2,000 lbs. of through freight for	
the year on main road .....	438,724
Gross amount of tonnage for the year, (2,000 lbs.	
per ton,) .....	850,026
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 .....	25
Average rate of speed adopted by freight trains,	
including stops .....	12

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Total.....	421,016
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*The amount of freight, specifying the quantity in tons:*

Total.....	850,026
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*The rate of fare for passengers charged for the respective classes per mile, as follows:*

For first class through passengers, average.....	2½ cents.
For first class way passengers.....	3½ "
For second class through passengers, average.....	2½ "

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

For through freight, average.....	5.50 cents.
For local freight, average .....	7.40 "

## EXPENSES.

*Maintaining the road or real estate of the corporation:*

Maintaining the road or real estate of the corporation .....	\$119,221 57
Repairs or maintenance of way, including buildings, .....	508,440 21
Taxes on real estate .....	38,278 26
<b>Total</b> .....	<b>665,940 04</b>

*Repairs of machinery:*

Repairs of engines and tenders .....	\$218,876 99
Repairs of passenger and baggage cars .....	50,081 00
Repairs of freight cars .....	73,034 75
Incidental expenses, including oil, fuel clerks, watchmen, &c., about shops .....	35,223 18

*Operating the road:*

Office expenses, stationery, &c.....	\$51,820 23
Agents and clerks, labor—loading and unloading freight, and porters, watchmen and switch tenders, .....	197,301 03
Conductors, baggage masters and brakemen.....	141,366 12
Engineers and firemen .....	103,758 51
Fuel and cost of preparing for use .....	116,411 17
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	33,111 40
Loss and damage of goods and baggage .....	25,164 95
Use of freight cars.....	81,938 20
Station and train supplies .....	84,790 55
Damage for injury of persons.....	8,202 22
Contingencies .....	15,248 27

## RECEIPTS.

Passengers.....	\$621,916 27
Freight.....	1,690,381 84
Mail, express and miscellaneous, (mail and express, \$94,312 98; miscellaneous, \$27,490 12,) .....	121,803 10
<b>Total</b> .....	<u><u>2,434,101 21</u></u>

*Summary of payments :*

For construction and equipment .....	\$77,012 88
For maintaining and operating the road .....	<u><u>1,902,268 61</u></u>

*Cost of transportation :*

What express companies run on your road, and on what terms?  
Adams express.

## ACCIDENTS.

	Killed.	Injured.
Employees.....	3	8
Others.....	4	4
<b>Total</b> .....	<u>7</u>	<u>12</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. L. Jewett.....	Steubenville, O.
H. J. Jewett.....	Columbus, O.
D. S. Gray .....	Columbus, O.
C. Dewey .....	Cadiz, O.
Jos. Means.....	Steubenville, O.
Robert Shenard.....	Steubenville, O.
Thos. Means.....	Steubenville, O.
George W. Adams.....	Dresden, O.
Jos. K. Johnson.....	Dresden, O.
Geo. B. Roberts.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Samuel T. Canby .....	Philadelphia, Pa.
T. L. Jewett, President.....	Steubenville, O.
J. G. Morris, Secretary and Treasurer .....	Steubenville, O.
W. W. Card, Superintendent.....	Dennison, O.

(No. 87.)

## PITTSBURG AND CONNELLSVILLE.

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

Personally appeared Wm. Oden Hughart, president, and John H. Page, Jr., treasurer, of the Pittsburg and Connellsville railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. ODEN HUGHART, *President.*  
 JNO. H. PAGE, JR., *Treasurer.*

Sworn and subscribed before me, this }  
 8th day of January, 1870. }  
 GEO. T. OLIVER, *Notary Public.*

## 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 .....	1,793,926 43
Total amount now paid in of capital stock .....	1,794,576 43
Funded debt, as per last report .....	5,500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1898,) .....	\$4,000,000 00
2d mortgage bonds, (date of maturity, January 1, 1886,) .....	1,000,000 00
Turtle Creek division construction bonds, (date of maturity, August 1, 1889,) .....	400,000 00
Bonds secured by real estate, due in 1869 and 1883 .....	100,000 00
	<hr/>
	5,500,000 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 6 per cent., and 6 per cent. on balance.

Date and rate per cent. per annum of dividend or dividends .....	No dividends.
Number of shares of stock .....	35,549
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 .....	<u>No dividends.</u>

#### COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$2,302,075 77	\$2,745,750 77
Equipment .....	287,994 81	345,241 80
Total cost .....	<u>2,590,070 58</u>	<u>3,090,992 57</u>

#### CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Cumberland, Md .....	149 miles.
Length of main line of road in Pennsylvania.....	141 "
Length of road laid .....	60 "
Length of double track of road .....	None.
Length of sidings: 18 miles, 1,019 feet.	
Gauge of road .....	4 ft. 8½ in.
Weight of rail per yard on main track: 54, 56 and 60 pounds; all new rail, 60 pounds.	
Branch roads owned by the company, and their length .....	None.
Roads worked or leased by the company, viz: Fayette County railroad.	
Number of engine houses and shops .....	8
Number of engines .....	15
Number of first class passenger cars, (rated as eight wheel cars,) .....	15
Number of baggage, mail and express cars, (rated as eight wheel cars,).....	6

## RAILROAD REPORT.

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Number of freight cars, (rated as eight wheel cars,)	103
Number of coal cars, (rated as eight wheel cars,)..	None.
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 .....	None.
Number of stations on main road.....	37
Number of wood and water stations on main road,	10
Number of tunnels: None, as far as track is laid.	
How is track laid, and on what foundation? Broken stone ballast, cross-ties and iron.	

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

Number of miles run by passenger trains .....	155,843
Number of miles run by freight and coal trains...	269,498
Number of through passengers for the year on main road.....	68,229
Number of passengers (all classes) carried in cars,	462,124
Number of tons of 2,000 pounds of through freight for the year on main road.....	226,199
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	515,879
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)....	16½
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines .....	25 to 28 tons.
Weight of freight engines .....	33 "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	31,596	June, 1869.....	41,711
December, 1868.....	34,112	July, 1869.....	44,241
January, 1869.....	34,240	August, 1869.....	46,283
February, 1869.....	33,249	September, 1869..	45,064
March, 1869.....	36,580	October, 1869.....	41,629
April, 1869.....	35,826		
May, 1869.....	37,693	Total.....	462,124

*The amount of freight, specifying the quantity in tons :*

Anthracite and bituminous coal... 406,386	Manufactures .....	7,546
Petroleum, oils, paints, &c..... 554	Live stock.....	4,626
Pig iron, blooms and ore..... 8,936	Lumber .....	2,679
Other iron or castings..... 5,258	Other articles .....	1,170
Steel .....	Sand, sandstone and fire clay.....	49,587
Lime, limestone and cement..... 2,053		
Agricultural products..... 15,012	Total.....	<u>515,879</u>
Merchandise..... 5,829		

*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.....	4 “
For second class through passengers.....	None.
For second class way passengers .....	None.

*The rate per ton (of 2,000 lbs.) per mile charged for freight:*

For through freight and coal.....	1½ cents.
For local freight and coal.....	2 “



## EXPENSES.

	ALLOTTED TO	
	AMOUNT.	Passenger Transport Freight Transport.
MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.		
Repairs or maintenance of way, including buildings .....	\$197,165.36	\$91,443.69
Taxes on real estate: See below.		
Total .....		
REPAIRS OF MACHINERY.		
Repairs of engines and tenders.....	\$56,782.38	\$33,554.81
Repairs of passenger and baggage cars .....	17,365.77	11,577.11
Repairs of freight cars .....	18,646.02	12,430.69
Repairs of tools and machinery in shops .....	6,082.72	4,055.04
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	60,278.17	40,185.50
Total .....	152,719.82	101,813.17
OPERATING THE ROAD.		
Office expenses, stationery, &c. ....	\$5,402.90	\$3,601.90
Agents, clerks and telegraph operators.....	22,165.21	14,774.88
Labor—loading and unloading freight .....	5,434.95	3,622.62
Porters, watchmen and switch tenders .....	5,423.65	3,782.05
Conductors, baggage masters and brakemen .....	26,205.25	17,536.93
Fuel and cost of preparing for use .....	350.41	233.71
Oil and waste for passenger, baggage and freight cars .....	333.50	222.87
Loss and damage of goods and baggage.....	923.87	615.87
Use of freight cars .....	13,951.81	9,287.81
Damage for injury of persons.....	1,564.50	909.93
Damage to property, including drawback, wrecking expenses and allowance for cattle killed on road.....	12,725.80	8,482.56
General superintendence .....	1,500.00	1,000.00
Contingencies .....	960.92	640.69
Total .....	94,819.76	63,213.34

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	None.
From sale of bonds .....	\$270,000 00
From other sources .....	5,013 14
<b>Total</b> .....	<b>275,013 14</b>

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mall and express.	Miscella- neous.	Total.
November, 1868 .....	\$12,687 30	\$34,346 41	\$704 17	\$25 00	\$47,762 88
December, 1868 .....	14,330 50	34,146 92	704 17	63 00	49,234 59
January, 1869 .....	12,293 50	30,255 72	704 17	370 06	43,623 45
February, 1869 .....	11,152 33	29,548 37	704 17	1,386 96	42,761 83
March, 1869 .....	14,051 15	36,097 21	704 17	817 00	51,669 53
April, 1869 .....	12,880 80	36,761 54	704 17	1,216 05	51,558 56
May, 1869 .....	13,762 05	38,540 66	704 17	188 32	53,195 20
June, 1869 .....	14,347 69	36,406 17	704 17	592 78	52,050 81
July, 1869 .....	15,720 55	34,450 86	704 17	1,259 47	52,135 05
August, 1869 .....	15,422 50	37,155 36	704 17	1,267 08	54,549 11
September, 1869 .....	16,391 77	38,592 62	704 17	767 74	56,456 30
October, 1869 .....	13,615 61	38,912 04	704 13	622 60	53,854 38
<b>Total</b> .....	<b>166,675 75</b>	<b>425,216 88</b>	<b>8,450 00</b>	<b>8,575 06</b>	<b>608,918 69</b>

*Summary of payments :*

For construction and equipment .....	\$497,291 57
For maintaining and operating the road .....	400,325 62
For dividends .....	None.
For miscellaneous .....	231,197 53
For State tax on capital stock and tonnage, includ- ing borough, city and county taxes .....	19,644 04
For United States tax .....	4,273 09

*Cost of transportation :*

Cost per passenger per mile, proximate average . . .	2 $\frac{2}{10}$ cents.
Cost per ton freight per mile, proximate average . . .	1 $\frac{13}{100}$ "

What express companies run on your road, and on what terms ?  
Adams express company—pay a stated rent per annum for right to run on two of our passenger trains, furnishing baggage masters on such trains, and pay no other form of toll to the railroad company.

What transportation or freight companies run on your road, and on what terms ? None.

## ACCIDENTS.

	Killed.	Injured.
Passengers .....	0	1
Employees .....	1	4
Others .....	2	2
Total .....	<u>3</u>	<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 :*

1868.

November 30. B. Marietta, engineer, and J. Gray, fireman, slightly injured by explosion one mile west of Connellsville.

1869.

February 2. J. Nesmith, fireman, run over and killed near Long Run.

March 26. J. Brady, run over and killed near Laughlin's. Cause—"drowning the shamrock."

May 15. Unknown, leg cut off in getting off freight train at Tyrone mines. Not fatal.

May 19. B. Donegher, brakesman, foot mashed in getting on train.

July 3. A. Gilkey, run over and instantly killed near Osceola. Cause—"the bowl."

August 21. George Hess, on mail train, near Broad Ford, arm broken, out of car window.

October 15. J. Heck, getting on mail train when in motion, near Dunbar, fell and train run over his arm.

October 19. C. Whaley, brakesman, getting off freight train in motion, near Pittsburg, had foot crushed.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Oden Hughart.....	Pittsburg.
G. L. B. Fetterman.....	Pittsburg.
John Fleming.....	Pittsburg.
William Phillips.....	Pittsburg.
William Baldwin.....	Pittsburg.
Joseph Pennock.....	Pittsburg.
Cyrus Meyers.....	Somerset, Pa.
Johns Hopkins.....	Baltimore, Md.
Benjamin Deford.....	Baltimore, Md.
William H. Perkins.....	Baltimore, Md.
Israel Cohen.....	Baltimore, Md.
H. G. Vickery.....	Baltimore, Md.
Wm. Oden Hughart, President and Gen'l Supt.....	Pittsburg.
John H. Page, Jr., Secretary and Treasurer.....	Pittsburg.

(No. 96.)

## PITTSBURG, FORT WAYNE AND CHICAGO.

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

Personally appeared Geo. W. Cass, president, and F. M. Hutchinson, treasurer, of the Pittsburg, Fort Wayne and Chicago railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) G. W. CASS, *President.*

F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }  
 15th day of January, 1870. }

THOS. 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 .....	\$19,583,947 71
Amount paid in as by last report .....	11,500,000 00
Total amount now paid in of capital stock: Full stock, \$19,581,600; scrip stock, \$2,347 71.....	19,583,947 71
Funded debt, as per last report .....	12,563,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Equipment bonds .....	\$1,000,000 00
1st mortgage bonds .....	5,250,000 00
2d mortgage bonds .....	5,160,000 00
3d mortgage bonds .....	2,000,000 00
Bridge bonds, O. and P. R. R. Co.,	153,000 00
	<hr/>
	13,563,000 00
Floating debt, as by last report .....	139,986 76
The amount now of floating debt .....	72,092 67
Total amount now of floating and funded debt ..	13,635,092 67

Rate per cent. per annum of interest on funded debt: 1st, 2d and 3d mortgages.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Three quarters at 10 per cent.; one quarter at 7 per cent.	
Number of shares of stock .....	195,816
Par value of each share .....	\$100 00
Amount of capital on which the respective dividends were declared: Average, three quarters, \$11,497,600; average, one quarter, \$19,581,600.	

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$289,732 68	\$670,949 05
Equipment .....	229,375 41	487,092 72
Total cost.....	<u>23,247,488 52</u>	<u>24,391,380 09</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg, Pa., to Chicago, Ill .....	468 $\frac{3}{10}$ miles.
Length of main line of road in Pennsylvania....	49 "
Length of road laid.....	468 $\frac{3}{10}$ "
Length of double track of road .....	38 $\frac{7}{10}$ "
Length of sidings.....	99 $\frac{3}{10}$ "
Gauge of road.....	4 ft. 9 $\frac{1}{2}$ 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 railroad.	65 miles.
Roads worked or leased by the company, viz: New Castle and Lawrence branches.	
Number of engine houses and shops.....	19
Number of engines .....	219
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	95
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,250,)	54

Number of freight cars, rated as eight wheel cars, (average cost of each, \$750,).....	4,836
Number of coal cars, rated as eight wheel cars, (average cost of each, \$650,).....	1,632
Number of iron bridges, (total length in feet, 2,802,)	15
Number of wooden bridges, (total length in feet, 8,532,) .....	90
Number of stone bridges, (total length in feet, 594,) .....	28
Number of railroads crossed .....	17
Number of stations on main road.....	100
Number of wood and water stations on main road,	51
Value of real estate held by the company, exclu- sive of road way: Included in cost of railway construction and equipment.	
Number of tunnels .....	None.
How is track laid and on what foundation? Cross- ties, gravel ballast, wrought chairs and fish plate joints.	

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

Number of miles run by passenger trains .....	1,487,295
Number of miles run by freight trains.....	3,766,289
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road .....	173,456
Number of passengers (all classes) carried in cars,	1,727,633
Number of tons of 2,000 lbs. of through freight for the year on main road .....	646,278
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,659,791
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,) ...	21
Average rate of speed adopted by express trains, including stops .....	28
Average rate of speed adopted by freight trains, including stops .....	11

Weight of first class passenger engines .....	30 tons.
Weight of freight engines .....	28 "

**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.**

November, 1868 .....	120, 169	June, 1869 .....	148, 506
December, 1868 .....	122, 147	July, 1869 .....	158, 425
January, 1869 .....	122, 288	August, 1869 .....	159, 257
February, 1869 .....	125, 081	September, 1869 .....	161, 832
March, 1869 .....	152, 959	October, 1869 .....	169, 265
April, 1869 .....	147, 234		
May, 1869 .....	140, 470	<b>Total .....</b>	<b>1, 727, 633</b>

*The amount of freight, specifying the quantity in tons :*

Bituminous coal .....	258, 786	Live stock .....	204, 537
Railroad iron .....	61, 408	Lumber .....	103, 218
Miscellaneous .....	196, 481	Other articles .....	73, 530
Agricultural products .....	250, 951		
Merchandise .....	172, 513	<b>Total .....</b>	<b>1, 659, 791</b>
Manufactures .....	338, 367		

*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 <sup>15</sup> / <sub>100</sub> "
For second class way passengers .....	None.

*The rate per ton of 2,000 lbs. per mile charged for freight :*

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



## EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpo'n.	Freight Transpor'n.
Repairs or maintenance of way, including buildings.....	\$1, 140, 962 02	\$380, 320 67	\$760, 641 35
Taxes on real estate.....	183, 600 09	61, 200 03	122, 400 06
<b>Total</b> .....	<b>1, 324, 562 11</b>	<b>441, 520 70</b>	<b>883, 041 41</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$242, 421 62	\$82, 451 13	\$159, 970 49
Repairs of passenger and baggage cars.....	146, 749 75	146, 749 75	
Repairs of freight cars.....	437, 673 83		437, 673 83
Repairs of tools and machinery in shops.....	50, 940 28	16, 980 09	33, 960 19
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	132, 256 14	44, 085 38	88, 170 76
<b>Total</b> .....	<b>1, 010, 041 62</b>	<b>290, 266 35</b>	<b>719, 775 27</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c.....	\$62, 058 20	\$20, 686 06	\$41, 372 14
Agents and clerks.....	333, 059 38	202, 273 30	130, 786 08
Labor—loading and unloading freight.....	156, 781 17		156, 781 77
Porters, watchmen and switch tenders.....	103, 312 11	34, 437 37	68, 874 74
Wood and water station attendance.....	51, 664 80	17, 221 60	34, 443 20
Conductors, baggage masters and brakemen.....	351, 406 54	138, 225 37	213, 181 17
Engineers and firemen.....	316, 444 45	80, 017 46	236, 426 99
Fuel and cost of preparing for use.....	520, 617 31	162, 291 46	358, 325 85
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	112, 554 08	33, 605 28	79, 948 80
Loss and damage of goods and baggage.....	14, 181 20	183 82	13, 997 38
Use of freight cars.....	145, 096 98		145, 096 98
Shoveling snow.....	21, 149 16	7, 049 72	14, 099 44
Damage for injury of persons.....	18, 091 29	7, 811 19	10, 280 10
Damage to property, including damage by fire and cattle killed on road.....	10, 497 51	5, 775 22	4, 722 29
General superintendence.....	69, 063 33	23, 021 11	46, 042 22
Contingencies.....	318, 190 69	106, 063 56	212, 127 13
<b>Total</b> .....	<b>2, 605, 168 80</b>	<b>838, 662 52</b>	<b>1, 766, 506 28</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From sale of bonds, (equipment,) ..... \$1,000,000 00

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Rent of railway.	Miscella- neous.	Total.
Nov., 1868.....	\$209, 279 62	\$450, 563 67	\$17, 687 50	\$7, 083 33	\$939 76	\$685, 553 88
Dec., 1868.....	191, 012 61	529, 313 33	18, 476 50	7, 083 34	1, 112 78	746, 998 56
Jan., 1869.....	162, 067 76	445, 357 10	18, 082 00	7, 083 33	1, 258 32	633, 848 51
Feb., 1869.....	168, 763 42	389, 423 86	17, 293 00	7, 083 33	952 39	583, 516 00
March, 1869..	230, 418 89	496, 550 83	18, 476 50	7, 083 34	822 44	753, 347 00
April, 1869...	223, 072 08	482, 843 97	18, 082 00	7, 083 33	1, 524 09	738, 605 47
May, 1869.....	207, 468 46	429, 104 11	18, 082 00	7, 083 33	801 99	662, 529 89
June, 1869.....	201, 481 38	361, 530 69	18, 082 00	8, 395 07	3, 660 64	593, 149 78
July, 1869.....	204, 011 57	346, 098 29	18, 476 50	7, 083 33	1, 272 47	576, 942 16
August, 1869,	227, 938 07	351, 311 15	18, 082 00	7, 083 33	1, 347 93	605, 762 48
Sept., 1869.....	265, 228 75	400, 847 02	18, 082 00	7, 083 34	1, 400 81	692, 641 92
Oct., 1869.....	263, 941 87	486, 664 40	18, 062 00	5, 771 60	1, 342 51	775, 802 38
Total.....	2, 560, 669 48	5, 169, 608 42	216, 984 00	85, 000 00	16, 436 13	8, 048, 698 03
Profit in operating New Castle branch.....						59, 036 55
Profit in operating Lawrence branch.....						13, 565 29
Special interest for construction between Pittsburg and Rochester.....						10, 241 55
Total.....						<u>8, 131, 531 42</u>

*Summary of payments :*

For construction and equipment.....	\$1,158,041 77
For maintaining and operating the road.....	4,859,899 00
For dividends, \$1,209,487 50 ; United States tax 63,657 21.....	1,273,144 71
For interest.....	901,876 04
For miscellaneous.....	300,559 98
For State tax on capital stock and tonnage.....	8,764 85
For United States tax.....	71,108 68
Total.....	<u>8,573,395 03</u>

*Cost of transportation :*

What express companies run on your road, and on what terms? American express company, Pittsburg to Chicago, \$375 per day; Merchants' Union express company, Pittsburg to New Castle, \$32 50 per day.

What transportation or freight companies run on your road, and on what terms? Union railroad and transportation company, and Allentown transportation company. The transporta-

tion companies are to establish and maintain, at their own expense, independent and efficient agencies in the principal cities of the east and west, and generally to co-operate with the officers of the company in establishing the line in public favor, furnish their own cars and keep them in repair, subject to the approval of the car inspector of the railway company, pay all expenses, including loss and damage of freight connected with the shipment and delivery of freight, and pay to the railway company certain specified rates, which rates are based upon an average of prevailing rates charged by the railway company for similar freight. The railway company pay to the transportation company three mills per ton per mile for the use of their cars, and have a general supervision of the rates and business.

## ACCIDENTS.

	Killed.	Injured.
Employees .....	6	9
Others .....	19	7
Total .....	<u>25</u>	<u>16</u>

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

## LIST OF CASUALTIES IN PENNSYLVANIA.

1868.

November 30. James Maloney, shifting cars in Penn street yard, fell from car and broke his leg.

1869.

March 17. J. Fisher, boy, standing on lower step of passenger car, passing Federal street, Allegheny, struck gate post ; fell from car and leg run over.

May 12. Robert Rodgers, struck by freight train at Neville station ; head and side injured.

May 21. Thomas Crowl, ran over by freight train near Enon station ; was drunk.

June 5. James Arb, run over by freight train during the night near Beaver Falls.

25 RAILROAD REP.

June 5. Geo. Cahoon, arm mashed coupling cars at Allegheny.

July 8. ——— Hendricks, small boy, got under car; had his hand run over, at outer depot.

September 18. William Keep, fell from freight car in Allegheny and broke his leg.

September 22. Wm. Libzelter, tried to jump on passenger train in Allegheny; fell and had his leg run over.

September 9. D. C. Shaffer, fell from freight car at New Castle yard.

September 11. Alex. Lozen, deaf, struck by passenger train, Wood's Run.

September 20. Clark Covert, struck by engine at Allegheny yard; foot run over; was drunk.

October 16. John Flinn, struck by passenger train in Allegheny; so badly injured that he died in a few days.

#### WESTERN DIVISION.

1868.

November 17. George W. Thorpe, a crippled pauper, was killed at Maple station by a freight train; was walking on the track when train ran over and killed him.

December 14. Leonard Landeck, an employee, brakeman, fell from passenger train at Rock Island junction; was run over and died a few hours after from his injuries.

1869.

January 1. Mike Fitzgerald, an employee as watchman, was run over near Warsaw station and killed while lying on the track asleep.

February 10. William Shaffer, an employee as fireman, fell from a freight train engine while out oiling. Engine passed over his left arm; arm amputated.

February 14. Valentine Fisher had one leg broken by jumping from passenger train near Chicago while train was in motion.

March 19. The following persons were killed and injured in a collision between two wood trains near Bourbon station: D. E. Simons, conductor, one leg broken; Thomas Butler, one leg crushed and otherwise injured; died next morning; John Siebert, back injured; J. Derrer, fireman, slightly injured; Edward Ready, spine and hip injured. All were employees of this company.

April 6. Willis Anderson, a lad, aged about six years, was run over by a switching engine in the Fort Wayne yard; the boy was walking on the track, and engine backing up, engineer could not see him; had one arm broken.

April 7. James Maher, employee as night watchman, while sitting on the track asleep, was struck by a passenger train near Bucyrus station and killed.

April 13. John Williams, a colored man, was killed near Forest station, which place he left intoxicated, and was supposed to have been struck by westward bound passenger train.

May 27. Lewis Bibler, a farmer, fell from a hand-car near Kosciusko station; was run over and killed.

May 27. William Hartnett, employee, a brakeman, while trying to get on to engine of a freight train at Corsse station fell and was run over by the engine, causing death in a few minutes.

June 1. David Covington, insane, a passenger on eastward bound train, jumped or fell from the train near Donelson station and was killed.

June 2. Adam Steimer, while trying to cross a cattle guard ahead of a freight train, was struck by the engine and killed.

July 4. Hiram Bair, aged about twenty, threw himself on the track near Bucyrus, evidently with the design to commit suicide; was run over by an approaching engine and killed.

July 7. Timothy Enright was killed at Lima station; was lying on the track and was struck by the engine on westward bound passenger train; was intoxicated.

July 22. Louis Lepper, a child, aged two or three years, while playing on the track near Fort Wayne, was run over by a westward bound passenger train and killed instantly.

August 16. John Olivert, walking on the track carrying an umbrella over him, was struck and instantly killed by the engine of a westward bound passenger train near Arcola station.

August 16. James Binns, intoxicated and lying by the track near Monroeville station, was struck by engine of a freight train and so badly injured that he died in a few hours.

September 4. Moses Woodside was injured at Bucyrus while attempting to drive across the track ahead of an eastward bound passenger train. Died from his injuries.

September 9. H. Heiman, a passenger on a westward bound train, fell from the train near Valparaiso and was killed.

September 18. A man, name unknown, was killed near Tollestone by being run over by westward bound passenger train.

September 18. Jacob Itner, while walking on track near Dixon station was struck by eastward night express and killed.

October 11. Hale Loar, a lad, aged ten years, was killed at Columbia city by being caught between two cars which other boys were pushing.

October 25. Elsey Sloane, employee as conductor, while coupling cars at Crestline, fell and had one leg broken by being run over.

RECAPITULATION.

Number of passengers killed .....	None.
Number of passengers injured .....	None.
Number of employees killed.....	5
Number of employees injured .....	6
Number of others killed.....	15
Number of others injured .....	2
	—
Total.....	28
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CHAS. E. GORHAM, *Sup't W. D.*

Subscribed and sworn to before me, }  
 at the city of Fort Wayne, this }  
 18th day of December, 1869.

THOS. MEEGAN, *Notary Public.*

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. W. Cass.....	Pittsburg, Pa.
T. Harbaugh.....	Pittsburg, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
J. L. Dawson.....	Brownsville, Pa.
Kent Jarvis.....	Massillon, O.
R. R. Springer.....	Cincinnati, O.
John Sherman.....	Mansfield, O.
Pliny Hoagland.....	Fort Wayne, Ind.
J. L. Williams.....	Fort Wayne, Ind.
W. B. Ogden.....	Chicago, Ill.
J. F. D. Lanier.....	New York.
L. H. Meyer.....	New York.
T. J. Tilden.....	New York.
Geo. W. Cass, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary.....	Pittsburg, Pa.
F. M. Hutchinson, Treasurer.....	Pittsburg, Pa.

(No. 89.)

## PLYMOUTH.

OFFICE PHILA., GERMANTOWN & NORRISTOWN R. R. Co.,  
*Philadelphia, November 30, 1869.*

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

DEAR SIR:—With this we forward return of this company, as required by your letter of September 30, 1869.

The Plymouth railroad is not yet completed, but we believe it will be finished early next summer. The receipts for business on that road are included in the amount of receipts by this company. That is, the small amount thus far received over the finished portion of the Plymouth railroad. When the Plymouth railroad is completed a return will be forwarded to you, setting forth all the facts and figures in reference thereto, which are required.

Yours, very respectfully,

A. E. DOUGHERTY,  
*Sec. P. G. & N. R. R. Co., and Sec. Plymouth R. R. Co.*



(No. 90.)

## PORT KENNEDY.

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

Personally appeared Franklin B. Gowen, president, and S. Bradford, treasurer, of the Port Kennedy railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before me, }  
 this 31st day of January, 1870. }

B. F. HORAN, *N. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$15,000 00
Amount of stock subscribed .....	10,550 00
Total amount now paid in of capital stock .....	10,550 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	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.....	None.
Number of shares of stock .....	300
Par value of each share.....	\$50 00
Amount paid in on each share .....	35 16
Amount of capital on which the respective divi- dends were declared.....	None declared.

## COST OF ROAD AND EQUIPMENT.

Construction .....	By present report. <u>\$12,047 63</u>
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## CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Kennedy to Line Quarries .....	— miles.
Length of road laid .....	1 $\frac{2}{10}$ "
Length of sidings .....	$\frac{3}{10}$ "
Gauge of road .....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track .....	56 pounds.
Branch roads owned by the company, and their length .....	<u>None.</u>

Worked by Philadelphia and Reading railroad company.

## 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.
Jas. Boyd .....	Norristown.
Franklin B. Gowen, President .....	Philadelphia.
William H. Webb, Secretary .....	Philadelphia.
Sam'l Bradford, Treasurer .....	Philadelphia.
G. A. Nicolls, Superintendent .....	Reading.

(No. 91.)

## READING AND COLUMBIA.

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

Personally appeared Franklin B. Gowen, 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 within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*

J. B. WHITE, *Treasurer.*

Sworn and subscribed before me, this }  
 23d day of November, 1869. }

B. F. HOBAN, *N. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$600,000 00
Amount of stock subscribed .....	512,400 00
Amount paid in as by last report.....	505,848 09
Total amount now paid in of capital stock.....	506,848 09
Funded debt, as per last report.....	1,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, March 1, 1882,).....	\$650,000 00
2d mortgage bonds, (date of maturity, June 1, 1884,).....	350,000 00
	<hr/>
	1,000,000 00
Floating debt, as by last report .....	919,749 47
The amount now of floating debt .....	952,859 36
Total amount now of floating and funded debt...	1,952,859 36
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends.....	No dividends.
Number of shares of stock.....	10,108

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.....	<u>No dividends.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$1,913,983 13	\$1,925,563 96
Equipment .....	220,633 46	220,583 46
Total cost .....	<u>2,134,616 59</u>	<u>2,146,147 42</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia to Sinking Springs .....	40 miles.
From Sinking Springs to Reading use track of Lebanon Valley railroad.....	6 "
Length of road laid.....	40 "
Length of double track of road .....	None.
Length of sidings, (main line, 3 $\frac{1}{8}$ miles; Lancaster branch, 1 mile,) total.....	4 $\frac{1}{8}$ miles.
Gauge of road .....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	54 and 56 lbs.
Branch roads owned by the company, and their length, viz: Lancaster branch .....	8 miles.
Roads worked or leased by the company .....	None.
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, \$4,389 31,) ...	7
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,) ..	37
Number of coal cars, (rated as eight wheel cars,)..	None.
Number of iron bridges .....	None.
Number of wooden bridges .....	8
Number of stone bridges.....	27
Number of railroads crossed .....	3

## RAILROAD REPORT.

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Number of stations.....	25
Number of wood and water stations .....	5
Value of real estate held by the company, exclusive of road way .....	\$61,583 22
Number of tunnels .....	None.
How is track laid, and on what foundation? On cross-ties, with principally stone ballast.	

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

Number of miles run by passenger trains.....	72,653
Number of miles run by freight and coal trains....	99,382
Number of through passengers for the year on main road .....	11,552
Number of passengers (all classes) carried in cars,	121,818
Number of tons of 2,000 lbs. of through freight for the year on main road.....	123,949
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	222,012
Average rate of speed adopted by ordinary passen- ger 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 water,	70,006 "

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**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.**

November, 1868.....	7,133	June, 1869.....	12,642
December, 1868.....	8,145½	July, 1869.....	20,339½
January, 1869.....	6,698	August, 1869.....	14,985
February, 1869.....	6,637	September, 1869.....	9,443½
March, 1869.....	7,920½	October, 1869.....	9,152
April, 1869.....	8,079½		
May, 1869.....	10,642½	Total.....	121,818

*The amount of freight, specifying the quantity in tons :*

Anthracite coal.....	111,670	Agricultural products.....	10,268
Bituminous coal .....	243	Merchandise and manufactures,	9,061
Pig iron.....	15,402	Live stock.....	1,014
Other iron or castings.....	1,924	Lumber.....	13,589
Iron and other ores .....	49,764		
Lime and limestone.....	9,082	Total.....	<u>222,012</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.....	None.
For second class way passengers .....	<u>None.</u>

*The rate per ton (of 2,000 lbs.) per mile charged for freight :*

For through freight.....	3 $\frac{5}{100}$ cents.
For through coal .....	1 $\frac{9}{100}$ "
For local freight.....	<u>5<math>\frac{7}{100}</math> "</u>

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs or maintenance of way, including buildings,	\$40,619 47
Taxes on real estate .....	147 69
Total.....	<u>40,767 16</u>

*Repairs of machinery :*

Repairs of engines and tenders, passenger, baggage and freight cars .....	\$20,919 49
Repairs of tools and machinery in shops.....	127 45
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	3,235 50
Total.....	<u>24,282 44</u>

*Operating the road:*

Office expenses, stationery, &c.....	2,966 23
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, and wood and water station attendance.....	10,358 37
Conductors, baggage masters and brakemen, engineers and firemen, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars.....	53,374 77
Loss and damage of goods and baggage, property, &c.....	10 07
Use of freight cars.....	2,731 65
General superintendence.....	10,600 78
Contingencies.....	1,674 13
<b>Total.....</b>	<b>81,716 00</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$1,000 00
From other sources.....	33,109 89
<b>Total.....</b>	<b>34,109 89</b>

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail.	Miscellaneous.	Total.
November, 1868.....	\$4,353 60	\$10,124 93	\$118 73	\$148 61	\$14,746 87
December, 1868.....	4,326 54	9,437 35	118 73	133 34	14,015 96
January, 1869.....	3,925 59	8,069 47	118 73	124 29	12,238 08
February, 1869.....	3,832 43	7,933 27	118 72	126 31	12,010 73
March, 1869.....	4,562 78	12,666 26	118 73	108 21	17,456 98
April, 1869.....	4,800 61	13,151 56	118 72	79 34	18,150 23
May, 1869.....	5,478 76	9,956 39	118 73	107 43	15,661 31
June, 1869.....	5,635 33	10,554 92	118 72	89 04	16,398 01
July, 1869.....	8,011 47	12,195 38	118 72	103 01	20,428 56
August, 1869.....	6,715 63	15,219 53	118 73	93 01	22,146 90
September, 1869.....	5,206 77	15,702 54	118 72	97 51	21,125 54
October, 1869.....	4,911 04	18,306 74	118 73	85 51	23,422 02
<b>Total.....</b>	<b>61,760 55</b>	<b>148,318 32</b>	<b>1,424 71</b>	<b>1,295 61</b>	<b>207,799 19</b>

*Summary of payments :*

For construction and equipment.....	\$11,530 83
For maintaining and operating the road .....	146,765 60
For interest .....	70,550 00
For State tax on gross receipts.....	1,420 76
For State tax on capital stock and tonnage.....	2,153 76
For United States tax.....	1,579 60
	<hr/>
Total.....	<u>234,000 55</u>

*Cost of transportation :*

What express companies run on your road, and on what terms? Howard's express. On through goods, regular first class rates. On way goods, 1½ regular first class rates. Pay fare of express men.

What transportation or freight companies run on your road, and on what terms? None.

## ACCIDENTS.

INJURED—employees ..... 4

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

Obediah Kelchner, brakeman on freight train, fell between cars, at Silver Springs, on Dec. 8, 1868, broke left arm in two places.

J. Codwell, brakeman on freight train, broke his nose, at Weltztown, on April 15, 1869, while roping in cars.

J. Schlott, brakeman on freight train, got his fingers mashed slightly while coupling cars, at Columbia, April 7, 1869.

J. Schlott, brakeman on freight train, got foot mashed while coupling cars, at Bruckart's station, May 7, 1869 ; four of his toes amputated same day.



## 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.
John Ashhurst.....	Philadelphia.
W. G. Case.....	Columbia.
George Bogle.....	Columbia.
T. Baumgardner.....	Lancaster.
G. A. Nicolls.....	Reading.
Frederick Lauer.....	Reading.
S. Small.....	York.
John Tucker.....	Philadelphia
Franklin B. Gowen, President.....	Philadelphia.
J. B. White, Secretary and Treasurer.....	Columbia.
Geo. F. Gage, Superintendent.....	Columbia.

(No. 92.)

## SCHUYLKILL AND SUSQUEHANNA.

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

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Schuylkill and Susquehanna railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this }  
 11th day of December, 1869. }

B. F. HOEAN, N. P.

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,600,000 00
Amount of stock subscribed .....	1,269,150 00
Amount paid in as by last report.....	1,269,150 00
Total amount now paid in of capital stock.....	1,269,150 00
Funded debt, as per last report.....	97,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May 1, 1866,) .....	97,000 00
Floating debt, as by last report .....	148,577 87
The amount now of floating debt .....	106,120 36
Total amount now of floating and funded debt. . .	203,120 36
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	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>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$1,299,845 54</u>	<u>\$1,300,701 76</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Auburn to Rockville.....	54 miles.
Length of main line of road in Pennsylvania.....	54 "
Length of road laid.....	54 "
Length of double track of road.....	None.
Length of sidings.....	7 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	45, 60 & 64 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.....	4
Number of engines.....	7
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$2,500,).....	2
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,).....	21
Number of coal cars, rated as eight wheel cars, (average cost of each, \$500,).....	67
Number of iron bridges.....	2
Number of wooden bridges.....	5
Number of stone bridges.....	2
Number of stations on main road.....	18
Number of wood and water stations on main road: 8 water, 2 wood.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Graded surface; broken stone ballast.	

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

Number of miles run by passenger trains .....	78,715
Number of miles run by freight trains .....	47,885
Number of miles run by coal trains .....	28,470
Number of through passengers for the year on main road .....	2,454½
Number of passengers (all classes) carried in cars, Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	409,378
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) ....	25
Average rate of speed adopted by freight trains, including stops .....	10
Weight of first class passenger engines .....	20 tons.
Weight of freight engines .....	31 "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	5,484½	June, 1869 .....	5,940½
December, 1868 .....	5,948½	July, 1869 .....	5,679½
January, 1869 .....	5,709½	August, 1869 .....	8,867½
February, 1869 .....	5,301½	September, 1869 .....	8,393½
March, 1869 .....	7,062½	October, 1869 .....	7,352½
April, 1869 .....	5,861½		
May, 1869 .....	6,628½	Total .....	<u>78,259</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite coal .....	325,579
Lumber .....	16,449
Other articles .....	67,350
Total .....	<u>409,378</u>

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

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

## EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
Repairs or maintenance of way, including buildings .....	\$62,525 35		
Taxes on real estate .....	1,091 88		
<b>Total</b> .....	<b>63,617 23</b>		
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders .....	\$10,168 77	\$5,042 28	\$5,126 49
Repairs of passenger and baggage cars .....	161 86	161 86	
Repairs of freight cars .....	7,132 77		7,132 77
Repairs of tools and machinery in shops .....	1,059 34	520 60	538 74
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	2,984 00	746 20	2,237 80
<b>Total</b> .....	<b>21,506 74</b>	<b>6,470 94</b>	<b>15,035 80</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c. ....	\$953 62	\$663 19	\$290 48
Agents and clerks .....	5,160 18	1,290 04	3,870 14
Labor—loading and unloading freight .....	647 20		647 20
Porters, watchmen and switch tenders .....	1,004 08	251 02	753 06
Wood and water station attendance .....	298 50		288 50
Conductors, baggage masters and brakemen .....	8,414 91	3,283 07	5,131 84
Engineers and firemen .....	7,991 80	3,403 27	4,588 53
Fuel and cost of preparing for use .....	18,257 49	4,564 37	13,693 12
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	1,877 74	469 43	1,408 31
Loss and damage of goods and baggage .....	10 56		10 56
Use of freight cars .....	5,499 30	1,632 50	3,866 80
General superintendence .....	2,500 00	625 00	1,875 00
Contingencies .....	391 08		391 08
<b>Total</b> .....	<b>52,993 46</b>	<b>16,181 89</b>	<b>36,814 57</b>

RAILROAD REPORT.

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## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	None.
From sale of bonds .....	None.
From other sources .....	None.

## RECEIPTS.

Months.	Passengers.	Freight on merchan'ze.	Mail.	Freight on coal.	Miscella- neous.	Total.
Nov., 1868...	\$2,546 78	\$5,113 96	.....	\$8,454 83	\$131 85	\$16,247 43
Dec., 1868....	2,646 91	3,568 82	\$147 50	4,937 87	126 58	11,427 68
Jan., 1869....	2,286 92	5,221 97	147 50	2,654 56	140 69	10,451 64
Feb., 1869....	2,174 85	4,789 70	147 50	3,368 71	119 42	10,600 18
Mar., 1869...	2,931 00	4,427 48	147 50	4,230 47	74 27	11,810 72
Apr., 1869...	2,645 98	4,215 70	147 50	7,301 30	108 16	14,418 64
May, 1869....	2,518 35	5,418 46	147 50	2,125 11	299 19	10,508 61
June, 1869...	2,905 60	4,796 08	147 50	2,344 08	140 00	10,333 26
July, 1869...	2,795 01	4,431 73	147 50	8,539 64	123 90	16,037 78
Aug., 1869...	4,528 19	5,286 32	147 50	12,068 94	172 05	22,203 00
Sept., 1869...	3,719 13	5,705 83	147 50	9,379 31	173 66	19,125 43
Oct., 1869....	2,966 63	5,366 42	147 50	10,669 46	179 24	19,329 25
Total.....	34,665 35	58,342 47	1,622 50	76,074 28	1,789 01	172,493 61

*Summary of payments :*

For maintaining and operating the road .....	\$137,028 55
For miscellaneous .....	4,358 50
For State tax on capital stock, tonnage and gross receipts.....	2,784 22
For United States tax on gross receipts .....	930 19
Total.....	<u>145,101 46</u>

## ACCIDENTS.

None.

## 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.
Franklin B. Gowen, President.....	Philadelphia.
Wm. H. Webb, Secretary.....	Philadelphia.
S. Bradford, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading.
Charles E. Byers, Chief Engineer..	Pottstown.
T. H. Wilson, Superintendent.....	Pinegrove.

(No. 22.)

## SCHUYLKILL VALLEY NAVIGATION.

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

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

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

Sworn and subscribed before me, this }  
 7th day of January, 1870. }

JOHN WHITE, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$576,050 00
Amount of stock subscribed .....	576,050 00
Amount paid in as by last report.....	576,050 00
Total amount now paid in of capital stock .....	576,050 00
Funded debt, as per last report .....	None.
The 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: January, 1869, 5 per cent.; July, 1869, 5 per cent.	
Number of shares of stock .....	11,521
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 .....	576,050 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$576,840 94</u>	<u>\$576,840 94</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Carbon to Reevesdale .....	11 miles.
Length of road laid .....	11 "
Length of double track of road .....	5 $\frac{23}{100}$ "
Length of sidings .....	3 $\frac{1}{10}$ "
Gauge of road .....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track .....	60 and 64 lbs.
Branch roads owned by the company, and their length, viz: Length of branches .....	<u>12<math>\frac{8}{10}</math> miles.</u>

This road is permanently leased to the Philadelphia and Reading railroad company, and is worked as a branch of their main road. The income of this company is exclusively derived from said lease, which yields dividends of 5 per cent. per annum.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. E. Smith .....	Philadelphia.
Chas. B. Cabeen .....	Philadelphia.
George F. Tyler .....	Philadelphia.
A. E. Borie .....	Philadelphia.
H. P. M'Kean .....	Philadelphia.
A. Hewson, M. D .....	Philadelphia.
John Tucker, President .....	Philadelphia.
P. C. Hollis, Secretary and Treasurer .....	Philadelphia.



(No. 24.)

## SHAMOKIN AND TREVORTON.

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

Personally appeared Franklin B. Gowen, president, and Richard Coe, treasurer, of the Shamokin and Trevorton railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 RICHARD COE, *Treasurer.*

Sworn and subscribed before me, this }  
 28th day of December, 1869. }

B. F. HOBAN, N. 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.....	None.
Total amount now paid in of capital stock.....	150,000 00
Funded debt, as per last report .....	Nothing.
The amount now of funded debt .....	Nothing.
Floating debt, as by last report.....	Nothing.
The amount now of floating debt .....	67,331 50
Total amount now of floating and funded debt ...	67,331 50
Number of shares of stock .....	3,000
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 .....	<u>None declared.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>None.</u>	<u>\$195,868 66</u>

Equipped by Philadelphia and Reading railroad company.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Shamokin, Pa., to Trevorton, Pa .....	6 $\frac{3}{10}$ miles.
Length of main line of road in Pennsylvania.....	6 $\frac{3}{10}$ "
Length of road laid, including sidings and branches,	10 $\frac{4}{10}$ "
Length of double track of road .....	None.
Length of sidings.....	1 $\frac{2}{10}$ "
Gauge of road .....	4 ft. 8 $\frac{1}{2}$ in.
Weight per yard of rail on main track .....	64 pounds.
Branch roads owned by the company, and their length, viz: Carbon run.....	2 $\frac{4}{10}$ miles.
Number of wooden bridges, (total length in feet, 240,) .....	2
Number of stone bridges .....	None.
Number of railroads crossed .....	None.
Number of stations on main road .....	1
Number of wood and water stations on main road,	2
How is track laid and on what foundation? Wood and iron splice joints, cross-ties on coal dust bal- last.	

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

This road is worked by the Philadelphia and Reading railroad company, and will be included in its return.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie .....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst .....	Philadelphia.
S. Colwell.....	Philadelphia.
Jno. Tucker .....	Philadelphia.
Franklin B. Gowen, President .....	Philadelphia.
Richard Coe, Secretary.....	Philadelphia.
Richard Coe, Treasurer.....	Philadelphia.
G. A. Nicolls, General Superintendent.....	Reading.

(No. 95.)

## SHAMOKIN VALLEY AND POTTSVILLE.

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

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

(Signed) JAS. S. BIDDLE, *President.*  
 GEORGE TABER, *Treasurer.*

Sworn and subscribed before me, this }  
 10th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

## 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
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st August, 1872,) .....	700,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends, February 1 and August 1.....	6 per cent.
Number of shares of stock .....	17,839
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 .....	869,450 00

## COST OF ROAD AND EQUIPMENT.

Total cost .....	By present report. <u>\$1,569,450 00</u>
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## CHARACTERISTICS OF ROAD.

Leased to the Northern Central railway company.

*Summary of payments :*

For dividends, including United States tax.....	\$52,167 00
For interest, including United States tax and State tax.....	46,550 00
Total.....	<u>98,717 00</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. S. Whelen .....	Philadelphia.
W. R. Lejee.....	Philadelphia.
Chas. L. Borle.....	Philadelphia.
A. M. Eastwick.....	Philadelphia.
W. C. Houston.....	Philadelphia.
Thos. Robb.....	Burlington, N. J.
Jas. S. Biddle .....	Philadelphia.
Jas. S. Biddle, President.....	Philadelphia.
George Taber, Secretary and Treasurer..	Philadelphia.

(No. 96.)

SHAMOKIN VALLEY AND POTTSVILLE.  
 [Northern Central Railway Company Lessee.]

STATE OF PENNSYLVANIA, } ss:  
 Dauphin County, }

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*  
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }  
 29th day of January, 1870. }

FR. W. HAAS, *Alderman.*

## STOCK AND DEBT.

See report of president and treasurer S. V. and P. R. R. Co.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury, Pa., to Mt. Carmel, Pa. ....	28 miles.
Length of main line of road in Pennsylvania ....	28 "
Length of road laid .....	28 "
Length of double track of road.....	None.
Length of sidings .....	4½ miles.
Gauge of road .....	4 feet 9 in.
Weight of rail per yard on main track.....	56 and 64 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.....	2
Number of engines, cars, &c.: Use the engines and cars of the Northern Central railway company.	
Number of wooden bridges.....	30

Number of stone bridges.....	None.
Number of tunnels.....	None.
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 trains .....	31,375
Number of miles run by freight and coal trains.. .	141,243
Number of through passengers for the year on main road.....	2,079
Number of passengers (all classes) carried in cars,	46,444
Number of tons of 2,000 lbs. of through freight for the year on main road.....	6,399
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	547,346
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.....	18
Average rate of speed adopted by freight trains, including stops.....	10

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

None kept.

*The amount of freight, specifying the quantity in tons :*

Anthracite and bituminous coal..	525,221	Merchandise.....	2,004
Petroleum.....	118	Manufactures.....	1,530
Pig iron .....	2,125	Live stock.....	25
Railroad iron.....	303	Lumber.....	5,102
Other iron or castings .....	317	Other articles.....	1,574
Iron and other ores.....	784		
Lime and limestone .....	4,301	Total.....	547,346
Agricultural products.....	3,942		

**EXPENSES.**

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transport'n	Freight Transport'n.
Repairs or maintenance of way, including buildings.....	\$60,380 74	\$12,076 15	\$48,304 59
Taxes on real estate.....	675 90	135 18	540 72
<b>Total</b> .....	<b>61,056 64</b>	<b>12,211 33</b>	<b>48,845 31</b>
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders.....	\$17,489 52	\$3,497 86	\$13,991 46
Repairs of passenger and baggage cars.....	198 38	198 38	
Repairs of freight cars.....	5,998 52		5,998 52
Repairs of tools and machinery in shops.....	215 77	43 15	172 62
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	11,152 42	2,230 48	8,921 94
<b>Total</b> .....	<b>35,054 41</b>	<b>5,969 87</b>	<b>29,084 54</b>
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c. ....	\$6,100 37	\$1,220 07	\$4,880 30
Agents and clerks.....	1,620 00	250 00	1,370 00
Labor—loading and unloading freight.....	2,047 10	409 52	1,637 58
Porters, watchmen and switch tenders.....	1,752 43	350 49	1,401 94
Wood and water station attendance.....	286 80	57 36	229 44
Conductors, baggage masters and brakemen.....	17,710 30	2,283 15	15,427 15
Engineers and firemen .....	11,520 87	1,704 29	9,816 58
Fuel and cost of preparing for use.....	22,290 25	4,458 05	17,832 20
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	3,678 69	735 74	2,942 95
Loss and damage of goods and baggage .....	521 54		521 54
Use of freight cars .....	682 41		682 41
Damage for injury of persons.....	123 09	123 09	
General superintendence .....	2,939 80	488 69	2,451 11
Contingencies.....	13,466 00	2,693 00	10,773 00
<b>Total</b> .....	<b>84,739 65</b>	<b>14,773 45</b>	<b>69,966 20</b>

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## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources.....	None.

## RECEIPTS, (YEAR ENDING DECEMBER 31, 1869.)

Passengers.....	\$19,793 03
Freight.....	237,536 36
Mail and express.....	1,640 00
Miscellaneous.....	2,347 65
Total.....	<u>261,317 04</u>

*Summary of payments:*

For maintaining and operating the road.....	\$180,850 70
For dividends, interest and rent.....	101,167 00
Total.....	<u>282,017 70</u>

## ACCIDENTS.

	Killed.
Employees.....	2
Others.....	1
Total.....	<u>3</u>

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

Jacob Peipher, engineer of coal train, was killed at Locust Gap on 8th of May, 1869, by the explosion of boiler of engine No. 57.

Daniel Baldy, fireman of the above engine, was killed at same time and place, and from same cause.

Wm. O'Brien, boy, seven years of age, was sitting on platform of box car at Shamokin, on the 9th of August, 1869, and when train started was jerked off and fell on track, wheels of car passing over and killing him instantly.

## NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer S. V. and P. R. R. Co.



(No. 97.)

## SOUTH MOUNTAIN IRON COMPANY.

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

Personally appeared Henry D. Moore, president, and A. Boyd, treasurer, of the South Mountain iron company's railroad, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) HENRY D. MOORE, *President.*  
 A. BOYD, *Treasurer.*

Affirmed and subscribed before me, this }  
 29th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	None.
Amount of stock subscribed.....	None.
Amount paid in as by last report.....	None.
Total amount now paid in of capital stock .....	None.
Funded debt, as per last report .....	None.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, December 1, 1888,).....	\$200,000 00
2d mortgage bonds, (date of maturity, March 1, 1884,) .....	169,000 00
	369,000 00
Total amount now of floating and funded debt ...	369,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	None.
Par value of each share .....	None

Amount paid in on each share .....	None.
Amount of capital on which the respective dividends were declared .....	None.

**COST OF ROAD AND EQUIPMENT.**

	By present report.
Construction .....	\$314,242 73
Equipment .....	26,282 35
Total cost .....	<u>340,525 08</u>

**CHARACTERISTICS OF ROAD.**

Length of main line of road, from Carlisle to Pinegrove .....	17.12 miles.
Length of main line of road in Pennsylvania .....	17.12 "
Length of road laid .....	17.12 "
Length of sidings .....	1.25 "
Gauge of road .....	4 feet 9 in.
Weight of rail per yard on main track .....	51 pounds.
Number of engine houses and shops: One engine house; no shops.	
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,500,).....	1
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, \$700,).....	10
Number of coal cars, rated as eight wheel cars ...	None.
Number of iron bridges .....	None.
NOTE.—The railroad has no capital stock, the South Mountain iron company having authority, under a supplement to their charter, to build a railroad by the issue of bonds.	
Number of wooden bridges, (total length in feet, 100,) .....	1
Number of stone bridges .....	None.
Number of railroads crossed .....	None.
Number of stations on main road .....	4
Number of wood and water stations on main road,	2

Value of real estate held by the company, exclusive  
of road way ..... None.  
Number of tunnels ..... None.  
How is track laid, and on what foundation? On  
cross-ties and stone ballast, with splice joint fast-  
enings.

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

Operations commenced January 1, 1870.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
Henry D. Moore, President .....	Philadelphia, Pa.
A. Boyd, Treasurer .....	Philadelphia, Pa.
F. C. Arms, General Superintendent .....	Carlisle, Pa.

(No. 98.)

## SOUTH PENNSYLVANIA.

OFFICE SOUTH PENNSYLVANIA R. R. Co.,  
*Harrisburg, Pa., October 5, 1869.*

SIR:—Your circular letter of the 30th ult. is received, together with a blank printed form for reply.

So few of the answers to queries contained in the printed form apply to this corporation that it will simplify my reply to make it in the form of a letter.

The South Pennsylvania railroad connects at Marysville, Perry county, at the mouth of Fishing creek, with the Pennsylvania and Northern Central railroads, and is intended to connect, by a bridge, with the Reading system of railroads on the opposite side of the Susquehanna, in Dauphin county, thus securing the best ultimate connection with New York, Philadelphia and Baltimore. It proceeds west through Perry, Juniata, Fulton, Bedford, Somerset and Westmoreland counties, (a mineral and agricultural region the whole way,) in which latter county, somewhere near West Newton, it is intended to be connected with the Pittsburg and Connellsville railroad. It will have a branch in Bedford county, connecting it with the Broad Top coal fields in the most favorable manner, materially (about thirty miles) lessening the distance by rail from market of those valuable measures.

The whole length of the road will somewhat exceed two hundred miles, and the rail distance from Harrisburg to Pittsburg will be appreciably diminished by its construction.

That construction, however, may scarcely be said to have been commenced, though the road has been chartered for several years.

Something over two hundred thousand dollars have been subscribed to it, of which about twenty-five thousand have been paid in, which sum has been expended in surveys, in the partial grading of about three miles of road near Shermansdale, Perry county, and in other incidental expenses.

There is, however, at this moment, a strong effort being made by the citizens living along its line to raise enough money to con-

struct about twenty-five miles at the eastern end and a similar section in Bedford county, this last forming connections with the Huntingdon and Broad Top and the Pittsburg and Connellsville railroads.

These sections will cost, together, something over five hundred thousand dollars. The whole work, when completed, is estimated to cost about ten millions.

The company is chartered under the act of the 19th February, 1849, (regulating railroads,) and is required to have twenty-five miles of road completed on or before the 31st of March, 1874, or forfeit its charter.

The names of the officers and the acting directors are as follows: President, James Worrall, Harrisburg; Secretary and Treasurer, F. J. Grotevent, Reading; Directors, Geo. Hench, Centre; John Stambaugh, Landisburg; James Galbraith, Landisburg; George Johnson, New Germantown; A. B. Anderson, Andersonburg, Perry county.

I am, sir, very respectfully,

Your obedient servant,

JAMES WORRALL, *President.*

Gen. J. F. HARTRANFT,

*Auditor General Penna., Harrisburg.*

(No. 99.)

## SOUTHWARK.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss:

Personally appeared Isaac Hinckley, president, and Alfred Horner, treasurer, of the Southwark railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*  
 A. HORNER, *Treasurer.*

Sworn and subscribed before me, this }  
 7th day of January, 1870. }

GEO. 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 .....	58,468 00
Total amount now paid in of capital stock.....	58,468 00
Date and rate per cent. per annum of dividend or dividends: February and August, each .....	3 per cent.
Number of shares of stock .....	4,000
Par value of each share .....	\$50 00
Amount paid in on each share: \$14 on 3,383 shares, \$47,362; \$18 on 617 shares, \$11,106.....	58,468 00

## CHARACTERISTICS OF ROAD.

Length of main line of road, from South and Broad streets to Catharine street .....	2.12 miles.
Length of main line of road in Pennsylvania ....	2.12 "
Length of road laid.....	2.12 "
Length of double track of road .....	2.12 "
Gauge of road .....	4 ft. 8½ in.
Weight of rail per yard on main track.....	52 to 56 lbs.

## EXPENSES.

Expenses and earnings included in the returns of the Philadelphia, Wilmington and Baltimore railroad company, the lessee of the Southwark railroad.

*Summary of payments:*

For dividends, including United States tax.....	\$3,508 08
For State tax on capital stock and tonnage, paid and charged to expenses P., W. and B. R. R. ....	175 40
For United States tax, included in dividends .....	175 40
	<u>          </u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
Samuel M. Felton.....	Thurlows, Pa.
Bob. J. Mercer.....	Philadelphia.
Alfred Horner.....	Philadelphia.
Jos. Huddell.....	Philadelphia.
Nicholas P. Trist.....	Philadelphia.
Henry F. Kenney.....	Philadelphia.
Isaac Hinckley, President.....	Philadelphia.
A. Horner, Secretary and Treasurer.....	Philadelphia.
H. F. Kenney, Superintendent.....	Philadelphia.

(No. 100.)

## SULLIVAN AND ERIE.

OFFICE SULLIVAN AND ERIE COAL AND R. R. Co., }  
 Towanda, Pa., Jan. 3, 1870. }

HON. JOHN F. HARTMANFT,

*Auditor General:*

DEAR SIR:—In reply to your circular calling for a report from this company, I would respectfully state that our road is located from Monroe, in Bradford county, to the coal mines in Sullivan county, a distance of about twenty-two miles. The work is progressing favorably, the road-bed having been graded the entire length, and seven miles of iron laid, but no business has yet been done on the road.

Yours respectfully,

CHARLES MERCUR, *Secretary.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles F. Wells.....	Athens, Pa.
Ulysses Mercur.....	Towanda, Pa.
George D. Jackson.....	Dushore, Pa.
Michael Meylert.....	Laporte, Pa.
M. C. Mercur, President.....	Towanda, Pa.
Charles Mercur, Secretary.....	Towanda, Pa.



(No. 101.)

## SUMMIT BRANCH.

STATE OF PENNSYLVANIA, } ss:  
 Dauphin County, }

Personally appeared J. N. DuBarry, president, and Wm. B Fowle, treasurer, of the Summit Branch railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. N. DuBARRY, *President.*  
 WM. B. FOWLE, *Treasurer.*

Sworn and subscribed before me, this }  
 7th day of December, 1869. }

S. H. ALLEMAN, *N. P.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,750,000 00
Amount of stock subscribed.....	2,502,250 00
Amount paid in as by last report.....	2,500,000 00
Total amount now paid in of capital stock.....	2,502,250 00
Funded debt, as per last report.....	528,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1870,) .....	\$273,000 00
1st mortgage bonds, (date of maturity, July 1, 1875,) .....	228,000 00
	501,000 00
Floating debt, as by last report.....	22,823 97
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	501,000 00
Rate per cent. per annum of interest on funded debt,	
1st mortgage.....	6 per cent.

Date and rate per cent. per annum of dividend or dividends: 5 per cent., January 20, 1869; 3 per cent., August 20, 1869; coal and railroad.	
Number of shares of stock: 55,000, (4,955 shares not issued,) .....	50,045
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 .....	<u>2,502,250 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, including Lykens Valley railroad, leased,	\$988,902 37	\$988,902 37
Total cost .....	<u>988,902 37</u>	<u>988,902 37</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williamstown.....	21 miles.
Length of main line of road in Pennsylvania....	21 "
Length of road laid.....	21 "
Length of double track of road, about .....	3 "
Length of sidings, about .....	5½ "
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 .....	5
Number of engines .....	5
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,000,).....	1
Number of baggage, mail and express cars, rated as four wheel cars, (average cost of each, \$350,)..	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$550,).....	2

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Number of coal cars .....	None.
Number of iron bridges, (total length in feet, 67,)..	1
Number of wooden bridges, (total length in feet,)	3
Number of stone bridges .....	None.
One iron bridge, 70.	
Number of railroads crossed.....	1
Number of stations on main road .....	4
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclu- sive of road way .....	Cannot say.
Number of tunnels .....	None.
How is track laid, and on what foundation? Cross- ties and broken stone.	

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

Number of miles run by passenger trains.....	4,350
Number of miles run by freight trains .....	No acct. kept.
Number of miles run by coal trains .....	No acct. kept.
Number of through passengers for the year on main road.....	4,859
Number of passengers (all classes) carried in cars..	9,803
Number of tons of 2,000 lbs. of through freight for the year on main road .....	439,490
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	439,690
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	15
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by freight trains, including stops .....	8
Weight of first class passenger engines.....	None.
Weight of freight engines .....	25 to 35 tons.

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868 .....	567	June, 1869 .....	688
December, 1868 .....	715	July, 1869 .....	676
January, 1869 .....	608	August, 1869 .....	1,540
February, 1869 .....	588	September, 1869 .....	1,091
March, 1869 .....	730	October, 1869 .....	900
April, 1869 .....	911		
May, 1869 .....	795	Total .....	<u>9,808</u>

*The amount of freight, specifying the quantity in tons :*

Anthracite coal .....	432,484
Bituminous coal, petroleum, pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, merchan- dize, manufactures, live stock, lumber .....	No acct. kept
Other articles .....	7,206
Total .....	<u>439,690</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 "

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

For through freight .....	5 cents
For through coal .....	3 $\frac{3}{10}$ "
For local freight .....	6 "
For local coal .....	6 "

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs or maintenance of way, including build- ings .....	\$54,218 66
Taxes on real estate .....	1,988 77
Total .....	<u>56,207 43</u>

*Repairs of machinery:*

Repairs of engines and tenders .....	\$3,396 92
Repairs of passenger and baggage cars.....	1,520 16
Repairs of tools and machinery in shops.....	1,162 99
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	3,675 84
<b>Total</b> .....	<u><u>9,755 91</u></u>

*Operating the road:*

Office expenses, stationery, &c .....	\$954 26
Agents and clerks .....	2,760 40
Porters, watchmen, switch tenders .....	3,100 00
Conductors, baggage masters and brakemen .....	6,507 22
Engineers and firemen .....	10,044 36
Fuel and cost of preparing for use .....	6,039 33
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	1,475 44
General superintendence .....	3,000 00
<b>Total</b> .....	<u><u>33,911 01</u></u>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources, None.

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Miscellane- ous.	Total.
November, 1868 .....	\$263 00	\$28,417 88	\$306 40	\$28,987 28
December, 1868 .....	409 45	8,955 45	537 30	9,902 20
January, 1869 .....	276 55	5,955 86	628 35	6,860 76
February, 1869 .....	298 85	6,979 71	1,116 45	8,395 01
March, 1869 .....	379 38	18,603 97	121 82	19,105 17
April, 1869 .....	279 20	21,273 78	947 28	22,500 24
May, 1869 .....	325 35	14,113 12	919 67	15,418 14
June, 1869 .....	309 75	20,350 87	732 22	21,393 84
July, 1869 .....	304 45	28,972 23	327 18	29,603 86
August, 1869 .....	674 15	29,198 14	355 46	30,227 75
September, 1869 .....	424 65	25,254 27	342 98	26,021 90
October, 1869 .....	423 30	18,912 92	326 55	19,662 77
<b>Total</b> .....	4,488 08	226,988 18	6,673 66	233,149 92

*Summary of payments :*

For construction and equipment, and maintaining and operating the road.....	\$99,874 35
For dividends .....	36,021 20
For interest.....	18,600 00
For miscellaneous .....	5,879 30
For surplus funds.....	62,500 00
For State tax on capital stock and tonnage.....	12,332 20
For United States tax.....	2,942 87
	<hr/>
Total.....	238,149 92
	<hr/> <hr/>
Amount of surplus fund.....	None
	<hr/> <hr/>

*Cost of transportation :*

Cost per passenger per mile, proximate average... No acct. kept.  
 Cost per ton freight per mile, proximate average .. No acct. kept.

What express companies run on your road, and on what terms?  
 None.

What transportation or freight companies run on your road, and  
 on what terms? None.

## ACCIDENTS.

EMPLOYEES—Injured ..... 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 :*

July 20, 1869. Joseph Keene, brakeman, fell from car at Mil-  
 lersburg, Pa.; broke leg.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Wistar Morris.....	Philadelphia.
E. C. Biddle.....	Philadelphia.
Geo. P. Sanger.....	Boston.
H. J. Lombaert.....	Philadelphia.
J. D. Cameron.....	Harrisburg.
J. N. DuBarry.....	Harrisburg.
J. N. DuBarry, President.....	Harrisburg, Pa.
Wm. B. Fowle, Sec., Treas. and Gen. Man.....	Boston, Mass.
Warren E. Ray, Superintendent.....	Lykens, Pa.

(No. 102.)

## TIOGA.

STATE OF NEW YORK, }  
*Steuben County,* } ss:

Personally appeared F. N. Drake, president, and A. C. Stearns, treasurer, of the Tioga railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) F. N. DRAKE, *President.*  
 A. C. STEARNS, *Treasurer.*

Sworn and subscribed before me, this }  
 15th day of November, 1869. }

Q. W. WELLINGTON, N. P.

## STOCK AND DEBT.

Capital stock as originally authorized by law, (with right to increase to \$1,000,000,).....	\$125,000 00
Amount of stock subscribed .....	124,950 00
Amount paid in as by last report.....	576,400 00
Total amount now paid in of capital stock .....	580,900 00
Funded debt, as per last report.....	250,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1872,) .....	246,000 00
2d mortgage bonds .....	None.
3d mortgage bonds .....	None.
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	246,000 00
Rate per cent. per annum of interest on funded debt,	
1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None paid.
Number of shares of stock .....	11,618



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.....	No dividend paid.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$832,601 62	\$843,401 62
Equipment.....	285,827 00	330,543 58
Total cost.....	<u>1,118,428 62</u>	<u>1,173,945 20</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from State line, near Lawrenceville, to Morris Run.....	30 $\frac{4}{10}$ miles.
Length of main line of road in Pennsylvania.....	30 $\frac{4}{10}$ "
Length of road laid.....	30 $\frac{4}{10}$ "
Length of double track of road.....	None.
Length of sidings .....	6 $\frac{1}{10}$ miles.
Gauge of road.....	6 feet.
Weight of rail per yard on main track .....	57 and 64 lbs.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz: Blossburg to Arnot, 4 miles. (This is the railroad of the "Bloss coal mining and railroad company," and is leased to and operated by the Tioga railroad company. The receipts and expenses, as contained in this report, include this branch railroad.)	
Number of engine houses and shops.....	4
Number of engines .....	11
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$1,802 16,)...	4
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,200 00.)	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$535 53,).....	34

Number of coal cars, rated as eight wheel cars, (average cost of each, \$511 96,).....	317
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, exclu- sive of road way.....	\$24,908 13
Number of tunnels.....	None.
How is track laid, and on what foundation? On oak, chestnut 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.....	176,432
(No separate trains for passengers—freight and passenger cars run together.)	
Number of through passengers for the year on main road.....	5,324½
Number of passengers (all classes) carried in cars,	82,580
Number of tons of 2,000 lbs. of through freight for the year on main road.....	703,627
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	730,483
Average rate of speed adopted by ordinary mixed passenger trains, including stops, (miles per hour,)	13
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by coal trains, in- cluding stops.....	10
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	30 "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

November, 1868.....	6, 863½	June, 1869.....	7, 603¼
December, 1868.....	6, 867½	July, 1869.....	8, 151
January, 1869.....	5, 261	August, 1869.....	6, 898
February, 1869.....	5, 854	September, 1869.....	8, 697½
March, 1869.....	6, 204	October, 1869.....	7, 293¼
April, 1869.....	6, 703½		
May, 1869.....	6, 178	Total.....	82, 680

*The amount of freight, specifying the quantity in tons:*

Anthracite coal.....	42	Agricultural products.....	2, 921
Bituminous coal.....	702, 858	Merchandise.....	4, 973
Petroleum.....	None.	Manufactures.....	574
Pig iron.....	324	Live stock.....	None.
Railroad iron.....	172	Lumber.....	17, 438
Other iron or castings.....	64	Other articles.....	None.
Iron and other ores.....	7		
Lime and limestone.....	1, 110	Total.....	730, 483

*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.....	8 cents.
For through coal, (Morris Run to Lawrenceville,)..	2½ "
Special rate to Corning: 1½ cents per ton per mile, in quantities of 100,000 tons.)	
For local freight.....	10 "
For local coal.....	5 "

## EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs or maintenance of way, including build- ings.....	\$76,293 90
Taxes on real estate.....	304 98
Total.....	76,598 88

*Repairs of machinery :*

Repairs of engines and tenders .....	\$15,319 88
Repairs of passenger and baggage cars .....	472 28
Repairs of freight cars .....	19,048 00
Repairs of tools and machinery in shops .....	3,907 37
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	4,446 18
<b>Total .....</b>	<b><u>43,193 71</u></b>

*Operating the road :*

Office expenses, stationery, &c. ....	\$524 73
Agents and clerks .....	3,601 27
Labor—loading and unloading freight .....	Nothing.
Porters, watchmen and switch tenders .....	Nothing.
Operating company's telegraph line .....	859 64
Wood and water station attendance .....	Nothing.
Conductors, baggage masters and brakemen .....	16,944 85
Engineers and firemen .....	15,963 79
Fuel and cost of preparing for use .....	9,380 53
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	6,297 61
Loss and damage of goods and baggage .....	67 46
Use of freight cars .....	497 75
Shoveling snow .....	Nothing.
Damage for injury of persons .....	Nothing.
Damage to property, including damage by fire and cattle on killed on road .....	35 00
General superintendence .....	9,733 32
Contingencies .....	7,157 78
<b>Total .....</b>	<b><u>71,063 73</u></b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

Nothing.

## RECEIPTS.

Months.	Passengers.	Freight.	Use of cars.	Miscellaneous.	Total.
November, 1868.....	\$1,593 71	\$21,097 20	\$7,482 88	.....	\$33,173 79
December, 1868.....	1,709 07	10,399 05	2,375 87	\$267 33	14,751 32
January, 1869.....	1,302 32	5,044 58	906 34	.....	7,253 24
February, 1869.....	1,332 20	5,626 34	1,017 50	.....	7,976 04
March, 1869.....	1,521 96	6,457 45	1,218 41	259 00	9,456 82
April, 1869.....	1,608 68	14,544 35	4,573 29	.....	20,726 32
May, 1869.....	1,516 82	32,799 42	11,156 25	.....	45,472 49
June, 1869.....	1,866 30	36,657 13	12,040 15	277 25	50,860 83
July, 1869.....	2,048 87	37,747 24	12,508 56	.....	52,304 67
August, 1869.....	1,758 83	38,259 42	13,016 09	.....	53,034 34
September, 1869.....	2,263 87	37,194 72	12,742 90	285 50	52,486 99
October, 1869.....	1,737 60	34,340 82	11,864 73	.....	47,943 15
Total.....	20,280 23	283,167 72	90,902 97	1,089 08	395,440 00

*Summary of payments :*

For construction and equipment.....	\$55,516 58
For maintaining and operating the road.....	190,856 32
For interest.....	15,702 38
For miscellaneous.....	115,000 74
For State tax on capital stock and tonnage.....	6,155 94
For United States tax.....	1,422 33
Total.....	<u>384,654 29</u>

*Cost of transportation :*

Cost per passenger per mile, proximate average, and cost per ton freight per mile, proximate average: Impossible to tell, as both are run together.

What express companies run on your road, and on what terms? United States express company, and pay first class rates of freight on weight transported.

What transportation or freight companies run on your road, and on what terms? None.

## ACCIDENTS.

	Killed.	Injured
Employees.....	0	1
Others.....	1	0
Total.....	<u>1</u>	<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 :*

November 20, 1868. James Green, engineer, severely injured in the abdomen ; caused by collision of trains, at Blossburg. He recovered.

July 10, 1869. John Patterson, aged sixty-nine, was found dead on the track ; supposed to have wandered on the track during the night, and killed by coal train, at Blossburg.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. N. Drake .....	Corning, N. Y.
Constant Cook.....	Bath, N. Y.
H. H. Cook.....	Bath, N. Y.
John Arnot.....	Elmira, N. Y.
S. T. Arnot.....	Elmira, N. Y.
Lorenzo Webber.....	Elmira, N. Y.
F. C. Divinny.....	Addison, N. Y.
M. P. Bush .....	Buffalo, N. Y.
Coffin Colket.....	Philadelphia, Pa.
Henry Sherwood.....	Corning, N. Y.
L. H. Shattuck.....	Blossburg, Pa.
A. C. Stearns.....	Corning, N. Y.
F. N. Drake, President.....	Corning, N. Y.
A. C. Stearns, Secretary and Treasurer .....	Corning, N. Y.
L. H. Shattuck, Superintendent.....	Blossburg, Pa.

(No. 103.)

## TYRONE AND CLEARFIELD.

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

Personally appeared J. Edgar Thomson, president, and Thomas T. Firth, treasurer, of the Tyrone and Clearfield railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

THOS. T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this }  
 29th day of November, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,000,000 00
Amount of stock subscribed.....	510,000 00
Amount paid in as by last report.....	510,000 00
Total amount now paid in of capital stock.....	510,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt .....	None.
Floating debt, as by last report .....	None.
The amount now of floating debt.....	404,069 18
Total amount now of floating and funded debt. . .	404,069 18
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock.....	10,200
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 .....	None.

## COST OF ROAD AND EQUIPMENT.

Total cost.....	By present report. \$914,069 18
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## CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley intersection to Clearfield.....	37 $\frac{5}{10}$ miles.
Length of main line of road in Pennsylvania.....	37 $\frac{5}{10}$ "
Length of road laid.....	37 $\frac{5}{10}$ "
Length of sidings.....	10 "
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track .....	45, 56, 64 lbs.
Branch roads owned by the company, and their length, viz: Moshannon, 3 miles; Madera, 1 $\frac{1}{2}$ miles; Philipsburg, 2 $\frac{1}{2}$ miles; Decatur, 1 mile.	
Roads worked or leased by the company, viz: All leased to Pennsylvania railroad company.	
Number of engine houses and shops.....	2
Number of wooden bridges, (total length in feet, 1,576,) .....	17
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,	7
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? Part Lamborn joints; part double lipped chair, on cross-ties, bedded in broken stone.	

This road is leased and operated by the Pennsylvania railroad company.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia.
H. J. Lombaert.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Washington Butcher.....	Philadelphia.
George B. Roberts.....	Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Edmund Smith, Secretary.....	Philadelphia.
Thomas T. Firth, Treasurer.....	Philadelphia.
George C. Wilkins, Superintendent.....	Tyrone City.



(No. 104.)

## WARREN AND PINE GROVE.

Amount of capital stock authorized by law .....	\$100,000 00
Amount of stock subscribed .....	87,500 00
Amount paid in on said stock .....	4,375 00
There is no funded debt or no floating debt .....	None.
The amount expended for surveying, &c .....	4,500 00

No work to speak of has been done on the grading. Work will be commenced the coming spring. The contemplated length of the road is eleven (11) miles, to commence at the borough of Warren and extend to the New York State line, there to connect with the Dunkirk, Warren and Pittsburg railroad.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. S. Alden.....	Warren, Pa.
A. W. Wood.....	Warren, Pa.
J. R. Clark.....	Warren, Pa.
F. A. Phillips .....	Warren, Pa.
L. F. Watson.....	Warren, Pa.
P. Falconer.....	Warren, Pa.
Thos. Sloan.....	Pinegrove, Pa.
J. S. Alden .....	President.
A. W. Wood.....	Secretary and Treasurer.

The above is true to the best of my knowledge and belief.

J. S. ALDEN, *President.*

Sworn and subscribed, this 6th }  
day of January, 1870. }

RUFUS B. SMITH, *Notary Public.*

(No. 105.)

## WEST CHESTER.

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

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

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

Sworn and subscribed before me, this }  
 29th day of January, 1870. }

THOS. RANDALL, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	\$165,000 00
Amount of stock subscribed.....	165,000 00
Amount paid in as by last report.....	165,000 00
Total amount now paid in of capital stock.....	165,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	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.....	None.
Number of shares of stock.....	3,300
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.....	None.

## COST OF ROAD AND EQUIPMENT.

By present report.

Construction.....	\$159,798 04	
Station and depot real estate.....	23,647 75	
	<hr/>	\$183,445 79
Equipment .....		19,441 00
Total cost .....		<hr/> <hr/> 202,886 79

## CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to W. C. intersection .....	9 miles.
Length of road laid.....	9 "
Length of sidings, about .....	$\frac{1}{2}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50 pounds.
Number of engine houses.....	2
Number of engines .....	1
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$4,535,).....	1
Number of freight cars, rated as eight wheel cars, (average cost of each, \$906,).....	<hr/> <hr/> 1

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

The road is leased to the W. C. and P. R. R. Co.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. B. Hickman.....	West Chester, Pa.
William Apple .....	West Chester, Pa.
Mark Willcox .....	Philadelphia.
Dennis B. Kelly.....	Kelleyville, Pa.
Michael Malone.....	Lancaster, Pa.
Samuel Riddle.....	Glen Riddle, Del. co., Pa.
M. B. Hickman, President.....	West Chester, Pa.
Thos. H. Hall, Secretary and Treasurer.	

(No. 106.)

## WEST CHESTER AND PHILADELPHIA.

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

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

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

Affirmed and subscribed before me, }  
 this 29th day of January, 1870. }

THOS. RANDALL, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,600,000 00
Amount of stock subscribed: Common, 11,142 shares; preferred, 6,588 shares.	
Amount paid in as by last report.....	684,035 83
Total amount now paid in of capital stock .....	684,045 83
Funded debt, as per last report.....	959,600 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of matu- rity, January 1, 1873,).....	\$400,000 00
2d mortgage bonds, (date of matu- rity, past due,) .....	100 00
3d mortgage bonds, (date of matu- rity, October 1, 1878,).....	557,500 00
	<hr/>
	957,600 00
Floating debt, as by last report .....	111,199 00
The amount now of floating debt, October 30, 1869,	97,500 00
Total amount now of floating and funded debt ...	1,055,100 00

Rate per cent. per annum of interest, on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 10 per cent.; 3d mortgage, 8 per cent.	
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock, (common, 7,873; preferred, 5,764,) .....	13,637
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 .....	None.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,403,176 16	\$1,423,917 51
Equipment .....	223,490 80	194,442 37
Total cost .....	<u>1,626,666 96</u>	<u>1,618,359 88</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to West Chester .....	26.5 miles.
Length of main line of road in Pennsylvania.....	26.5 "
Length of road laid.....	26.5 "
Length of double track of road .....	None.
Length of sidings.....	5 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 50, 60 and 65 pounds.	
Branch roads leased by the company, and their length, viz: West Chester railroad, West Chester to intersection of Pennsylvania railroad ....	9 miles.
Number of engine houses and shops.....	2
Number of engines .....	9
Number of first class passenger cars, rated as eight wheel cars, (average cost of each, \$3,000.).....	16
Number of baggage, mail and express cars, rated as eight wheel cars, (average cost of each, \$1,750.)	4

Number of freight cars, rated as eight wheel cars, (average cost of each, \$650,).....	50
Number of coal cars, (rated as eight wheel cars.)	None.
Number of iron bridges, (total length in feet, 200,) . .	5
Number of wooden bridges, (total length in feet, 2,800,).....	16
Number of stone bridges .....	None.
Number of railroads crossed: The Junction rail- road, at grade.....	1
Number of stations on main road.....	22
Number of wood and water stations on main road,	3
Number of tunnels .....	None.
How is track laid and on what foundation? About two-thirds stone; balance earth and gravel.	

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

Number of miles run by passenger trains .....	159,122
Number of miles run by freight trains .....	35,206
Number of miles run by coal trains .....	6,902
Number of through passengers for the year on main road.....	80,917
Number of passengers (all classes) carried in cars,	678,463
Number of tons of 2,000 pounds of through freight for the year on main road.....	16,080
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	97,065
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,) . . .	16
Average rate of speed adopted by express trains, including stops .....	20
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines .....	18 tons.
Weight of freight engines .....	24 "

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*The amount of freight, specifying the quantity in tons :*

Anthracite coal .....	40,979	Live stock .....	200
Other iron or castings.....	974	Lumber .....	9,654
Lime and limestone.....	3,115	Other articles.....	15,364
Agricultural products .....	12,519		
Merchandise .....	10,200	Total .....	<u>97,065</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 .....	<u>3<math>\frac{1}{4}</math> "</u>

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

For through freight, (including teaming and delivery,) .....	10 cents.
For through coal .....	3 $\frac{1}{2}$ "
For local freight .....	11 "
For local coal .....	<u>4 "</u>

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs or maintenance of way, including buildings, .....	\$91,750 80
Total .....	<u>91,750 80</u>

*Repairs of machinery :*

Repairs of engines and tenders .....	\$12,151 12
Repairs of passenger and baggage cars .....	6,994 68
Repairs of freight cars .....	3,397 90
Repairs of tools and machinery in shops .....	1,155 66
Incidental expenses, including oil, fuel clerks, watchmen, &c., about shops .....	8,700 92
Total .....	<u>32,400 28</u>

*Operating the road :*

Office expenses, stationery, &c. ....	\$4,159 37
Agents and clerks .....	10,682 60

Labor—loading and unloading freight .....	\$2,851 39
Porters, watchmen and switch tenders .....	3,966 85
Wood and water station attendance .....	765 94
Conductors, baggage masters and brakemen.....	13,717 42
Engineers and firemen .....	13,551 75
Fuel and cost of preparing for use .....	15,769 82
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	1,515 77
Loss and damage of goods and baggage .....	326 49
Use of freight cars and teaming and tolls .....	4,012 41
Shoveling snow .....	17 39
Damage for injury of persons.....	None.
Damage to property, including damage by fire and cattle killed on road .....	None.
General superintendence .....	5,637 00
Contingencies.....	5,710 30
W. C. railroad expenses.....	8,838 97
<b>Total</b> .....	<b>91,523 47</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders..... \$10 00

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1868 .....	\$15,995 60	\$11,182 79			
December, 1868 .....	16,315 77	9,097 28			
January, 1869 .....	15,179 68	10,099 30			
February, 1869 .....	13,567 48	9,936 67			
March, 1869 .....	16,028 61	9,698 60			
April, 1869 .....	17,360 20	11,152 20			
May, 1869.....	16,104 22	7,576 10			
June, 1869.....	20,321 76	7,191 61			
July, 1869.....	19,517 67	7,829 87			
August, 1869.....	21,561 80	8,491 32			
September, 1869.....	18,915 48	9,863 27			
October, 1869 .....	17,674 42	9,683 58			
<b>Total</b> .....	<b>209,542 69</b>	<b>111,802 59</b>	<b>\$1,862 46</b>	<b>\$7,363 40</b>	<b>\$330,571 14</b>



*Summary of payments:*

For construction and equipment .....	\$20,729 79
For maintaining and operating the road, (\$235,- 016 26 of which was paid on account of year ending October 31, 1869,).....	215,674 55
For dividends .....	None.
For interest on bonds and floating debt.....	69,494 73
For miscellaneous .....	32,882 08
For surplus funds.....	None.
For State tax on capital stock and tonnage.....	8,557 21
For United States tax.....	9,695 91
<b>Total</b> .....	<u><u>357,034 27</u></u>
 Total amount of surplus fund .....	 <u><u>None.</u></u>

*Cost of transportation:*

What express companies run on your road, and on what terms?  
Adams express company, at stipulated rate per year; \$1,500 included in freight receipts.

What transportation or freight companies run on your road, and on what terms? None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Apple.....	West Chester.
J. Ed. Farnum.....	Philadelphia.
Dennis B. Kelly.....	Kelleyville.
Samuel Riddle.....	Glen Riddle.
Mark Willcox.....	Philadelphia.
John Bennington.....	Glen Mills.
Edward Hoopes.....	Philadelphia.
Michael Malono.....	Lancaster.
S. R. Shipley.....	Philadelphia.
M. B. Hickman, President.....	West Chester.
A. Lewis Smith, Secretary.....	Philadelphia.
Thos. H. Hall, Treasurer.....	West Chester.
W. C. Wheeler, Superintendent.....	Philadelphia.

(No. 107.)

## WESTERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }  
 Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Joseph Lesley, treasurer, of the Western Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*  
 JOS. LESLEY, *Treasurer.*

Sworn and subscribed before me, this }  
 13th day of November, 1869. }

R. D. BARCLAY, *Notary Public.*

## 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 .....	1,022,450 00
Total amount now paid in of capital stock .....	1,022,450 00
Funded debt, as per last report .....	1,800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Main line 1st mortgage bonds, (date of maturity, April 1, 1893,) .....	\$800,000 00
Pittsburg Br. 1st mortgage bonds, (date of maturity, Jan. 1, 1896,) ..	1,000,000 00
	<hr/>
	1,800,000 00
Floating debt, as by last report .....	324,381 30
The amount now of floating debt .....	304,412 56
Total amount now of floating and funded debt .....	2,104,412 56
Rate per cent. per annum of interest on funded debt: 1st mortgages .....	6 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	20,449

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.....	None.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$3,049,056 69</u>	<u>\$3,179,441 44</u>

Equipment put on by lessee.

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Blairsville to Freeport.....	36 $\frac{1}{10}$ miles.
Length of main line of road in Pennsylvania.....	36 $\frac{1}{10}$ "
Length of road laid.....	63 $\frac{7}{10}$ "
Length of double track of road.....	None.
Length of sidings.....	13 $\frac{1}{2}$ miles.
Gauge of road.....	4 $\frac{7}{10}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length, viz: Freeport to Allegheny city, 27 $\frac{5}{10}$ miles; in course of construction, Freeport to Butler, 21 miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 4 engine houses, 1 car shop, 1 machine shop.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 5,554 $\frac{1}{2}$ .).....	19
Number of stone bridges.....	None.
Number of railroads crossed.....	2
Number of stations on main road.....	20
Number of wood and water stations on main road: 2 wood and 7 water stations.	
Value of real estate held by the company, exclusive of road way.....	\$78,814 32

Number of tunnels, (length of each, 1,425 feet and 600 feet,).....

2

How is track laid and on what foundation? On oak cross-ties, on broken stone and gravel ballast.

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

This railroad is leased to the Pennsylvania railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
S. T. Bodins ,.....	Philadelphia.
Ed. Smith .....	Philadelphia.
H. J. Lombaert.....	Philadelphia.
Wistar Morris.....	Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Joseph Lesley, Secretary and Treasurer.....	Philadelphia.
Rob't Pitcairn, Ass't Sup't in charge.....	Pittsburg.

(No. 108.)

## WILMINGTON AND READING.

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

Personally appeared Hugh E. Steele, president, and Wm. S. Hilles, treasurer, of the Wilmington and Reading railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) HUGH E. STEELE, *President.*  
 W. S. HILLES, *Treasurer.*

Affirmed and subscribed before me, }  
 this 29th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$800,000 00
Amount of stock subscribed .....	800,000 00
Amount paid in as by last report.....	413,290 00
Total amount now paid in of capital stock .....	734,812 07
Funded debt, as per last report.....	68,200 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1900,) ..	789,300 00
2d mortgage bonds .....	None.
3d mortgage bonds .....	None.
Floating debt, as by last report .....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	789,300 00
Rate per cent. per annum of interest on funded debt: 1st mortgage .....	7 per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock: Certificates not all issued	

Par value of each share .....	\$50 00
Amount paid in on each share .....	50 00
	<u>50 00</u>

## COST OF ROAD AND EQUIPMENT.

	By present report.
Construction .....	\$1,052,817 63
Equipment .....	35,914 86
	<u>35,914 86</u>
Total cost .....	<u>1,088,732 49</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Birdsboro', Pa., to Wilmington, Del .....	63 $\frac{74}{100}$ miles.
Length of main line of road in Pennsylvania ....	51 $\frac{42}{100}$ "
Length of road laid .....	19 $\frac{35}{100}$ "
Length of sidings .....	2 $\frac{64}{100}$ "
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: 1 engine house.	
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,) .. (average cost of each, \$650,) .....	6
Number of coal cars, (rated as eight wheel cars,) ..	None.
Number of iron bridges .....	None.
Number of wooden bridges, now finished, (total length in feet, 2,264,) .....	12
Number of stone bridges .....	None.
Number of railroads crossed: Cross three and con- nect with five.	
Number of stations on main road: Not yet fixed.	
Number of wood and water stations on main road: Wood, none; water, two.	

Value of real estate held by the company, exclusive of road way .....	\$8,286 81
Number of tunnels .....	None.
How is track laid, and on what foundation? Track laid on oak, cypress and chestnut cross-ties, on gravel, stone and earth ballast.	

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

Number of miles run by passenger trains .....	816
Number of passengers (all classes) carried in cars, .....	1,041
Gross amount of tonnage for the year, (2,000 lbs. per ton,) .....	5,512
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) .....	12
Average rate of speed adopted by freight trains, including stops .....	8
Weight of first class passenger engines .....	22½ tons.
Weight of freight engines .....	22½ "

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

September, 1869 .....	244
October, 1869 .....	797
Total .....	<u>1,041</u>

*The amount of freight, specifying the quantity in tons:*

Anthracite coal .....	151	Agricultural products .....	10
Bituminous coal .....	531	Brick .....	32
Pig iron .....	213	General merchandize .....	72
Railroad iron .....	1,216	Live stock .....	10
Blooms .....	1,959	Lumber .....	169
Plate iron .....	1,013		
Scrap iron .....	96	Total .....	<u>5,512</u>
Lime and limestone, sand and stone, .....	40		

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

For first class way passengers, about .....	<u>3 cents.</u>
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## EXPENSES.

Operating the road, total ..... \$1,061 88

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders ..... \$321,522 07  
 From sale of bonds ..... 585,937 50  
 From other sources ..... 3,055 97  
 Total ..... 910,515 54

## RECEIPTS.

Months.	Passeng'rs.	Freight.	Total.
August, 1869.....		\$304 37	\$304 37
September, 1869.....	348 30	331 59	380 39
October, 1869.....	134 20	434 86	569 06
Total.....	183 00	1,070 82	1,253 82

About six miles in operation only.

*Summary of payments :*

For construction and equipment ..... \$762,292 33  
 For maintaining and operating the road ..... 1,061 88  
 For dividends ..... None.  
 For interest ..... 14,917 70  
 For miscellaneous ..... 67,185 25  
 For surplus funds ..... None.  
 For State tax on capital stock and tonnage..... None.  
 For United States tax..... 266 15  
 Total ..... 845,723 31

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

*Cost of transportation :*

Cost per passenger per mile, proximate average... 2.11<sup>1</sup>/<sub>1000</sub>



What express companies run on your road, and on what terms?  
None.

What transportation or freight companies run on your road,  
and on what terms? None.

## ACCIDENTS.

	Injured.
Employees.....	1
Others.....	1
	<hr/>
Total.....	2
	<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 :*

September 29, 1869. Michael Donnelly, a laborer, attempted to get off construction train while in motion, and fell under car and was dragged some thirty feet, breaking one arm and one leg, bruising him severely. Died October 13.

October 18, 1869. A boy, by name of Warner, about 12 years of age, attempted to get on cars while shifting in yard, at Coatesville, and had the toes of left foot crushed; not serious.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. Brooke .....	Birdsboro', Pa.
Hiester Clymer.....	Reading, Pa.
Charles Huston.....	Coatesville, Pa.
C. E. Pennock.....	Coatesville, Pa.
J. L. Pennock.....	Coatesville, Pa.
S. B. Worth.....	Coatesville, Pa.
Edward Belts.....	Wilmington, Del.
Joseph Tatnall.....	Wilmington, Del.
Irene Dupont.....	Wilmington, Del.
Victor Dupont.....	Wilmington, Del.
E. C. Stotzenburg.....	Wilmington, Del.
Charles Warner.....	Wilmington, Del.
Hugh E. Steele, President .....	Coatesville, Pa.
Wm. S. Hilles, Secretary and Treasurer .....	Wilmington, Del.
Superintendent not appointed.	

(No. 109.)

## WRIGHTSVILLE, YORK AND GETTYSBURG.

[Northern Central railway company lessee.]

STATE OF PENNSYLVANIA, }  
 Dauphin County, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. D. CAMERON, *President.*  
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }  
 29th day of January, 1870. }

FR. W. HAAS, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,500,000 00
Amount of stock subscribed .....	317,050 00
Amount paid in as by last report .....	317,050 00
Total amount now paid in of capital stock .....	317,050 00
Floating debt, as by last report .....	76,484 79
The amount now of floating debt .....	76,484 79
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	6,341
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 .....	None.

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$393,534 79	\$393,534 79
Total cost .....	<u>393,534 79</u>	<u>393,534 79</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from York, Pa., to Wrightsville, Pa.....	13 miles.
Length of main line of road in Pennsylvania ....	13 "
Length of road laid.....	13 "
Length of double track of road .....	None.
Length of sidings .....	1 mile.
Gauge of road .....	4 feet 9 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.....	None.
Number of engines, cars, &c.: Use the engines and cars of Northern Central railway company.	
Number of iron bridges .....	None.
Number of wooden bridges, (total length in feet, 1,368.)	
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,	1
Number of tunnels .....	None.
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: Mileage included in N. C. R. W. company.	
Number of through passengers for the year on main road .....	31,013
Number of passengers (all classes) carried in cars,	41,587
Number of tons of 2,000 lbs. of through freight for the year on main road.....	77,846
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	95,414

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 .....	<u>10</u>

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

None kept.

*The amount of freight, specifying the quantity in tons :*

Anthracite and bituminous coal... 2,918	Merchandise .....	5,623
Petroleum..... 64	Manufactures.....	558
Pig iron ..... 2,799	Live stock.....	389
Railroad iron..... 2,114	Lumber .....	12,035
Other iron or castings..... 3,050	Other articles.....	<u>1,161</u>
Iron and other ores..... 62,392		
Lime and limestone..... 867	<b>Total ..</b> .....	<u><u>95,414</u></u>
Agricultural products..... 1,454		

## EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transpor'n.	Freight Transpor'n.
Repairs or maintenance of way, including buildings .....	\$20,573 86	\$6,172 18	\$14,401 70
Taxes on real estate .....	77 14	23 14	54 00
Total .....	20,651 00	6,195 30	14,455 70
<b>REPAIRS OF MACHINERY.</b>			
Repairs of engines and tenders .....	\$739 47	\$221 84	\$517 63
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops .....	3,136 75	941 03	2,195 72
Total .....	3,876 22	1,162 87	2,713 35
<b>OPERATING THE ROAD.</b>			
Office expenses, stationery, &c. ....	\$1,386 57	\$415 94	\$970 63
Agents and clerks .....	1,518 35	455 50	1,062 85
Wood and water station attendance .....	146 94	54 08	92 86
Conductors, baggage masters and brakemen .....	2,316 65	695 00	1,621 65
Engineers and firemen .....	2,098 47	629 54	1,468 93
Fuel and cost of preparing for use .....	3,215 91	964 77	2,251 14
Oil and waste for engines and tenders, passenger, baggage and freight cars .....	249 26	74 78	174 48
Loss and damage of goods and baggage .....	22 04	.....	22 04
Use of freight cars .....	1,692 45	.....	1,692 45
Shoveling snow .....	14 73	4 42	10 31
Contingencies .....	3,921 48	1,176 44	2,745 04
Total .....	16,582 85	4,470 47	12,112 38

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## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources.....	None.

## RECEIPTS.

(Year ending December 31, 1869.)

Passengers.....	\$16,172 01
Freight.....	43,923 24
Mail and express.....	1,107 45
Miscellaneous.....	234 00
Total.....	<u>61,436 70</u>

*Summary of payments:*

For maintaining and operating the road.....	\$41,110 07
For rent.....	11,872 68
Total.....	<u>52,982 75</u>

## ACCIDENTS.

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Phillip A. Small.....	York, Pa.
Samuel Schoch.....	Columbia, Pa.
James Myers.....	Middletown, Pa.
Henry Kauffelt.....	Wrightsville, Pa.
B. F. Newcomer.....	Baltimore, Md.
William Colder.....	Harrisburg, Pa.
Wistar Morris.....	Philadelphia, Pa.
E. C. Biddle.....	Philadelphia, Pa.
J. D. Cameron, President.....	Harrisburg, Pa.
R. S. Hollins, Secretary.....	Baltimore, Md.
John S. Leib, Treasurer.....	Baltimore, Md.
A. R. Fiske, General Superintendent.....	Harrisburg, Pa.

(No. 110.)

## WYOMING GRAVITY.

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

Personally appeared John C. Phelps, president of the Wyoming Gravity railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) JOHN C. PHELPS, *President.*

Sworn and subscribed before me, this }  
 23d day of November, 1869. }

S. D. LEWIS, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$2,500,000 00
Amount of stock subscribed .....	18,760 00
Amount paid in as by last report.....	18,760 00
Total amount now paid in of capital stock .....	18,760 00
Funded debt, as per last report.....	None.
The amount now of funded debt .....	None.
Number of shares of stock.....	50,000
Par value of each share .....	\$50 00

Nothing has been done except to organize the company and survey and locate the line.

J. C. P.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John C. Phelps.....	Wilkesbarre, Pa.
Ziba Bennett.....	Wilkesbarre, Pa.
Washington Lee, Jr.....	Baltimore, Md.
A. T. M'Clintock.....	Wilkesbarre, Pa.
George S. Bennett.....	Wilkesbarre, Pa.
James Archbald.....	Scranton, Pa.
Elisha Phinny.....	Scranton, Pa.
John Brisbin.....	Newark, N. J.
John J. Phelps.....	New York.
Moses Taylor.....	New York.
William E. Dodge.....	New York.
George Bliss.....	New York.
Jos. J. Albright.....	Scranton, Pa.
John C. Phelps, President.....	Wilkesbarre, Pa.
John Peters, Treasurer.....	Wilkesbarre, Pa.



(No. 111.)

## ZERBE VALLEY.

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

Personally appeared Franklin B. Gowen, president, and S. Bradford, treasurer, of the Zerbe Valley railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this }  
 27th day of December, 1869. }

B. F. HORAN, *N. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,000,000 00
Amount of stock subscribed .....	1,000,000 00
Amount paid in as by last report .....	1,000,000 00
Total amount now paid in of capital stock .....	1,000,000 00
Funded debt, as per last report .....	None.
The amount now of funded debt, (classified and date of maturity,) as follows .....	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 .....	Nothing.
Number of shares of stock .....	20,000
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 .....	<u>None declared.</u>

## CHARACTERISTICS OF ROAD.

Length of main line of road, from Trevorton to Port Trevorton.....	15 $\frac{1}{10}$ $\frac{0}{100}$ miles.
Length of main line of road in Pennsylvania.....	15 $\frac{1}{10}$ $\frac{0}{100}$ "
Length of road laid.....	19 $\frac{8}{10}$ "
Length of double track of road.....	None.
Length of sidings.....	4 $\frac{7}{10}$ miles.
Gauge of road.....	4 feet 8 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.....	2
Number of wooden bridges, (total length in feet, 4,550,).....	8
Number of railroads crossed.....	1
Number of stations on main road.....	5
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road way.....	<u>\$1,500 00</u>

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

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

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borle.....	Philadelphia.
H. P. M'Kean.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Stephen Colwell.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary.....	Philadelphia.
Sam'l Bradford, Treasurer.....	Philadelphia.
E. C. Hanna, Superintendent.....	Trevorton.

# **PASSENGER RAILWAY REPORTS.**

**30 RAILROAD REP.**



# PASSENGER RAILWAY REPORTS.

(No. 112.)

## ALLENTOWN.

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

Personally appeared Samuel Lewis, president, and C. W. Cooper, treasurer, of the Allentown Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SAMUEL LEWIS, *President.*

CHAS. W. COOPER, *Treasurer.*

Sworn and subscribed before me, this }  
 23d day of November, 1869. }

SAMUEL COLVER, *Notary Public.*

### STOCK AND DEBT.

Capital stock.....	\$31,500 00
Capital stock subscribed.....	31,500 00
Capital stock paid in.....	30,313 75
Floating debt .....	11,900 00
Number of shares of stock.....	315
Par value of each share .....	\$100 00
	<u>                    </u>
	<u>                    </u>

### COST OF ROAD AND EQUIPMENT.

Construction .....	\$21,627 54
Equipment.....	6,111 63
Total .....	<u>27,739 17</u>
	<u>                    </u>

## CHARACTERISTICS OF ROAD.

Length of road, about.....	3½ miles.
Length of double track : None except two turnouts and siding in car house.	
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard.....	19 pounds.
Number of car houses, shops and stables : One car house, one stable.	
Number of first class passenger cars, (two horses,)	4
Average value of each .....	\$1,000 00
Number of passengers that may be seated in each car, about .....	30
Number of other cars .....	None.
Number of horses owned by the company.....	11
Average value of each, including harness .....	\$194 42
Value of real estate held, exclusive of roadway...	15,632 56
Average weight of each passenger car, exclusive of passengers and baggage, about.....	3,500 lbs.
Average rate of speed, including stoppages, (miles per hour,).....	5
Number of trips each day .....	21
How is track laid, and on what foundation? On string pieces and cross-ties, with cinder foundation.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Starting on Hamilton street, near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton; thence along said street to the Lehigh and Susquehanna railroad depot, crossing the Jordan and Lehigh bridges and L. V. railroad track; another branch of the road branching off at Second street; thence along said street south, to the Lehigh Valley railroad depot. The main trunk of the road being continued on Second street north to Linden, along Linden to Ridge avenue, up Ridge avenue to Gordon, down Gordon to Front, and up Front to the terminus of the road, at the Allentown furnace.

## DOINGS OF THE YEAR IN TRANSPORTATION OF PASSENGERS.

Record not fully kept.

*Expenses of operating the road:*

Total .....	<u>\$6,451 68</u>
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## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	\$500 00
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## RECEIPTS.

From passengers, from Nov. 15, 1868, to Oct. 31, 1869 .....	\$8,488 72
From other sources .....	600 00
Total .....	<u>9,088 72</u>

*Summary of payments:*

For construction .....	\$322 68
For maintaining and operating the road, inclusive of wages .....	6,451 68
For United States tax .....	197 00
For interest .....	68 61
Total .....	<u>7,039 97</u>

## ACCIDENTS.

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Lewis.....	Allentown, Pa.
J. D. Stiles.....	Allentown, Pa.
M. Hannum.....	Allentown, Pa.
H. C. Longnecker.....	Allentown, Pa.
Nelson Weiser.....	Allentown, Pa.
Samuel Lewis.....	President.
Nelson Weiser.....	Secretary.
C. W. Cooper.....	Treasurer.
M. Hannum.....	Superintendent.

(No. 112.)

## CITIZENS', (PHILADELPHIA.)

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

Personally appeared George 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 within report are true, to the best of their knowledge and belief.

(Signed) GEO. WILLIAMS, *President.*  
 WM. BONSTALL, *Treasurer.*

Affirmed and subscribed before me, }  
 this 3d day of November, 1869. }

FRANCIS HOOD, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$500,000 00
Amount of stock subscribed, (shares) .....	10,000
Amount paid in as by last report.....	\$192,750 00
Total amount now paid in of capital stock .....	192,750 00
Funded debt, as per last report .....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	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: January and July 7 per cent. each on authorized capital.	
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, and on 1,500 shares, \$15 00.	
Amount of capital on which the respective dividends were declared .....	500,000 00



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$69,902 98	\$69,902 98
Equipment .....	109,732 31	109,732 31
Total cost .....	<u>179,635 29</u>	<u>179,635 29</u>

## CHARACTERISTICS OF ROAD.

Length of road laid, about .....	7½ miles.
Length of double track, including sidings: No double track, no sidings.	
Gauge of road .....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots .....	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.....	3
Number of horses owned by the company.....	200
Average value of each, including harness.....	\$75 00
Number of mules owned by the company.....	2
Value of real estate held, exclusive of road way..	\$65,756 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	4,500 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	260
How is track laid and on what foundation? Yellow pine stringers and cross-ties on gravel.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Tenth and Montgomery, down Tenth to Reed, up Reed to Eleventh, up Eleventh to Berks, down Berks to Tenth, and down Tenth to Montgomery.

**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.**

November, 1868 .....	325, 423	June, 1869 .....	336, 534
December, 1868 .....	335, 545	July, 1869 .....	322, 016
January, 1869 .....	312, 289	August, 1869 .....	800, 212
February, 1869 .....	282, 255	September, 1869 .....	334, 889
March, 1869 .....	313, 596	October, 1869 .....	356, 493
April, 1869 .....	332, 221		
May, 1869 .....	348, 877	Total .....	<u>3, 902, 356</u>

**EXPENSES.**

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$2,309 84
Repairs of buildings .....	702 03
Taxes on real estate .....	527 44
	<hr/>
Total .....	<u>3,539 31</u>

*Operating the road :*

On account of horses .....	\$4,999 00
Harness and repairs .....	962 74
Repairs to cars and new cars .....	10,644 05
Horse shoeing and black-smithing .....	6,280 46
Hay and feed .....	40,724 36
Office expenses, stationery and depot expenses : In- cluded in miscellaneous.	
Salaries and wages .....	64,310 25
Insurance .....	828 98
Watchmen, switchmen, hostlers, pay-roll : Included in salaries and wages.	
General expenses of stable : Included in miscella- neous.	
Conductors and drivers : Included in salaries and wages.	
Fluid, fuel, oil and gas : Included in miscellaneous.	
Miscellaneous .....	6,367 11
	<hr/>
Total .....	<u>135,116 95</u>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	None.
From sale of bonds .....	None.
From other sources .....	None.

## RECEIPTS.

Months.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1868.....	\$19,525 41	\$211 25	\$11 00	\$19,747 66
December, 1868.....	20,132 72	211 25	849 99	21,193 96
January, 1869.....	18,737 34	227 66	162 50	19,127 50
February, 1869.....	16,935 30	227 66		17,162 96
March, 1869.....	18,815 77	227 66	133 12	19,176 55
April, 1869.....	19,933 29	227 66	154 00	20,314 95
May, 1869.....	20,932 65	227 66	103 12	21,262 43
June, 1869.....	20,192 05	227 66	877 84	21,297 55
July, 1869.....	19,320 95	227 66		19,548 61
August, 1869.....	18,012 73	227 66		18,240 39
September, 1869.....	20,213 34	227 66	523 12	20,964 12
October, 1869.....	21,389 62	227 66	638 25	22,255 53
Total.....	234,141 17	2,699 10	3,452 94	240,293 21

*Summary of payments :*

For maintaining and operating the road .....	\$138,656 26
For dividends .....	70,000 00
For new passenger cars and horses: Included in expenses of operating road.	
For payment for taxes on personal property, includ- ing city licenses and city tax on dividends .....	5,872 75
For miscellaneous: Included in maintaining and operating road.	.
For State tax on capital stock and net earnings...	4,933 78
For United States tax.....	9,512 00
Total.....	228,974 79

## ACCIDENTS.

No accident of any kind occurred during the year.

## CITIZENS' (PHILADELPHIA)

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Colket.....	Philadelphia.
Amos Ellis.....	Philadelphia.
J. K. McIlwain.....	Philadelphia.
Wm. McCloy.....	Philadelphia.
J. D. Brown.....	Philadelphia.
Geo. Williams.....	President.
William Bonsall.....	Secretary and Treasurer.

(No. 114.)

## CITIZENS', (PITTSBURG.)

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

Personally appeared before me James Verner, president, and D. P. Corwin, for treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES VERNER, *President.*  
 D. P. CORWIN, *for Treasurer.*

Sworn and subscribed before me, this }  
 30th day of November, 1869. }

J. DONALDSON, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$200,000 00
Amount of stock subscribed originally .....	100,000 00
Amount paid in as by last report.....	166,000 00
Total amount now paid in of capital stock.....	184,000 00
Funded debt, as per last report .....	56,300 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1879,) .....	50,000 00
Floating debt, as by last report .....	7,700 00
The amount now of floating debt .....	7,700 00
Total amount now of floating and funded debt....	57,700 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: November 10, 1868, 10 per cent.; May 10, 1869, 8 per cent.....	18 per cent.
Number of shares of stock .....	4,000
Par value of each share .....	\$50 00

Amount paid in on each share .....	\$46 00
Amount of capital on which the respective dividends were declared .....	<u>200,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$112,123 59	\$112,515 57
Equipment .....	121,921 66	121,921 66
Total cost .....	<u>234,045 25</u>	<u>234,427 23</u>

## CHARACTERISTICS OF ROAD.

Length of road laid: 5 miles, 2,929 feet.	
Length of double track, including sidings .....	3½ miles.
Gauge of road .....	5 ft. 2½ in.
Weight of rail per yard on main track .....	43 pounds.
Number of car houses, shops and stables: 2 car houses, 1 stable, 1 feed house, 1 repair shop.	
Number of depots .....	2
Number of first class passenger cars, (two horses,) .....	26
Average value of each .....	\$1,000 00
Number of second class passenger cars, (one horse,) .....	3
Average value of each .....	\$600 00
Number of passengers that may be seated in each car .....	24
Number of other cars .....	2
Number of horses owned by the company .....	139
Average value of each, including harness, about ..	\$100 00
Number of mules owned by the company .....	9
Value of real estate held, exclusive of road way, about .....	\$70,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) .....	3½
Number of trips each day .....	190
How is track laid, and on what foundation? White pine stringers, oak cross-ties, and clay and gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Penn street to Butler, along Butler to Cemetery station; thence to the Pittsburg side of Sharpsburg bridge, on the continuation of Butler street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

November, 1868.....	192,391	June, 1869.....	215,050
December, 1868.....	181,705	July, 1869.....	225,700
January, 1869.....	176,073	August, 1869.....	226,130
February, 1869.....	156,690	September, 1869.....	212,190
March, 1869.....	180,876	October, 1869.....	207,495
April, 1869.....	202,765		
May, 1869.....	228,644	Total.....	<u>2,405,709</u>

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs of road bed and railway.....	\$13,717 95
Taxes on real estate.....	1,499 68
Total.....	<u>15,217 63</u>

*Operating the road:*

On account of horses.....	\$2,352 00
Harness and repairs.....	684 39
Repairs to cars.....	3,203 25
Horse shoeing.....	3,398 72
Hay and feed.....	23,780 09
Office expenses, stationery and depot expenses...	2,432 22
Salaries.....	3,390 75
Insurance.....	987 41
Watchmen, switchmen, hostlers, pay-roll.....	12,333 40
Conductors and drivers.....	27,774 25
Fluid, fuel, oil and gas.....	812 87
Damages for injuries of persons.....	150 00
Total.....	<u>81,899 35</u>

## RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$11,226 07	\$66 00	.....	\$519 00	.....
December, 1868.....	10,544 70	66 00	\$335 00	170 00	.....
January, 1869.....	10,195 83	66 00	.....	1,160 00	.....
February, 1869.....	9,052 63	66 00	.....	662 50	.....
March, 1869.....	10,438 67	66 00	.....	547 18	.....
April, 1869.....	11,822 35	66 00	.....	896 00	.....
May, 1869.....	13,291 28	66 00	.....	65 00	.....
June, 1869.....	12,548 30	66 00	.....	205 00	.....
July, 1869.....	13,203 73	66 00	.....	260 00	.....
August, 1869.....	13,203 91	66 00	.....	128 00	.....
September, 1869.....	12,320 21	66 00	.....	427 75	.....
October, 1869.....	12,041 52	66 00	.....	12 52	.....
<b>Total.....</b>	<b>139,889 20</b>	<b>792 00</b>	<b>335 00</b>	<b>4,551 95</b>	<b>\$145,568 15</b>

*Summary of payments :*

For maintaining and operating the road .....	\$97,116 98
For interest .....	462 00
For dividends .....	36,000 00
For payments to loan account.....	3,500 00
For miscellaneous .....	362 77
For State tax on capital stock, dividends and city tax.....	4,803 50
For United States tax.....	5,207 21
<b>Total.....</b>	<b>147,452 46</b>
<b>Total amount of surplus fund.....</b>	<b>\$3,459 34</b>

## ACCIDENTS.

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Verner .....	Pittsburg.
Alexander Speer.....	Pittsburg.
Richard Hays.....	Pittsburg.
J. Hervey Jones.....	Pittsburg.
James H. Wright .....	Pittsburg.
James Verner, President .....	Pittsburg.
D. P. Corwin, Secretary.....	Pittsburg.
James H. Wright, Treasurer.....	Pittsburg.



(No. 115.)

## EASTON AND SOUTH EASTON.

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

Personally appeared John Green, president, and Edward H. Green, treasurer, of the Easton and South Easton Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOHN GREEN, *President.*  
 EDWARD H. GREEN, *Treasurer.*

Sworn and subscribed before me, this }  
 29th day of November, 1869. }

S. MOORE, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$75,000 00
Amount of stock subscribed .....	29,562 50
Amount paid in as by last report .....	26,000 00
Total amount now paid in of capital stock .....	29,562 50
Funded debt, as per last report .....	500 00
The amount now of funded debt .....	None.
Floating debt, as by last report .....	500 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 1, stock dividend, 50 cents per share; July 1, cash dividend, 2½ per cent.	
Number of shares of stock .....	1,182½
Par value of each share .....	\$25 00
Amount paid in on each share .....	25 00

EASTON AND SOUTH EASTON

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$18,227 68	\$18,227 68
Equipment .....	6,047 45	7,002 45
<b>Total</b> .....	<u>24,275 13</u>	<u>25,230 13</u>

CHARACTERISTICS OF ROAD.

Length of road laid .....	1 $\frac{3}{4}$ miles.
Length of double track, including sidings .....	$\frac{1}{4}$ "
Gauge of road .....	5 ft. 2 in.
Weight of rail per yard on main track .....	43 lbs.
Number of car houses, shops and stables: One car house and stable.	
Number of depots .....	None.
Number of first class passenger cars, (two horses,) .....	3
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, .....	30
Number of other cars .....	None.
Number of horses owned by the company .....	12
Average value of each, including harness .....	\$200 00
Number of mules owned by the company .....	None.
Value of real estate held, exclusive of roadway ..	3,600 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage .....	3,700 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) .....	4
Number of trips each day .....	32 each way.
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 in South Easton, corner of Canal and Lehigh streets; thence by Canal street and public highway to the bridge crossing the Lehigh river; thence by Third street, in Easton, to the Centre square.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

January, 1869.....	16,491	July, 1869.....	16,673
February, 1869.....	14,535	August, 1869.....	17,318
March, 1869.....	15,336	September, 1869.....	15,513
April, 1869.....	14,782	October, 1869.....	14,457
May, 1869.....	14,536		
June, 1869.....	14,371	Total.....	<u>154,112</u>

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$37 62
Repairs of buildings .....	43 09
Taxes on real estate .....	30 52
	<hr/>
Total.....	<u>111 23</u>

*Operating the road :*

Cleaning snow from track .....	\$50 85
Harness and repairs .....	57 99
Repairs to cars .....	324 73
Horse shoeing.....	263 68
Hay and feed .....	1,456 28
Office expenses, stationery and depot expenses....	117 82
Salaries .....	262 50
Insurance.....	81 50
Watchmen, switchmen, hostlers, pay-roll.....	580 00
General expenses of stable .....	36 77
Conductors and drivers.....	2,600 00
Fluid, fuel, oil and gas.....	63 10
Damages for injuries of persons.....	None.
	<hr/>
Total .....	<u>5,895 22</u>

## RECEIPTS.

Months.	From pas- sengers.	Rent.	Sale of tickets.	Total.
January, 1869.....	\$809 95	.....	\$15 00	\$824 95
February, 1869.....	709 35	\$8 33	12 00	729 68
March, 1869.....	766 35	8 33	25 00	799 68
April, 1869.....	842 80	16 66	175 75	835 21
May, 1869.....	368 69	4 25	498 70	871 64
June, 1869.....	320 81	8 50	504 75	834 06
July, 1869.....	403 48	8 50	571 00	982 98
August, 1869.....	427 84	8 50	553 80	990 14
September, 1869.....	379 19	8 50	522 70	910 39
October, 1869.....	310 52	.....	475 80	786 32
Total.....	5, 138 98	71 57	3, 354 50	8, 565 05
Balance in treasury, January 1, 1869.....				\$635 75

*Summary of payments :*

For maintaining and operating the road .....	\$6,006 45
For ground rent.....	20 00
For dividends .....	729 27
For new horses.....	155 00
For miscellaneous: Auditing treasurer's account, \$20; snow plow, \$800; rubber tickets, \$83 20,	903 20
For United States tax.....	243 84
Total .....	<u>8,057 76</u>
Total amount of surplus fund.....	<u>\$1,133 04</u>

## ACCIDENTS.

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Green.....	Easton.
John Maxwell.....	Easton.
John Eyerman.....	Easton.
Wm. H. Armstrong.....	Easton.
Henry Detwiler.....	Easton.
Charles Stewart.....	South Easton.
James Young.....	South Easton.
Wm. H. Sayre, Jr.....	Bethlehem.
John Green, President.....	Easton.
Edward H. Green, Secretary and Treasurer.....	Easton.
Elisha Barwell, Superintendent.....	South Easton.

(No. 116.)

## EMPIRE.

OFFICE EMPIRE PASSENGER RAILWAY CO., }  
 PHILADELPHIA, *January 21, 1870.* }

J. F. HARTRANFT, Esq.,

*Auditor General:*

DEAR SIR:—In reply to your circular, calling for a report from this company, I would respectfully state that about a mile of track was laid, when the cold weather set in and compelled a suspension of operations.

The route of the road is along Twelfth street from Wharton to Columbia avenue; Columbia avenue from Twelfth to Sixteenth streets; along the latter to Wharton street; thence to place of beginning—about seven miles in length.

Very respectfully yours,

JACOB E. RIDGWAY, *President.*

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. H. Kemble.....	Philadelphia.
Chas. Welsh.....	Philadelphia.
John M'Ginnis.....	Philadelphia.
R. Gibbs.....	Philadelphia.
Wm. V. M'Grath.....	Philadelphia.
Jacob E. Ridgway, President.....	Philadelphia.
Wm. E. Dougherty, Vice President.....	Harrisburg.
Wm. V. M'Grath, Secretary and Treasurer.....	Philadelphia.

(No. 117.)

## ERIE CITY.

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

Personally appeared John Eliot, treasurer, and Wm. F. Rindernecht, superintendent, of the Erie City Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WM. F. RINDERNECHT, *Sup't*  
 JOHN ELIOT, *Treasurer.*

Sworn and subscribed before me, this }  
 1st day of December, 1869. }

F. CURTZE, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$100,000 00
Amount of stock subscribed.....	23,300 00
Total amount now paid in of capital stock .....	18,550 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, due,) ...	7,271 73
2d bonds, (date of maturity, July 1, 1873,) .....	5,000 00
3d bonds, (date of maturity, July 1, 1878,) .....	5,000 00
Total amount now of floating and funded debt ...	17,271 73
Average rate per cent. per annum of interest on funded debt.....	7
Number of shares of stock.....	466
Par value of each share .....	\$50 00
Amount paid in on each share .....	<u>Mostly in full.</u>

## COST OF ROAD AND EQUIPMENT.

	By present report.
Construction .....	\$29,098 12
Equipment .....	3,566 87
	250 00
<b>Total cost</b> .....	<u>32,914 99</u>

## CHARACTERISTICS OF ROAD.

Length of road laid .....	2 miles, 740 ft.
Length of double track, including sidings .....	690 feet.
Gauge of road .....	4 ft. 8½ in.
Weight of rail per yard on main track .....	30 pounds.
Number of depots .....	1
Number of first class passenger cars, (two horses,) .....	4
Average value of each .....	\$750 00
Number of passengers that may be seated in each car .....	16
Number of horses owned by the company .....	18
Average value of each, including harness .....	\$150 00
Value of real estate held, exclusive of road way ..	6,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	2,600
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) .....	4
Number of trips each day .....	60
How is track laid, and on what foundation? Half stone pavement, half Nicholson, gravel.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Beginning corner Holland and Second street, along Second to State, up State to turnpike, along turnpike to Peach, up Peach to Erie and Waterford turnpike road, out said road to depot and barn.

**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.**

November, 1868.....	.....	June, 1869.....	.....	21,162
December, 1868.....	3,129	July, 1869.....	.....	27,272
January, 1869.....	16,471	August, 1869.....	.....	29,030
February, 1869.....	13,385	September, 1869.....	.....	23,530
March, 1869.....	13,799	October, 1869.....	.....	18,980
April, 1869.....	12,769			
May, 1869.....	21,738	Total.....	.....	<u>201,274</u>

**EXPENSES.**

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$338 92
Repairs of buildings .....	2 64
Taxes on real estate .....	6 00
<b>Total.....</b>	<b><u>347 56</u></b>

*Operating the road :*

On account of horses .....	\$5 00
Harness and repairs.....	22 36
Repairs to cars .....	243 52
Horse shoeing.....	504 23
Hay and feed .....	3,164 43
Office expenses, stationery and depot expenses....	100 47
Salaries .....	1,337 33
Insurance.....	125 00
Watchmen, switchmen, hostlers, pay-roll.....	1,255 56
Conductors and drivers.....	2,600 04
Fluid, fuel, oil and gas .....	56 09
<b>Total.....</b>	<b><u>9,414 03</u></b>

**RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.**

From stockholders.....	\$18,550 00
From sale of bonds.....	10,000 00
From other sources .....	7,271 73
<b>Total.....</b>	<b><u>35,821 73</u></b>



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## RECEIPTS.

Months.	From passengers.	Rent.
December, 1868.....	\$308 99	.....
January, 1869.....	1,097 31	.....
February, 1869.....	853 48	.....
March, 1869.....	827 09	.....
April, 1869.....	798 52	\$15 42
May, 1869.....	1,276 45	21 67
June, 1869.....	1,284 04	21 67
July, 1869.....	1,671 15	21 67
August, 1869.....	1,651 72	21 67
September, 1869.....	1,463 03	21 67
October, 1869.....	1,099 84	15 42
<b>Total.....</b>	<b>12,304 62</b>	<b>139 19</b>

*Summary of payments :*

For construction .....	\$32,914 99
For maintaining and operating the road .....	9,414 06
For interest .....	959 58
For new passenger cars and horses.....	250 00
State tax on capital stock and United States tax..	280 91
<b>Total.....</b>	<b>43,819 54</b>

## NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
O. Noble, President.....	Erie, Pa.
E. J. Cowell, Secretary.....	Erie, Pa.
John Eliot, Treasurer .....	Erie, Pa.

(No. 118.)

## 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 within report are true, to the best of their knowledge and belief.

(Signed) JAMES WEST, *President.*

WM. POULTERER, *Treasurer.*

Sworn and subscribed before me, this }  
 11th day of November, 1869. }

WM. HEINS, *Alderman and ex-officio J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$500,000 00
Amount of stock subscribed .....	491,750 00
Amount paid in as by last report.....	491,750 00
Total amount now paid in of capital stock .....	491,750 00
Funded debt, as per last report.....	200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st July, 1877,) .....	198,000 00
Total amount now of floating and funded debt ...	198,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage .....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 15 and July 16.....	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 .....	491,750 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$517,671 34	\$517,821 34
Equipment .....	244,819 52	244,619 52
Total cost .....	<u>762,490 86</u>	<u>762,440 86</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	12.33 miles.
Length of double track, including sidings.....	4.04 "
Gauge of road .....	5 ft. 2 in.
Weight of rail per yard on main track: 43 lbs. in city; 47 lbs. on rural section.	
Number of car houses, shops and stables, (one stable not now used.) .....	2
Number of depots .....	3
Number of first class passenger cars, (two horses.)	45
Average value of each: Horse cars, \$300; steam cars, \$3,000.	
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 .....	9
Number of horses owned by the company.....	273
Average value of each, including harness .....	\$107 53
Number of mules owned by the company .....	None.
Value of real estate held, exclusive of road way..	76,300 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: Horse, 2,900; steam, 6,000.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5.04
Number of trips each day: 284 on city section; 52 on rural section.	
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 avenue to Berks street, and east to place of beginning. From same starting point, east to Front street; north along Front street to Kensington avenue; along Kensington avenue across Frankford creek, (through our own property,) to Frankford street; along Frankford street to Arrott street. (This latter is a double track.)

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

November, 1868 .....	364, 187	June, 1869 .....	394, 638
December, 1868.....	369, 361	July, 1869.....	399, 008
January, 1869.....	349, 487	August, 1869.....	400, 524
February, 1869 .....	312, 020	September, 1869.....	404, 169
March, 1869.....	357, 088	October, 1869 .....	409, 518
April, 1869.....	381, 156		
May, 1869.....	399, 623	Total.....	<u>4, 540, 779</u>

EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$23,914 19
Repairs of buildings .....	2,236 17
Taxes on real estate .....	1,913 39
Total.....	<u>28,063 75</u>

*Operating the road :*

On account of horses.....	\$1,966 75
Harness and repairs .....	1,697 37
Repairs to cars and steamers.....	30,008 43
Horse shoeing .....	9,106 40
Hay and feed .....	44,156 37
Office expenses, stationery and depot expenses ...	15,071 49
Salaries .....	6,066 67
Insurance .....	911 49
Watchmen, switchmen, hostlers, pay-roll.....	14,770 44
General expenses of stable .....	1,978 65

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Conductors and drivers, and engineers .....	\$62,922 37
Fluid, fuel, oil and gas .....	2,231 84
Damages for injuries of persons and vehicles.....	3,409 72
Coal for steamers .....	10,741 24
<b>Total</b> .....	<u><u>205,039 23</u></u>

**RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.**

From stockholders .....	None.
From sale of bonds .....	None.
From other sources .....	<u>\$50 00</u>
<b>Total</b> .....	<u><u>50 00</u></u>

**RECEIPTS.**

Months.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$24,279 16	\$30 00	.....	.....	\$24,309 16
December, 1868.....	24,624 09	30 00	.....	\$25 00	24,679 09
January, 1869.....	23,299 15	55 00	.....	.....	23,354 15
February, 1869.....	20,801 31	30 00	\$1,115 39	100 00	22,046 70
March, 1869.....	23,805 87	55 00	.....	106 50	23,967 37
April, 1869.....	25,410 40	30 00	.....	62 50	25,502 90
May, 1869.....	23,641 55	30 00	1,005 00	.....	27,676 55
June, 1869.....	26,309 23	30 00	.....	100 00	26,439 23
July, 1869.....	26,600 51	55 00	.....	62 00	26,717 51
August, 1869.....	26,701 62	30 00	993 75	100 00	27,825 37
September, 1869.....	24,944 60	30 00	.....	25 00	24,999 60
October, 1869.....	27,301 18	55 00	1,039 25	225 00	28,620 43
<b>Total</b> .....	302,718 67	460 00	4,153 39	806 00	308,138 06

*Summary of payments :*

For maintaining and operating the road .....	\$233,102 98
For interest.....	16,704 46
For dividends, including taxes on net earnings ...	32,937 78
For new passenger cars and horses .....	5,500 00
For payment for taxes on personal property.....	277 65
For payments to loan account .....	2,000 00
For miscellaneous .....	5,503 11
For State tax on capital stock .....	1,229 22
For United States tax.....	7,568 05
<b>Total</b> .....	<u><u>304,823 25</u></u>

## ACCIDENTS.

	Killed.
Passengers.....	1
Others.....	2
	—
Total.....	3
	==

*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 :*

1868.

December 14. At Fifth and Oxford streets, John Krider, an old man, having jumped or fallen off a car of the Union line, in the middle of the street, was run over by car No. 29, and considerably injured.

1869.

June 13. At Sixth and Brown streets, a passenger in getting from the car No. 17, pushed or brushed — Evers off into the street; considerably injured.

August 21. On Berks street, west of Second street, a boy, — Cox, ran between a wagon and horse car stationary on one track, and into a moving steam car; knocked down—foot amputated.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward S. Handy.....	Philadelphia, Pa.
Charles H. Harrison.....	Philadelphia, Pa.
Henry C. Harrison.....	Philadelphia, Pa.
Jos. Harrison, Jr.....	Philadelphia, Pa.
Nathan Hilles.....	Frankford, Phila.
William C. Keehmle.....	Philadelphia, Pa.
Charles E. Lex.....	Philadelphia, Pa.
Edwin F. Poulterer.....	Philadelphia, Pa.
Stephen P. Poulterer.....	Philadelphia, Pa.
Benjamin Rowland.....	Philadelphia, Pa.
Nathan R. Suplee.....	Philadelphia, Pa.
Daniel Weckerly.....	Philadelphia, Pa.
James West, President.....	Philadelphia, Pa.
B. Frank Abbott, Secretary.....	Philadelphia, Pa.
William Poulterer, Treasurer.....	Philadelphia, Pa.
A. J. Woodruff, Superintendent.....	Philadelphia, Pa.

(No. 119.)

## GERMANTOWN.

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 within report are true, to the best of their knowledge and belief.

(Signed) ADAM WARTHMAN, *President.*  
 JOSEPH SINGERLY, *Treasurer.*

Sworn and subscribed before me, this }  
 6th day of January, 1869. }

JOHN WHITE, *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.....	112,245 00
Total amount now paid in of capital stock .....	307,545 00
Amount paid in by old Germantown	
P. R. W. Co.....	\$112,245 00
Amount paid in by Fairmount Park and Delaware River Passenger rail- way company—no means of ascer- taining—supposed to be .....	195,300 00
	307,545 00
Funded debt, as per last report .....	350,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, Germantown proper, (date of maturity, due 1879,).....	250,000 00
1st mortgage bonds, Girard Park and Delaware River, (date of maturity, due 1884,) .....	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 ...	None.
Average rate per cent. per annum of interest on funded debt, 1st mortgage .....	7 per cent.
Date and rate per cent. per annum of dividend or dividends declared: December 27, 1869, 3 per cent., and June, 1869, 3 per cent.	
Number of shares of stock .....	20,000
Par value of each share.....	\$50 00
Amount paid in on each share: Old Germantown Passenger railway company .....	15 00
Amount of capital on which the respective divi- dends were declared .....	<u>1,000,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$562,270 00</u>	<u>\$562,270 00</u>

## CHARACTERISTICS OF ROAD.

Length of road laid: A fraction less than.....	25 $\frac{1}{2}$ miles.
Length of double track, including sidings.....	8 $\frac{1}{2}$ "
Gauge of road .....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	9
Number of depots .....	3
Number of first class passenger cars, (two horses,)	59
Average value of each.....	\$600 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.....	360
Average value of each, including harness.....	\$80 00
Number of mules owned by the company.....	1
Value of real estate held, exclusive of road way..	\$74,500 00



Number of trips each day : Nine cars run eight trips, thirteen cars run eleven trips, and nine cars average a little over five trips each, and ten by sixteen cars.

How is track laid and on what foundation? White pine cross-ties and seven by nine 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; from Diamond street to Dickerson street, via Germantown road and Fourth street, and return via Eighth street; and from Fairmount park, along Girard avenue, to Palmer street; along Palmer street to Shackamaxon, along Shackamaxon to Girard avenue, returning.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

Total, estimated for twelve months.....	4,050,000
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EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$6,775 94
Taxes on real estate .....	1,439 13
Total.....	<u>8,215 07</u>

*Operating the road :*

On account of horses .....	\$14,697 50
Harness and repairs, repairs to cars and horse shoeing: Included in miscellaneous.	
Hay, feed and straw .....	60,489 16
Wages .....	36,807 93
Insurance, watchmen, switchmen, hostlers, pay-roll, wages and general expenses of stable: Included in miscellaneous.	

Conductors and drivers.....	\$67,008 17
Fluid, fuel, oil, gas and damages for injuries of persons: Included in miscellaneous.	
Miscellaneous .....	51,987 91
<b>Total.....</b>	<b><u>230,990 67</u></b>

RECEIPTS.

Months.	From passengers.	Manure.	Sale of horses.	Total.
December, 1868.....	\$24,766 18	\$107 41		\$25,053 32
January, 1869 .....	23,165 39	421 59	\$431 00	24,938 48
February, 1869 .....	21,241 91	407 08	786 00	23,221 74
March, 1869 .....	25,201 06	392 91	985 00	27,634 23
April, 1869 .....	26,340 47	406 88	916 50	28,689 60
May, 1869 .....	29,525 73	408 29	770 00	31,882 77
June, 1869 .....	30,207 19	465 58	1,115 00	32,729 77
July, 1869 .....	30,672 26	420 46	650 00	32,696 23
August, 1869 .....	30,539 07	417 49	253 00	32,260 81
September, 1869.....	28,810 05	411 29	240 00	30,410 84
October, 1869 .....	28,692 45	422 33	185 00	30,275 03
November, 1869.....	25,738 38	417 66		27,228 29
<b>Total.....</b>	<b>324,890 12</b>	<b>4,998 97</b>	<b>6,333 50</b>	<b>348,021 09</b>

Summary of payments:

For maintaining and operating the road .....	\$209,528 85
For interest.....	24,500 00
For dividends, (January, \$30,000, July, \$30,000.)..	60,000 00
For new passenger cars and horses .....	14,697 50
For payment for taxes on personal property.....	1,439 13
For State tax on capital stock .....	2,500 00
For United States tax.....	11,040 26
<b>Total.....</b>	<b><u>323,705 74</u></b>

ACCIDENTS.

	Killed.	Injured.
Total .....	1	2
	=	=

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

One child killed and two grown persons injured; place and time not recollected.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
Adam Warthman.....	Philadelphia.
Joseph Singerly.....	Philadelphia.
John Robbins.....	Philadelphia.
Wm. T. Carter.....	Philadelphia.
Lewis Scout.....	Philadelphia.
Adam Warthman, President.....	Philadelphia.
Joseph Singerly, Secretary.....	Philadelphia.
Joseph Singerly, Treasurer.....	Philadelphia.

(No. 190.)

## GIRARD COLLEGE.

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

Personally appeared Edward B. Edwards, president, and William S. Blight, treasurer, of the Girard College Passenger railway company, and in due form of law made oath and affirmation, that the statements in the within 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 }  
 17th day of November, 1869. }

J. R. MASSEY, *Alderman.*

## 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 .....	170,000 00
Total amount now paid in of capital stock.....	170,000 00
Date and rate per cent. per annum of dividend or dividends: Jan. 7, 1869, \$1 00 per share; July 14, 1869, \$1 00 per share.	
Number of shares of stock .....	10,000
Par value of each share .....	\$50 00
Amount paid in on each share .....	17 00
Amount of capital on which the respective divi- dends were declared.....	<u>170,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$171,712 30</u>	<u>\$173,657 08</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	5.4 miles.
Gauge of road .....	5 ft. 2 in.
Weight of rail per yard on main track .....	45 lbs.
Number of car houses, shops and stables .....	1
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 .....	135
Value of real estate held, exclusive of road way, (assessed value,).....	\$50,000 00
Number of trips each day .....	212
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.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

No account kept.

*Expenses of maintaining the road or real estate of the corporation,  
and operating the road:*

Horse account.....	\$4,507 00
Insurance account .....	391 66
Damage account .....	220 00
Taxes account .....	10,426 27
Running expenses account .....	32,909 62
Stable account .....	29,442 54
Harness repair account .....	1,055 41
Car repair account.....	4,641 76
Road repair account .....	6,600 02
Blacksmith account.....	4,705 58
Expense account .....	6,477 86
Total.....	<u>101,377 72</u>

## GIBARD COLLEGE

## RECEIPTS FROM PASSENGERS.

November, 1868.....	\$10,016 08	June, 1869.....	12,887 85
December, 1868.....	10,448 44	July, 1869.....	12,517 22
January, 1869.....	9,473 82	August, 1869.....	12,267 84
February, 1869.....	8,558 99	September, 1869.....	12,853 34
March, 1869.....	10,391 05	October, 1869.....	12,791 88
April, 1869.....	11,531 50		
May, 1869.....	13,156 94	Total.....	<u>136,884 95</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Lambert .....	Philadelphia.
William S. Grant .....	Philadelphia.
Andrew A. Butlér.....	Philadelphia.
Henry Norris.....	Philadelphia.
Willim T. Carter.....	Philadelphia.
Edward B. Edwards.....	President.
William S. Blight.....	Secretary and Treasurer.

(No. 121.)

## GREEN AND COATES STREET.

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

Personally appeared Henry Budd, president, and John B. Moffitt, treasurer, of the Green and Coates Street Philadelphia Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) H'Y BUDD, *President.*  
 J. B. MOFFITT, *Treasurer.*

Sworn and subscribed before me, this }  
 4th day of January, 1870. }

J. R. MASSEY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$500,000 00
Amount of stock subscribed .....	150,000 00
Amount paid in as by last report.....	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt, as per last report.....	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 15, 1878,) .....	100,000 00
Floating debt, as by last report .....	None.
Total amount now of floating and funded debt ...	100,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January 11, \$1 per share; July 11, \$1 50 per share.	
Number of shares of stock .....	10,000
Par value of each share.....	\$50 00

Amount paid in on each share .....	\$15 00
Amount of capital on which the respective dividends were declared .....	<u>500,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	<u>\$236,219 95</u>	<u>\$239,745 61</u>

## CHARACTERISTICS OF ROAD.

Length of road laid .....	4.84 miles.
Length of double track, including sidings .....	.25 "
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,) .....	39
Average value of each .....	\$800 00
Number of second class passenger cars, (one horse,) .....	8
Average value of each .....	\$600 00
Number of passengers that may be seated in each car .....	20
Number of horses owned by the company .....	198
Average value of each, including harness .....	\$75 00
Value of real estate held, exclusive of road way ..	70,279 52
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) .....	5
Number of trips each day .....	348
How is track laid, and on what foundation? On white and yellow pine stringers.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Depot situated at Twenty-fourth and Coates streets. The streets occupied—down Green to Oak, along Oak to Coates, out Coates to Fairmount park; also, down Green to Fourth, down Fourth to Dickerson,



up Dickerson to Eighth, up Eighth to Coates; thence, on Coates, to Fairmount park.

**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.**

No account kept.

**EXPENSES.**

*Maintaining the road or real estate of the corporation:*

Repairs of road bed and railway .....	\$3,955 31
Repairs of buildings: Included in running expenses.	
Taxes on real estate.....	1,655 85
Total.....	<u>5,611 16</u>

*Operating the road:*

On account of horses .....	\$7,472 00
Harness and repairs.....	1,305 12
Repairs to cars.....	7,665 24
Horse shoeing.....	4,751 95
Hay and feed .....	32,580 35
Office expenses, stationery and depot expenses: Included in running expenses.	
Salaries .....	4,192 07
Insurance.....	1,406 28
Hostlers, pay-roll.....	9,830 30
Running expense.....	13,735 49
Conductors and drivers and receivers.....	36,722 68
State and city taxes.....	3,756 16
United States taxes.....	5,589 51
Interest on mortgage and ground rents.....	1,500 57
Total.....	<u>130,507 72</u>

**RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.**

None.

## RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$13,517 12	.....	\$92 08	.....	\$13,609 20
December, 1868.....	13,743 98	.....	417 17	.....	14,161 10
January, 1869.....	12,408 71	.....	218 40	.....	12,627 11
February, 1869.....	11,236 62	\$33 32	212 16	.....	11,482 10
March, 1869.....	13,125 18	.....	210 08	.....	13,335 26
April, 1869.....	14,177 37	.....	206 96	.....	14,384 33
May, 1869.....	15,519 11	.....	206 48	.....	15,725 59
June, 1869.....	15,854 47	.....	92 08	.....	15,946 55
July, 1869.....	16,287 14	.....	238 16	.....	16,525 30
August, 1869.....	16,261 92	.....	92 08	.....	16,354 00
September, 1869.....	15,641 00	.....	334 45	.....	15,975 45
October, 1869.....	14,945 55	.....	208 56	\$798 25	15,952 36
Total.....	172,718 12	33 32	2,528 66	798 25	176,078 35

*Summary of payments :*

For construction.....	\$3,525 66
For maintaining and operating the road.....	136,118 88
For interest.....	7,000 00
<b>Total.....</b>	<b>146,644 54</b>

## ACCIDENTS.

KILLED—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 :*

A small child, in charge of its father, ran from the side-walk in play, at Fourth and Shippen, directly in front of the horses, and was run over by the front wheel of the car and instantly killed. Driver was exonerated from all blame by coroner's jury.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Horn.....	Philadelphia.
George H. Colket .....	Philadelphia.
H. R. Chambers.....	Philadelphia.
J. B. Altemus.....	Philadelphia.
A. M. Fox.....	Philadelphia.
Peter C. Erben.....	Philadelphia.
Matthew Brookes .....	Philadelphia.
George Gordan.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
Thomas S. Dixon .....	Philadelphia.
Charles Wister.....	Philadelphia.
Coffin Colket.....	Philadelphia.
Henry Budd, President.....	Philadelphia.
John B. Moffitt, Secretary and Treasurer .....	Philadelphia.

(No. 122.)

## HARRISBURG CITY.

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

Personally appeared A. O. Hiester, president, and David Fleming, treasurer, of the Harrisburg City Passenger railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. O. HIESTER, *President.*  
 D. FLEMING, *Treasurer.*

Sworn and subscribed before me, this }  
 30th day of November, 1869. }

JOHN MAGLAUGHLIN, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$75,000 00
Amount of stock subscribed .....	43,475 00
Amount paid in as by last report.....	41,994 77
Total amount now paid in of capital stock.....	41,994 77
Funded debt, as per last report .....	9,950 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1880,) .....	9,950 00
Floating debt, as by last report.....	2,062 92
The amount now of floating debt, about .....	1,954 75
Total amount now of floating and funded debt ...	11,904 75
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and 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
Amount of capital on which the respective dividends were declared .....	<u>None declared</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (estimated,).....	\$49,287 07	\$49,287 07
Equipment, (estimated,).....	10,832 48	10,832 48
Total cost .....	<u>60,119 55</u>	<u>60,119 55</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles.
Length of double track, including sidings.....	700 feet.
Gauge of road.....	5 ft. 2½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: One 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 .....	\$500 00
Number of second class passenger cars, (one horse,)	None.
Number of passengers that may be seated in each car, about.....	16
Number of other cars .....	None.
Number of horses owned by the company.....	11
Average value of each, including harness.....	\$100 00
Number of mules owned by the company .....	2
Value of real estate held, exclusive of road way, about .....	\$10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	Cannot tell.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day, (each car,).....	15
How is track laid, and on what foundation? On stringers laid on cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Begins at Pennsylvania railroad, foot of Market street, runs up 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 old Camp Curtin grounds.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR, (ESTIMATED.)

November, 1868.....	13,343	June, 1869.....	11,331
December, 1868.....	9,356	July, 1869.....	13,463
January, 1869.....	7,911	August, 1869.....	12,091
February, 1869.....	6,837	September, 1869.....	12,107
March, 1869.....	7,661	October, 1869.....	9,480
April, 1869.....	9,514		
May, 1869.....	11,252	Total.....	<u>124,346</u>

EXPENSES.

Items under this head are not kept separately upon our books, but are blended together, making in the aggregate, inclusive of the United States tax of 2½ per cent. on our gross receipts, the sum of \$7,058 45.

RECEIPTS.

Months.	From passengers.	Other sources.	Total.
November, 1868.....	\$667 15	.....	\$667 15
December, 1868.....	467 81	\$1 00	468 81
January, 1869.....	895 55	936 00	1,331 55
February, 1869.....	341 87	74 00	415 87
March, 1869.....	388 05	45 00	423 05
April, 1869.....	475 70	.....	475 70
May, 1869.....	562 61	7 00	569 61
June, 1869.....	566 56	.....	566 56
July, 1869.....	673 14	.....	673 14
August, 1869.....	604 54	.....	604 54
September, 1869.....	605 34	.....	605 34
October, 1869.....	474 03	.....	474 03
Total.....			<u>7,280 35</u>

Summary of payments :

For maintaining and operating the road.....	\$6,903 01
For interest.....	None paid.
For dividends.....	None declared
For new passenger cars and horses.....	None bought.
For payment for taxes on personal property.....	None paid.
For payments to loan account.....	None.
For miscellaneous.....	None.
For payments made to surplus funds.....	None.

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For State tax on capital stock .....	None.
For United States tax .....	\$155 44
	7,058 45
	7,058 45
Total amount of surplus fund, being excess of receipts over expenditures for the year .....	\$221 90
	\$221 90

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. O. Hlester.....	Harrisburg, Pa.
John A. Smull.....	Harrisburg, Pa.
David Fleming.....	Harrisburg, Pa.
R. A. Lamberton.....	Harrisburg, Pa.
John Brady.....	Harrisburg, Pa.
Daniel Eppley.....	Harrisburg, Pa.
A. O. Hlester, President .....	Harrisburg, Pa.
John A. Smull, Secretary.....	Harrisburg, Pa.
David Fleming, Treasurer .....	Harrisburg, Pa.

(No. 123.)

## HESTONVILLE, MANTUA AND FAIRMOUNT.

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

Personally appeared Charles Lennig, president, and Charles P. Hastings, treasurer, of the Hestonville, Mantua and Fairmount Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES LENNIG, *President.*  
 CHARLES P. HASTINGS, *Treasurer.*

Sworn and subscribed before me, this }  
 24th day of November, 1869. }

J. P. DELANEY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$2,050,000 00
Amount of stock subscribed: All subscribed and accounted for as full paid.	
Amount paid in as by last report.....	306,390 36
Total amount now paid in of capital stock .....	306,390 36
Funded debt, as per last report.....	165,700 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July, 1874,).....	\$25,900 00
2d mortgage bonds, (considered fraudulent, being disputed,).....	13,500 00
3d mortgage bonds, (date of maturity, December, 1880,).....	125,000 00
	<hr/>
	164,400 00
Floating debt, as by last report .....	3,292 33
The amount now of floating debt.....	1,500 00
Total amount now of floating and funded debt ...	165,900 00



Average rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: December 1, 1868, 20 cents per share.

Number of shares of stock.....	41,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	Not known.
Amount of capital on which the respective dividends were declared.....	<u>2,050,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$390,622 94	\$390,622 94
Equipment.....	82,065 75	79,995 75
Total cost.....	<u>472,688 69</u>	<u>470,618 69</u>

## CHARACTERISTICS OF ROAD.

Length of road laid, (estimated 11 miles.).....	80 squares.
Length of double track, including sidings.....	23 "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track, about....	43 lbs.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars, (two horses,)	56
Average value of each.....	\$700 00
Number of second class passenger cars, (one horse,)	1
Number of passengers that may be seated in each car.....	20
Number of other cars.....	None.
Number of horses owned by the company.....	339
Average value of each, including harness.....	\$160 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	\$62,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,800

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

5

Number of trips each day: 16 cars 12 trips; 24 cars 7 and 8 trips; 3 cars 17 trips.

How is track laid and on what foundation? White pine foundation.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. The cars occupy Arch, Race and Vine streets, from Delaware to Schuylkill rivers; Race and Vine street cars also passing over Wire bridge at Schuylkill river, and occupying Bridge street, Lancaster avenue and Haverford street, West Philadelphia, to and from Forty-first street; also occupying Hamilton street, from Callowhill to Twenty-second street; Twenty-second, from Hamilton to Race; Twentieth street, from Callowhill to Arch; Twenty-first, from Arch street to Callowhill, and from Callowhill street to Schuylkill river.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

November, 1868.....	294, 442	June, 1869.....	346, 068
December, 1868.....	309, 139	July, 1869.....	351, 916
January, 1869.....	290, 907	August, 1869.....	340, 715
February, 1869.....	265, 994	September, 1869.....	334, 169
March, 1869.....	310, 762	October, 1869.....	339, 511
April, 1869.....	342, 901		
May, 1869.....	354, 361	Total.....	3, 880, 875

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs of road bed and railway .....	\$13,465 46
Repairs of buildings .....	1,006 90
Taxes on real estate .....	3,736 75
Total.....	18,209 11

*Operating the road:*

On account of horses .....	\$16,204 50
Harness and repairs .....	1,865 27

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Repairs to cars .....	\$13,329 53
Horse shoeing .....	7,240 53
Hay and feed .....	66,299 57
Office expenses, stationery and depot expenses....	8,923 67
Salaries, .....	4,645 69
Insurance .....	1,616 25
Watchmen, switchmen, hostlers, pay-roll, included in other accounts.	
General expenses of stable, .....	19,383 92
Conductors and drivers .....	54,801 25
Oil .....	548 38
Damages by collision, &c. ....	488 16
<b>Total</b> .....	<b>195,346 72</b>

## RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868 .....	\$19,138 76		\$416 47	\$867 05	\$20,422 28
December, 1868 .....	20,094 09	\$500 00	515 54	10,297 05	31,406 68
January, 1869 .....	18,908 96	25 00	734 50	820 30	20,488 76
February, 1869 .....	17,289 61	35 00		1,530 93	18,855 54
March, 1869 .....	20,199 57	510 00		2,317 09	23,026 66
April, 1869 .....	22,288 59	35 00		906 60	23,230 19
May, 1869 .....	23,033 52	35 00	1,370 40	1,209 95	25,648 87
June, 1869 .....	22,493 79	510 00		1,677 19	24,680 98
July, 1869 .....	22,874 59	32 00		1,068 20	23,974 79
August, 1869 .....	22,146 49	34 24	855 18	633 65	23,669 54
September, 1869 .....	21,721 01	512 00	362 91	546 50	23,142 42
October, 1869 .....	22,068 25	25 00		3,287 11	25,380 36
<b>Total</b> .....	<b>252,257 23</b>	<b>2,258 24</b>	<b>4,254 98</b>	<b>25,161 62</b>	<b>283,927 07</b>

*Summary of payments:*

For maintaining and operating the road .....	\$213,555 83
For dividends .....	7,719 30
For new passenger cars and horses, and payment for taxes on personal property, in statement maintaining and operating the road.	
For State tax on capital stock: Balance for July, 1865 and 1866, \$676 50; 1867, \$676 50; 1868, \$615 .....	1,968 00
For United States tax .....	5,343 22
<b>Total</b> .....	<b>228,536 35</b>

ACCIDENTS.

	Killed.	Injured.
Others.....	1	1
	<u>1</u>	<u>1</u>

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

March 18, 1869. John Van Arsdale killed on Twentieth street, between Arch and Race, while attempting to jump from the front platform of the car in motion, without signalling his intention to the driver. Thirteen years old.

October 29, 1869. Michael Kelly, leg broken by being run over on Vine street, between Fourth and Fifth streets, in attempting to cross in front of the car while in motion.

Company, in both cases, exonerated from all blame.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
Alfred G. Baker.....	210 Chestnut street.
Wm. H. Sowers.....	412 Commerce street.
Wm. H. Gregg.....	28 South Front street.
Charles H. Cummings.....	S. E. cor. Water and Race st.
E. Henry Thouron.....	2003 Arch street.
Charles Lennig, President.....	112 South Front street.
Chas. P. Hastings, Sec. and Treas.....	2562 Callowhill street.

(No. 124.)

## LOMBARD AND SOUTH STREETS.

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

Personally appeared Moses A. Dropsie, president, and Aaron Lazarus, treasurer, of the Lombard and South Streets Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) MOSES A DROPSIE, *President.*  
 AARON LAZARUS, *Treasurer.*

Sworn and subscribed before me, this }  
 29th day of November, 1869. }

THOS. DALLAS, *Ex-officio J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$500,000 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 .....	62,500 00
The amount now of funded debt, classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1883,) ..	62,500 00
Floating debt, as by last report .....	10,500 00
The amount now of floating debt .....	11,462 20
Total amount now of floating and funded debt ...	73,962 20
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 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.....	\$25 00
Amount paid in on each share .....	9 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, total cost .....	<u>\$165,627 28</u>	<u>\$166,567 28</u>

## CHARACTERISTICS OF ROAD.

Length of road laid .....	4 $\frac{51}{100}$ miles.
Length of double track, including sidings .....	$\frac{62}{100}$ "
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,) .....	17
Average value of each .....	\$500 00
Number of second class passenger cars, (one horse,) .....	None.
Number of passengers that may be seated in each car .....	20
Number of other cars .....	3
Number of horses owned by the company .....	113
Average value of each, including harness .....	\$75 00
Number of mules owned by the company .....	None.
Value of real estate held, exclusive of roadway ...	\$12,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) .....	5
Number of trips each day .....	210
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 to South street; thence westward along South to Chippewa. Connects with all roads running north and south.

STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE  
YEAR.

Total, (estimated,) .....	<u><u>\$1,450,000 00</u></u>
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## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$1,172 73
Repairs of buildings .....	611 70
Taxes on real estate .....	165 90
Total .....	<u><u>1,950 33</u></u>

*Operating the road :*

On account of horses .....	\$4,100 94
Harness and repairs .....	241 15
Repairs to cars .....	1,419 00
Horse shoeing and blacksmithing .....	2,700 00
Hay, feed and straw .....	22,235 82
Office expenses, stationery and depot expenses....	2,202 54
Salaries .....	2,600 00
Insurance .....	453 50
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable and conductors and drivers..	25,898 73
Fluid, fuel, oil and gas .....	342 93
Damages for injuries of persons .....	1,911 05
Total .....	<u><u>64,105 66</u></u>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders, sale of bonds and other sources,	<u><u>None.</u></u>
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## RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1868.....	\$5,246 72			
December, 1868.....	5,663 78			
January, 1869.....	4,968 90			
February, 1869.....	4,576 13			
March, 1869.....	5,214 92			
April, 1869.....	5,702 87			
May, 1869.....	6,230 37			
June, 1869.....	6,557 09			
July, 1869.....	7,289 53			
August, 1869.....	7,555 49			
September, 1869.....	6,953 59			
October, 1869.....	6,307 81			
Total.....	72,267 20	\$1,454 50	\$4,656 60	\$78,378 30

*Summary of payments :*

For construction .....	\$940 00
For maintaining and operating the road .....	66,055 99
For interest.....	5,219 87
For dividends .....	None.
For new passenger cars and horses.....	None.
For payment for taxes on personal property.....	232 90
For payments to loan account .....	None.
For miscellaneous .....	2,946 11
For payments made to surplus funds.....	None.
For State tax on capital stock.....	297 00
For United States tax.....	2,831 94
<b>Total.....</b>	<b><u>78,523 81</u></b>
<b>Total amount of balance, October 31, 1869.....</b>	<b><u>273 24</u></b>

## 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 :*

May 17, 1869. A small boy was run over and slightly injured



NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses A. Dropsie .....	Philadelphia.
Charles C. Mackey .....	Philadelphia.
John Q. Adams .....	Philadelphia.
Jacob S. Bamberger .....	Philadelphia.
Mayer Sulzberger .....	Philadelphia.
Moses A. Dropsie, President .....	Twenty-fifth and South sts. ....
Aaron Lazarus, Sec'y and Treas. ....	Philadelphia.

(No. 125.)

## OAKLAND AND EAST LIBERTY.

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

Personally appeared Clemens Hoeveler, acting president and treasurer of the Oakland and East Liberty Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief.

(Signed) C. HOEVELER, *Acting Pres't and Treas.*

Sworn and subscribed before me, this }  
 27th day of December, 1869. }

AND. HUMBERT, *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
Funded debt, as per last report .....	17,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, about 1882,) .....	17,000 00
Floating debt, as by last report .....	43,094 50
The amount now of floating debt .....	50,163 15
Total amount now of floating and funded debt ...	67,163 15
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
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

## RAILROAD REPORT.

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Amount paid in on each share.....	All.
Amount of capital on which the respective dividends were declared .....	<u>None.</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$87,017 21	\$93,017 21
Equipment .....	18,410 00	25,875 00
Total cost.....	<u>105,427 21</u>	<u>118,892 21</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	5 miles.
Length of double track, including sidings.....	2½ "
Gauge of road.....	5½ feet.
Weight of rail per yard on main track: Main track, 43 lbs., T rail, 22 lbs.	
Number of car houses, shops and stables: One car house, two stables and two shops.	
Number of depots .....	1
Number of first class passenger cars, (two horses,)	6
Average value of each .....	\$1,000 00
Number of second class passenger cars, (two horses,)	8
Average value of each.....	\$700 00
Number of passengers that may be seated in each car,	16
Number of other cars: 8 sleighs, 4 wagons, 2 carts, 1 salt car.	
Number of horses owned by the company.....	81
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	2
Value of real estate held, exclusive of road way..	\$15,000 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	3,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day .....	88
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 up Fourth avenue to Grant, Grant to Diamond, Diamond to Fifth street, to Fifth avenue and Farmers' and Mechanics' turn-pike.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

November, 1868.....	64,719	June, 1869.....	72,776
December, 1868.....	52,442	July, 1869.....	80,836
January, 1869.....	56,788	August, 1869.....	75,274
February, 1869.....	50,358	September, 1869.....	65,141
March, 1869.....	56,269	October, 1869.....	62,148
April, 1869.....	64,026		
May, 1869.....	69,293	Total.....	<u>770,064</u>

EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway.....	\$2,855 48
Repairs of buildings.....	502 59
Taxes on real estate.....	471 96
Total.....	<u>3,860 03</u>

*Operating the road :*

On account of horses.....	\$3,545 00
Harness and repairs.....	115 66
Repairs to cars.....	1,207 31
Horse shoeing.....	363 76
Hay and feed.....	13,288 55
Office expenses, stationery, depot expenses and rent, Salaries: Included in pay-roll.....	733 81
Insurance.....	422 06
Watchmen, switchmen, hostlers, pay-roll.....	12,052 37
General expenses of stable.....	1,350 31
Conductors and drivers.....	8,048 13
Fluid, fuel, oil and gas.....	301 00
Damages for injuries of persons.....	None.
Total.....	<u>41,427 97</u>

## RECEIPTS.

Months.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1868.....	\$3,883 14			
December, 1868.....	3,148 54		\$73 00	
January, 1869.....	3,407 29		52 75	
February, 1869.....	3,021 50	\$150 00	55 00	
March, 1869.....	3,376 18		180 00	
April, 1869.....	3,841 58		90 00	
May, 1869.....	4,157 62		10 00	
June, 1869.....	4,366 57			
July, 1869.....	4,850 10		640 99	
August, 1869.....	4,516 46			
September, 1869.....	3,908 47			
October, 1869.....	3,728 62		325 42	
<b>Total.....</b>	<b>46,204 05</b>	<b>150 00</b>	<b>1,427 16</b>	<b>\$47,781 21</b>

*Summary of payments :*

For construction.....	\$3,388 07
For maintaining and operating the road.....	37,882 96
For improvements.....	1,528 66
For new passenger cars and horses.....	3,545 00
For payment for taxes on personal property.....	471 96
For United States tax.....	964 56
<b>Total.....</b>	<b>47,781 21</b>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. Th. Mellon.....	Pittsburg.
C. Hoevler.....	Pittsburg.
Jos. H. Hill.....	Pittsburg.
P. Madaira.....	Pittsburg.
F. De Haan.....	Pittsburg.
Hon. Thomas Mellon, President.....	Pittsburg.
F. De Haan, Secretary.....	Pittsburg.
Clemens Hoevler, Treasurer and Acting President.....	Pittsburg.

(No. 126.)

PEOPLE'S STREET.

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

Personally appeared James Blair, president, and Alfred Hand, treasurer, of the People's Street railway company of Luzerne county, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JAMES BLAIR, *President.*  
 ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this }  
 5th day of January, 1870. }

ISAAC J. POST, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (with privilege of increase necessary to complete road,) .....	\$80,000 00
Amount of stock subscribed.....	125,300 00
Amount paid in as by last report.....	104,028 45
Total amount now paid in of capital stock .....	125,230 00
Funded debt, as per last report.....	None.
The amount now of funded debt .....	None.
Floating debt, as by last report .....	None.
The amount now of floating debt.....	None.
Date and rate per cent. per annum of dividend or dividends: July 10, 1869, 6 per cent. out of earnings since November last, free of taxes.	
Number of shares of stock .....	1,252
Par value of each share .....	\$100 00
Amount paid in on each share .....	100 00
Amount of capital on which the respective dividends were declared .....	124,800 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$97,198 88	\$112,043 56
Equipment .....	13,707 73	13,957 73
Total cost .....	<u>110,906 61</u>	<u>126,001 29</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	9½ miles.
Length of double track, including sidings.....	800 feet.
Gauge of road .....	4 feet 8½ in.
Weight of rail per yard on main track .....	25 pounds.
Number of car houses, shops and stables.....	5
Number of depots .....	None.
Number of first class passenger cars, (two horses,) .....	6
Average value of each .....	\$1,100 00
Number of second class passenger cars, (one horse,) .....	3
Average value of each .....	\$400 00
Number of passengers that may be seated in each car: In double car, 24; single, 16.	
Number of other cars.....	4
Number of horses owned by the company.....	32
Average value of each, including harness.....	\$200 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way..	\$9,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: Large, 4,800; small, 3,900.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	7
Number of trips each day, average .....	15
How is track laid and on what foundation? Ties, earth and gravel.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: The Providence route is from the depot of the Delaware, Lackawanna and Western railroad company, through Lackawanna and Wyoming avenues, Mul-

berry street and Penn avenue, by the old plank road to Providence. The Green Ridge route runs by Penn avenue to Green Ridge and Providence. The Dunmore line runs through Lackawanna, Jefferson and Madison avenues to Dunmore and plane No. 6 of Pennsylvania coal company's railroad. The Hyde Park line through Lackawanna avenue and Wyoming avenue, in Hyde Park, through Jackson street to Main street, Hyde Park.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

November, 1868.....	25, 218	June, 1869.....	25, 096
December, 1868.....	20, 065	July, 1869.....	26, 500
January, 1869.....	18, 660	August, 1869.....	25, 275
February, 1869.....	21, 372	September, 1869.....	30, 455
March, 1869.....	27, 243	October, 1869.....	26, 503
April, 1869.....	20, 740		
May, 1869.....	23, 725	Total.....	280, 852

EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$1,040 00
Repairs of buildings .....	100 00
Taxes on real estate .....	25 00
Total .....	<u>1,165 00</u>

*Operating the road :*

On account of horses .....	\$1,442 00
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—all included in one account, called ex- pense account.....	15,883 79
Damages for injuries of persons .....	100 00
Total.....	<u>17,425 79</u>



## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders..... \$24,048 45

## RECEIPTS.

Months.	From pas- sengers.	Rent.	Other sources.	Total.
November, 1868.....	\$2,269 62			
December, 1868.....	1,805 93			
January, 1869.....	1,679 38			
February, 1869.....	1,923 48			
March, 1869.....	2,451 90			
April, 1869.....	1,869 67			
May, 1869.....	2,135 81			
June, 1869.....	2,258 69			
July, 1869.....	2,384 93			
August, 1869.....	2,274 77			
September, 1869.....	2,740 86			
October, 1869.....	2,885 21			
<b>Total</b> .....	<b>26,179 75</b>	<b>\$178 93</b>	<b>\$1,862 78</b>	<b>\$27,721 46</b>

*Summary of payments :*

For construction .....	\$12,845 11
For maintaining and operating the road .....	17,425 79
For dividends .....	6,240 00
For miscellaneous .....	400 58
For payments made to surplus funds .....	6,943 95
For State tax on capital stock and net earnings ..	432 59
For United States tax.....	1,248 72
<b>Total</b> .....	<u><u>45,536 74</u></u>
<b>Total amount of surplus fund</b> .....	<u><u>\$6,943 95</u></u>

## ACCIDENTS.

	Killed.	Injured.
Others.....	<u>1</u>	<u>1</u>

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

About 5th June, 1869, Patrick Conway was found dead beside the track, late at night, supposed to have been lying upon the

track, intoxicated. The car passed over his neck and shoulder. The car was immediately stopped, and life was extinct when the first person reached him. Deceased was lying a few rods beyond the Lackawanna bridge, between Scranton and Providence.

July, 1869, Lewis S. Watrus, Esq., was struck by the pole of the car while crossing Lackawanna avenue, in the evening. His attention was probably attracted by a band of music, and while the car was passing he stepped in front of the horses, was knocked down and run upon by the car. He was severely bruised, and confined to the house several weeks.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Blair.....	Scranton.
Joseph H. Scranton.....	Scranton.
W. W. Winton.....	Scranton.
John B. Smith.....	Dunmore.
T. F. Hunt.....	Scranton.
Ira Tripp.....	Scranton.
Daniel Howell.....	Hyde Park.
Sanford Grant.....	Scranton.
Alfred Hand.....	Scranton.
James Blair, President.....	Scranton, Pa.
Alfred Hand, Secretary and Treasurer.....	Scranton, Pa.

(No. 127.)

## PHILADELPHIA CITY.

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

Personally appeared Coffin 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 within report are true, to the best of their knowledge and belief.

(Signed) O. COLKET, *President.*  
 W. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this }  
 19th day of November, 1869. }

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.....	225,000 00
Total amount now paid in of capital stock .....	225,000 00
Funded debt, as per last report .....	200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1881,) .....	200,000 00
Floating debt, as by last report .....	21,264 71
The amount now of floating debt .....	21,264 71
Total amount now of floating and funded debt....	221,264 71
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: January and July, \$1 50 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 dividends were declared .....	<u>750,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$355,547 16	\$355,547 16
Equipment .....	90,717 55	90,717 55
Total cost .....	<u>446,264 71</u>	<u>446,264 71</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	7 miles 363 ft.
Gauge of road .....	5 feet 2½ in.
Weight of rail per yard on main track: 55 pounds 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,)	46
Average value of each .....	\$800 00
Number of passengers that may be seated in each car .....	20
Number of other cars.....	1
Number of horses owned by the company.....	292
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	1
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	3,700
Average rate of speed adopted by passenger cars, including stops, (miles per hour.).....	5
Number of trips each day .....	9
How is track laid and on what foundation? On string pieces and cross-ties, with gravel founda- tion.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Forty-second and

Chestnut street, down Chestnut to Front street, down Front to Walnut street, up Walnut to Twenty-second street, up Twenty-second to Chestnut, and on Chestnut street to Forty-first street. The Green and Coates and Germantown Passenger railway companies use the track on Walnut street from Fourth to Eighth street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS  
FOR THE YEAR.

November, 1868.....	361, 110	June, 1869.....	379, 612
December, 1868.....	384, 398	July, 1869.....	351, 612
January, 1869.....	319, 788	August, 1869.....	329, 688
February, 1869.....	295, 113	September, 1869.....	367, 337
March, 1869.....	334, 525	October, 1869.....	395, 831
April, 1869.....	357, 490		
May, 1869.....	384, 648	Total.....	<u>4, 281, 152</u>

EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$6,635 13
Taxes on real estate .....	1,091 00
	<hr/>
Total .....	<u>7,726 13</u>

*Operating the road :*

Car license.....	\$1,900 00
On account of horses .....	10,181 00
Harness and repairs .....	1,403 02
Repairs to cars .....	6,611 13
Horse shoeing and other blacksmithing.....	7,245 71
Hay and feed .....	42,721 12
Office expenses and stationery .....	810 57
Salaries: Included in pay-roll.	
Miscellaneous .....	6,438 49
Insurance.....	1,642 50
Watchmen, switchmen, hostlers, pay-roll.....	79,047 63
Straw .....	2,048 55
Conductors and drivers: Included in pay-roll.	
Fluid, fuel, oil and gas .....	1,870 40

Damages for injuries of persons.....	\$55 00
Engine and mill.....	2,029 89
<b>Total.....</b>	<b><u>163,955 01</u></b>

## RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$21,368 32		\$288 00		\$21,656 32
December, 1868.....	22,664 44		288 00	\$225 00	23,177 44
January, 1869.....	18,705 36	\$200 00	383 00		19,288 36
February, 1869.....	17,319 20		283 00		17,602 20
March, 1869.....	19,604 07		290 00	225 00	20,119 07
April, 1869.....	21,348 63		290 00	225 00	21,863 63
May, 1869.....	22,421 66	200 00	290 00	300 00	23,211 66
June, 1869.....	22,399 89		286 00	150 00	22,835 89
July, 1869.....	20,117 24		290 00	300 00	20,707 24
August, 1869.....	19,212 55			225 00	19,437 55
September, 1869.....	21,564 75				21,564 75
October, 1869.....	23,187 62		864 00	300 00	24,351 62
<b>Total.....</b>	<b>249,913 73</b>	<b>400 00</b>	<b>3,552 00</b>	<b>1,950 00</b>	<b>255,815 73</b>

*Summary of payments :*

For maintaining and operating the road .....	\$71,681 14
For interest.....	12,693 06
For dividends.....	45,000 00
For payment for taxes on personal property.....	492 32
For State tax on capital stock and income .....	4,062 35
For United States tax.....	8,826 47
<b>Total.....</b>	<b><u>242,755 34</u></b>
<b>Total amount of surplus fund.....</b>	<b><u>\$242,156 66</u></b>

## ACCIDENTS.

KILLED—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 :*

October 13. On Chestnut street, between Seventeenth and Eighteenth, a boy about twelve years of age, named Edward Tiers, fell in jumping off the front platform of a car, the wheels passing over his body, instantly killed him.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Wister .....	Germantown.
Z. C. Howell.....	Philadelphia.
George Williams.....	Philadelphia.
Amos Ellis.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
Wm. H. Kemble.....	Philadelphia.
Coffin Colket, President.....	4130 Chestnut st., Philadelphia.
W. W. Colket, Secretary and Treasurer.....	4130 Chestnut st., Philadelphia.

(No. 128.)

## PHILADELPHIA AND GRAY'S FERRY.

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

Personally appeared S. Gross Fry, president, and Willis C. Foster, treasurer *pro tem.*, of the Philadelphia and Gray's Ferry Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. GROSS FRY, *President.*

W. C. FOSTER, *Treasurer pro tem.*

Sworn and subscribed before me, this }  
 7th day of November, 1869. }

J. P. DELANEY, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,000,000 00
Amount paid in as by last report .....	285,307 00
Total amount now paid in of capital stock .....	285,307 00
Funded debt, as per last report .....	5,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1879,)...	5,500 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	5,500 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage .....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: January, 4 per cent.; July, 4 per cent.; equal to 8 per cent. on capital paid in.	
Number of shares of stock .....	11,391
Par value of each share, increased to .....	\$50 00
Amount paid in on each share, (original par value.)	25 00
Amount of capital on which the respective dividends were declared .....	284,775 00



## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$293,548 14</u>	<u>\$295,000 69</u>

## CHARACTERISTICS OF ROAD.

Length of road laid, (including Gray's Ferry and Fairmount branches,) .....	10 $\frac{1}{2}$ miles.
Length of double track, including sidings.....	2 $\frac{1}{2}$ "
Gauge of road .....	5 ft. 2 in.
Weight of rail per yard on main track.....	44 lbs.
Number of car houses, shops and stables.....	3
Number of depots .....	1
Number of first class passenger cars, (two horses,) .....	20
Average value of each .....	\$750 00
Number of second class passenger cars, (one horse,) .....	3
Average value of each .....	\$400 00
Number of passengers that may be seated in each car: 12 and 20 respectively.	
Number of other cars .....	3
Number of horses owned by the company.....	124
Average value of each, including harness.....	\$90 00
Value of real estate held, exclusive of road way ..	50,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage .....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day .....	210
How is track laid, and on what foundation? Usual way.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From Gray's Ferry bridge along Gray's Ferry road and Twenty-third street to depot; along Spruce and Third streets to Exchange, at Third and Walnut; along Dock, Pine, Twenty-second, South and Gray's Ferry road to terminus.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

Total..... 1,700,000

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway ..... \$2,675 50

*Operating the road :*

On account of horses ..... \$880 00  
 Harness and repairs..... 145 22  
 Repairs to cars and re-building new cars ..... 3,075 53  
 Horse shoeing..... 2,361 10  
 Hay and feed..... 18,890 28  
 Straw ..... 498 02  
 Office expenses, stationery and depot expenses ... 747 77  
 Salaries..... 2,200 00  
 Insurance..... 135 00  
 Watchmen, switchmen, hostlers, pay-roll ..... 9,515 06  
 General expenses of stable ..... 97 05  
 Conductors and drivers ..... 19,250 75  
 Fluid, fuel, oil and gas ..... 678 75  
 Total..... 58,474 53

## RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868 .....	\$7,855 96				
December, 1868 .....	7,090 66	\$250 00	\$155 00	\$677 38	
January, 1869 .....	7,137 34			253 37	
February, 1869 .....	6,155 73			245 00	
March, 1869 .....	6,942 05		504 00	100 00	
April, 1869 .....	7,256 39			245 00	
May, 1869 .....	7,478 75			28 50	
June, 1869 .....	6,893 35	250 00	430 50	573 66	
July, 1869 .....	6,389 51				
August, 1869 .....	5,712 90				
September, 1869 .....	6,397 11		434 00		
October, 1869 .....	6,880 06				
Total .....	82,195 81	500 00	1,828 50	2,122 91	\$86,642 22

*Summary of payments :*

For maintaining and operating the road .....	\$61,150 03
For interest, (coupons.).....	385 00
For dividends .....	22,838 50
For United States tax, &c.....	<u>2,107 00</u>

## ACCIDENTS.

No accidents whatever.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jno. P. M'Fadden, Fifteenth and Tioga streets.....	Philadelphia.
O. Hopkinson, 1424 Spruce street.....	Philadelphia.
C. F. Norton, 1521 Arch street.....	Philadelphia.
O. B. Evans, 600 North Tenth street.....	Philadelphia.
Lewis Blaylock, 1607 Mount Vernon street.....	Philadelphia.
S. Gross Fry, President, 2101 Green street.....	Philadelphia.
Willis C. Foster, Sec. and Treas. <i>pro tem.</i> , 1330 Rodman st. ...	Philadelphia.

(No. 129.)

## PHILADELPHIA AND DARBY.

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

Personally appeared S. Gross Fry, president, and Willis C. Foster, treasurer, of the Philadelphia and Darby railroad company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. GROSS FRY, *President.*  
 W. C. FOSTER, *Treasurer.*

Sworn and subscribed before me, this }  
 7th day of January, 1870. }

J. P. DELANEY, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,000,000 00
Amount of stock subscribed .....	200,000 00
Amount paid in as by last report .....	160,000 00
Total amount now paid in of capital stock .....	200,000 00
Funded debt, as per last report .....	89,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1887,) ..	57,000 00
Floating debt, as by last report .....	None.
Total amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	57,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage .....	7 per cent.
Number of shares of stock .....	10,000
Par value of each share .....	\$20 00

## COST OF ROAD AND EQUIPMENT.

Total cost .....	By last report. \$250,419 53	By present report. \$258,419 53
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## CHARACTERISTICS OF ROAD.

Length of road laid.....	5 miles, 255 ft.
Length of double track, including sidings.....	3,281 feet.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	42 pounds.
Number of car houses, shops and stables.....	3
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.....	\$200 00
Number of passengers that may be seated in each car respectively.....	20 and 12
Number of other cars.....	1
Number of horses owned by the company.....	47
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way..	\$50,000 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	4,000 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour.).....	6
Number of trips each day.....	32 round trips.
How is track laid, and on what foundation? On white pine string pieces, supported by white pine cross-ties, under ground.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: From Darby, in Delaware county, along the Darby plank road, to intersection of Woodlands street, in West Philadelphia: thence along Woodlands street to present terminus, at intersection of Market street, connecting with the Philadelphia City and West Philadelphia Passenger railways, at the junction.

**MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.**

Total..... 400,000

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Taxes on real estate ..... \$195 60

*Operating the road :*

Total..... \$26,593 25

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders..... \$40,000 00

## RECEIPTS.

Months.	From passengers.	Manure.	U. S. Mail and other sources.	Total.
November, 1868.....	\$3, 139 17			
December, 1868.....	2, 616 06			
January, 1869.....	2, 639 35			
February, 1869.....	2, 192 42			
March, 1869.....	2, 632 42			
April, 1869.....	3, 429 64			
May, 1869.....	3, 946 32			
June, 1869.....	3, 862 24			
July, 1869.....	4, 285 77			
August, 1869.....	3, 914 98			
September, 1869.....	3, 409 38			
October, 1869.....	3, 031 60			
Total.....	39, 099 35	\$700 00	\$635 00	\$40, 434 35

*Summary of payments :*

For maintaining and operating the road ..... \$26,788 85  
 For interest..... 4,599 00  
 For payments to loan account, (bonds retired,)... 32,000 00  
 For State tax on capital stock..... 320 00

## ACCIDENTS.

No accidents.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Thompson.....	Reeseville, Chester county, Pa.
J. P. M'Fadden.....	Fifteenth and Tioga streets, Philadelphia.
C. Colket.....	1336 Spring Garden street, Philadelphia.
A. L. Bonnafon.....	Darby road and Sixtieth street, Philadelphia.
Luke Keegan.....	2318 Ashburton street, Philadelphia.
Willis C. Foster.....	1330 Rodman street, Philadelphia.
S. Gross Fry, President.....	N. W. cor. Twenty-first and Green sts., Phila.
Willis C. Foster, Sec. & Treas.,	1330 Rodman street, Philadelphia.

(No. 130.)

## PITTSBURG, ALLEGHENY AND MANCHESTER.

STATE OF PENNSYLVANIA, }  
*Allegheny 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 within 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 }  
 10th day of November, 1869. }

FRANCIS TORRANCE, *N. P.*

## STOCK AND DEBT.

Amount of stock subscribed .....	\$200,000 00
Amount paid in as by last report.....	124,000 00
Total amount now paid in of capital stock.....	140,000 00
Funded debt, as by last report .....	23,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, October 1, 1874,) .....	23,000 00
Floating debt, as by last report .....	16,950 00
The amount now of floating debt.....	2,433 57
Total amount now of floating and funded debt ...	25,433 57
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: November 1, 1868, 4 per cent .....	8,000 00
Number of shares of stock .....	4,000
Par value of each share.....	\$50 00
Amount paid in on each share .....	35 00
Amount of capital on which the respective dividends were declared .....	200,000 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$88,338 42	\$88,338 42
Equipment .....	54,785 00	55,780 55
Total cost.....	<u>                    </u>	<u>144,118 97</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	4 $\frac{1}{4}$ miles.
Length of double track, including sidings.....	3 $\frac{1}{2}$ "
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 of each.
Number of depots.....	3
Number of first class passenger cars, (two horses,)	28
Average value of each.....	\$1,000 00
Number of passengers that may be seated in each car,	22
Number of other cars.....	1 salt car.
Number of horses and mules owned by the com- pany.....	153
Average value of each, including harness.....	\$150 00
Value of real estate and buildings held, exclusive of road way.....	35,934 33
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	4,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	5
How is track laid, and on what foundation? On pine stringers and ties; street foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Main road; starting from Sixth street, (late St. Clair street,) Pittsburg, across Suspension bridge, to Federal street, Allegheny city, up Federal to Ohio street, along Ohio to Western avenue; thence to Bidwell street, along Bidwell street, to Ohio avenue, along Ohio avenue to Beaver avenue; thence to car house. The Rebecca Street branch turns off Federal street, Allegheny, and intersects



with main road corner of Ohio and Beaver avenues. Troy Hill branch turns off main line corner of Federal and Ohio streets, along Ohio street to car house, near Chestnut street.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

November, 1868.....	180,917	June, 1869.....	210,348
December, 1868.....	196,847	July, 1869.....	214,182
January, 1869.....	182,682	August, 1869.....	211,074
February, 1869.....	158,617	September, 1869.....	210,528
March, 1869.....	183,364	October, 1869.....	204,702
April, 1869.....	188,239		
May, 1869.....	213,048	Total.....	<u>2,364,545</u>

EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway.....	\$2,799 49
Repairs of buildings.....	790 50
Taxes on real estate.....	1,100 27
Total.....	<u>4,690 26</u>

*Operating the road :*

On account of horses.....	\$2,540 00
Harness and repairs.....	725 63
Repairs to cars.....	2,416 80
Horse shoeing.....	948 12
Hay and feed.....	16,964 80
Expense account.....	895 73
Salaries, pay-rolls, conductors and drivers.....	52,294 67
Insurance.....	826 90
Fluid, fuel, oil and gas.....	532 62
Total.....	<u>78,145 27</u>

## RECEIPTS.

Months.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1868.....	\$10,276 83			
December, 1868.....	11,106 65			
January, 1869.....	10,379 37	\$105 00		
February, 1869.....	8,935 52	35 00		
March, 1869.....	10,310 55	105 00		
April, 1869.....	10,713 79			
May, 1869.....	12,171 59	35 00		
June, 1869.....	11,922 89	10 00		
July, 1869.....	12,727 78	105 00		
August, 1869.....	11,946 48	35 00		
September, 1869.....	11,963 31			
October, 1869.....	11,555 45	105 00		
Total.....	134,010 21	525 00	\$150 85	\$134,686 06

*Summary of payments :*

For maintaining and operating the road .....	\$82,835 53
For interest .....	2,534 63
For dividends.....	8,000 00
For right of way and tax on div. to Allegheny and Pittsburg .....	1,711 22
For bridge toll .....	5,000 00
For miscellaneous .....	720 72
For State tax on capital stock and earnings .....	1,179 29
For United States tax.....	4,898 13
Total.....	<u>106,879 52</u>
Total amount of surplus fund.....	<u>\$2,019 29</u>

## ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	2
Others.....	1	1
Total.....	<u>1</u>	<u>3</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. J. Kountz.....	Allegheny city.
D. H. S. Gilmore.....	Allegheny city.
Chas. E. Speer.....	Pittsburg.
A. Ackley.....	Allegheny city.
C. M. Seibert.....	M'Clure township.
Wm. J. Kountz.....	President.
C. M. Seibert.....	Secretary and Treasurer.

(No. 181.)

## 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 within report are true, to the best of their knowledge and belief.

(Signed) WM. M. HERSH, *President.*

Sworn and subscribed before me, this }  
 17th day of November, 1869. }

JAMES M. TAYLOR, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$100,000 00
Amount of stock subscribed .....	100,000 00
Amount paid in as by last report.....	82,000 00
Total amount now paid in of capital stock .....	88,000 00
Funded debt, as per last report.....	10,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, September 1, 1879,) .....	10,600 00
Floating debt, as by last report .....	30,081 89
The amount now of floating debt .....	44,931 42
Total amount now of floating and funded debt. ....	55,531 42
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends : \$3 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 .....	44 00
Amount of capital on which the respective dividends were declared.....	<u>100,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$85,328 92	\$87,823 01
Equipment .....	23,159 67	26,838 19
Total cost.....	<u>108,488 59</u>	<u>114,661 20</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	2 $\frac{6}{10}$ miles.
Length of double track, including sidings.....	2 $\frac{6}{10}$ "
Gauge of road.....	5 ft. 2 in.
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,)	15
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.....	80
Average value of each, including harness .....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way,	\$39,283 14
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about .....	5
Number of trips each day .....	10 and 11
How is track laid, and on what foundation? On pine stringers and ties, and turnpike foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Along Smithfield street, from Fifth street, to and across the Monongahela bridge to South Pittsburg; then along Carson street, through the boroughs of Pittsburg, Birmingham and East Birmingham.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

November, 1868.....	91,224	June, 1869 .....	98,289
December, 1868.....	99,557	July, 1869 .....	111,752
January, 1869.....	91,289	August, 1869.....	130,631
February, 1869.....	87,245	September, 1869 .....	106,334
March, 1869.....	109,004	October, 1869 .....	129,884
April, 1869.....	97,062		
May, 1869.....	128,947	Total .....	<u>1,281,216</u>

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$9,809 98
Repairs of buildings .....	50 00
Taxes on real estate .....	361 86
Total.....	<u>10,221 84</u>

*Operating the road :*

Bridge toll.....	\$2,100 00
On account of horses .....	2,662 46
Harness and repairs .....	269 93
Repairs to cars .....	3,120 90
Horse shoeing.....	2,957 23
Hay and feed .....	15,587 33
Office expenses, stationery, depot and other expenses .....	1,936 18
Salaries .....	3,250 00
Insurance.....	624 65
Watchmen, switchmen, hostlers, pay-roll and general expenses of stable.....	7,851 99
Conductors and drivers.....	16,808 90
Fluid, fuel, oil and gas.....	795 38
Damages for injuries of persons.....	None.
	<u>57,964 95</u>
Total.....	<u>68,186 79</u>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

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

## RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$5,516 41	\$339 01	Nothing.	\$400 00	.....
December, 1868.....	6,048 82	.....	.....	3,389 69	.....
January, 1869.....	5,532 92	.....	.....	.....	.....
February, 1869.....	5,282 05	.....	.....	.....	.....
March, 1869.....	6,536 69	.....	.....	.....	.....
April, 1869.....	5,920 22	.....	.....	.....	.....
May, 1869.....	7,810 04	.....	.....	.....	.....
June, 1869.....	5,986 36	.....	.....	.....	.....
July, 1869.....	6,756 69	.....	.....	.....	.....
August, 1869.....	7,891 28	.....	.....	.....	.....
September, 1869.....	6,475 95	.....	.....	.....	.....
October, 1869.....	7,815 82	.....	.....	.....	.....
Total.....	77,573 31	339 01	.....	3,789 69	\$81,702 01

*Summary of payments :*

For construction.....	\$2,494 09
For maintaining and operating the road.....	68,186 79
For discounts in bank.....	2,725 30
For interest.....	1,180 80
For dividends: \$3 per share, credited to stock.	
For new passenger cars and horses.....	3,678 52
For payment for taxes (city) on personal property,	600 00
For State tax on capital stock, income, &c.....	561 71
For United States tax.....	2,274 80
Total.....	81,702 01

## ACCIDENTS.

KILLED—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 :*

November 14, 1868. Benjamin Davis, aged 2½ years, run over by a car in Birmingham. The car run over the leg, tearing the

flesh from and breaking the bone. Child died on second day after the accident, from lockjaw.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. M. Hersh.....	Pittsburg, Pa.
W. K. Nimick.....	Pittsburg, Pa.
M. W. Beltzhoover.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
John M'D. Crosson .....	Pittsburg, Pa.
Wm. M. Hersh.....	President.
W. K. Nimick.....	Secretary.
Jas. H. Wright.....	Treasurer.

(No. 132.)

## RIDGE AVENUE AND MANAYUNK.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss:

Personally appeared Charles Thomson Jones, president, and William W. Dickinson, treasurer, of the Ridge Avenue and Manayunk Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES THOMSON JONES, *President.*  
 WILLIAM W. DICKINSON, *Treasurer.*

Sworn and subscribed before me, this }  
 28th day of December, 1869. }

JOSHUA S. FLETCHER, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$250,000 00
Amount of stock subscribed: 5,000 shares, less 180 forfeited for non-payment of instalments.	
Amount paid in as by last report, (less as above, 180 shares,) .....	118,000 00
Total amount now paid in of capital stock.....	120,500 00
Funded debt, as per last report: Coupon bonds, 6 per cent., \$15,000: coupon bonds, 7 per cent., \$48,300.	
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1880,) ..	63,300 00
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Date and rate per cent. per annum of dividend or dividends .....	None.
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 .....	No dividends.

## COST OF ROAD AND EQUIPMENT.

	By present report.
Construction .....	\$120,209 28
Equipment .....	59,426 31
Total cost .....	<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 .....	1 of each.
Number of depots .....	2
Number of first class passenger cars, (two horses,) .....	12
Average value of each, (cost when new,) .....	\$800 00
Number of second class passenger cars, (one horse,) .....	None.
Number of passengers that may be seated in each car .....	24
Number of other cars .....	None.
Number of horses owned by the company .....	51
Average value of each, including harness .....	\$100 00
Number of mules owned by the company .....	None.
Value of real estate held, exclusive of road way: The company owns no real estate except depot property.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) .....	6
Number of trips each day : 36, or each car .....	6
How is track laid, and on what foundation? Principally on stone and plank.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: East end of road commences at Ridge and Columbia avenues and running direct to

Manayunk, on Ridge avenue, passing Glenwood, Laurel Hill, Mt. Vernon and Mt. Peace cemeteries, the Falls of Schuylkill and Wissahickon, &c.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

None kept.

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs of road bed and railway .....	\$2,102 17
Repairs of buildings .....	None.
Taxes on real estate .....	482 37
<b>Total</b> .....	<u>2,584 54</u>

*Operating the road:*

On account of horses .....	\$2,085 00
Harness and repairs .....	352 16
Repairs to cars .....	2,716 83
Horse shoeing and blacksmith repairs .....	1,517 83
Hay and feed and stable hands .....	14,010 19
Office expenses, stationery, depot expenses and salaries: Charges to expense account .....	2,069 04
Insurance .....	313 50
Watchmen, switchmen, hostlers, pay-roll, placed in account of stable and general expense account.	
General expenses of stable, in stable account.	
Conductors and drivers .....	6,159 08
Fluid, fuel, oil and gas, in account of general charges, (office expenses, &c.)	
Damages for injuries of persons .....	None.
<b>Total</b> .....	<u>29,223 63</u>

## RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Total.
November, 1868.....	\$3, 112 61	\$40 00	\$600 00	.....
December, 1868.....	2, 538 52	.....	.....	.....
January, 1869.....	2, 293 25	.....	.....	.....
February, 1869.....	2, 191 42	.....	.....	.....
March, 1869.....	2, 433 78	.....	.....	.....
April, 1869.....	3, 231 05	.....	.....	.....
May, 1869.....	4, 246 18	.....	.....	.....
June, 1869.....	4, 405 67	.....	.....	.....
July, 1869.....	4, 585 98	.....	.....	.....
August, 1869.....	4, 596 13	.....	.....	.....
September, 1869.....	3, 820 42	.....	.....	.....
October, 1869.....	3, 399 63	.....	.....	.....
Total.....	40, 854 62	40 00	600 00	\$41, 494 62

## ACCIDENTS.

INJURED—Others..... 1

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

One man, name unknown, while in a state of intoxication, laid down on track between Wissahickon and Manayunk, on night of June 6, was run over and seriously injured.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James S. Chambers.....	223 Church street.
Samuel K. Ashton.....	426 Walnut street.
George W. Irwin.....	144 North Fifteenth street.
M. H. Dickinson.....	974 North Front street.
A. L. Crawford.....	834 Marshall street.
Charles T. Jones, President.....	Cor. Ridge and Columbia avenues.
Wm. W. Dickinson, Sec. and Treas.....	Cor. Ridge and Columbia avenues.

(No. 133.)

## 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 within 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 }  
 7th day of January, 1870. }

J. P. DELANEY, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	50,000 00
Total amount now paid in of capital stock.....	50,000 00
Funded debt, as per last report .....	None.
The 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.

	By last report.	By present report.
Total cost .....	<u>\$47,463 54</u>	<u>\$47,463 54</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	3 $\frac{5}{8}$ $\frac{3}{8}$ miles.
Length of double track, including sidings.....	$\frac{3}{8}$ mile.
Gauge of road .....	5 feet 2 in.
Weight of rail per yard on main track.....	44 pounds.
How is track laid, and on what foundation? White pine string pieces on cross-ties imbedded in the earth.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From depot of the Philadelphia and Gray's Ferry Passenger railway, at Twenty-second and Spruce, along Twenty-third, Callowhill and Twenty-fifth streets to the entrance to Fairmount park, at foot of Green street; thence along Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third, Walnut and Twenty-second, to depot.

The Legislature of Pennsylvania having at its last session authorized the conversion of this road into a freight railroad, the road has not been operated during the past year.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. Gross Fry, N. W. cor. Green and Twenty-first streets.....	Philadelphia.
Wm. M. Farr, 1914 Spruce street.. .....	Philadelphia.
O. B. Evans, N. W. cor. Green and Tenth streets.....	Philadelphia.
Chas. Bloomingdale, 912 North Broad street .....	Philadelphia.
Oliver Hopkinson, 1424 Spruce street.....	Philadelphia.
J. P. M'Fadden, President, Fifteenth and Tloga streets....	Philadelphia.
S. Gross Fry, Secretary and Treasurer, 2101 Green street...	Philadelphia.

(No. 134.)

## SECOND AND THIRD STREET.

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

Personally appeared Jacob Binder, president, and E. Mitchell Cornell, treasurer, of the Second and Third Street Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JACOB BINDER, *President.*  
 E. MITCHELL CORNELL, *Treasurer.*

Sworn and subscribed before me, this }  
 27th day of November, 1869. }

CHARLES SENIX, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$961,100 00
Amount of stock subscribed.....	961,100 00
Amount paid in as by last report.....	573,387 25
Total amount now paid in of capital stock .....	573,387 25
Funded debt, as per last report.....	109,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1878,).....	\$83,700
2d mortgage bonds, (date of maturity, October 1, 1876,).....	15,800
Frankford and Philadelphia bonds, assumed, (date of maturity, August 1, 1885,) .....	9,800
	109,300 00
Floating debt, as by last report .....	None.
The amount now of floating debt.....	10,000 00
Total amount now of floating and funded debt ...	119,300 00

Average rate per cent. per annum of interest on funded debt: First mortgage, 7 per cent.; second mortgage, 7 per cent.; F. and P., 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: January 11, 3 per cent.; July 15, 3 per cent. ....	6 per cent.
Number of shares of stock .....	19,242
Par value of each share .....	\$50 00
Amount paid in on each share, nearly .....	30 00
Amount of capital on which the respective dividends were declared .....	<u>961,100 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$628,843 00	\$640,528 87
Total cost .....	<u>628,843 00</u>	<u>640,528 87</u>

## CHARACTERISTICS OF ROAD.

Length of road laid .....	30½ miles.
Length of double track, including sidings .....	3½ "
Gauge of road .....	5 ft. 2¼ 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,) .....	70
Average value of each .....	\$600 00
Number of second class passenger cars, (one horse,) .....	2
Average value of each .....	\$200 00
Number of passengers that may be seated in each car .....	22
Number of other cars .....	7
Number of horses owned by the company .....	500
Average value of each, including harness .....	\$100 00
Number of mules owned by the company .....	None.
Value of real estate held, exclusive of road way ..	111,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	4,500

Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day .....	503
How is track laid, and on what foundation? Tram rail, wood cross-ties, gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commencing at Harrison street, on the Frankford and Bristol turnpike road, then south along the said road to Jefferson street; thence west to Second street; thence south to Mifflin street; thence west to Third street; thence north to Germantown road; thence north-west to Oxford street; thence east to Front street; thence north to Amber street; thence north-east to the depot near Lehigh avenue; thence north, on the Frankford and Bristol turnpike, to Mill street; thence east to Paul street; thence north-west to the said turnpike; thence north to Harrison street, the place of beginning. Also, commencing on Bridge street, in Bridesburg; thence east to Richmond street; thence south to the Frankford road; thence south-east to Maiden street; thence east to Delaware avenue; thence south to Coates street; thence west to Second street; thence south to Dock street; thence west to Third street; thence north to Brown street; thence east to Beach street; thence north to Manderson street; thence west to Frankford road; thence north-west to Girard avenue; thence north-east to Norris street; thence east to Richmond street; thence north to Lehigh avenue; thence west to the depot on Lehigh avenue. Also, a branch on Second street, north from Jefferson street, to York street; and a branch on Third street, from Oxford to Burk street; thence east, on Burk street, to Second street. We have no connections with other roads.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

November, 1868 .....	633, 133	June, 1869 .....	689, 013
December, 1868.....	616, 113	July, 1869.....	744, 294
January, 1869.....	542, 293	August, 1869.....	746, 597
February, 1869 .....	499, 350	September, 1869.....	735, 539
March, 1869.....	599, 633	October, 1869 .....	708, 674
April, 1869.....	658, 934		
May, 1869.....	699, 994	Total.....	<u>7, 873, 497</u>



## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$13,109 57
Repairs of buildings .....	6,253 54
Taxes on real estate .....	1,655 75
	<hr/>
Total .....	21,018 86
	<hr/> <hr/>

*Operating the road :*

On account of horses .....	\$13,155 80
Harness and repairs .....	3,432 02
Repairs to cars .....	17,604 50
Horse shoeing .....	15,283 00
Hay and feed .....	97,173 15
Office expenses, stationery and depot expenses ...	5,230 51
Salaries .....	6,699 96
Insurance .....	2,126 19
Watchmen, switchmen, hostlers, pay-roll .....	37,353 44
General expenses of stable .....	4,398 20
Conductors and drivers .....	82,174 73
Fluid, fuel, oil and gas .....	2,654 76
Damages for injuries of persons .....	456 90
	<hr/>
Total .....	287,743 16
	<hr/> <hr/>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	None.
From sale of bonds .....	None.
From other sources .....	\$10,000 00
	<hr/>
Total .....	10,000 00
	<hr/> <hr/>

## RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$31,656 64		\$606 16	\$55 20	
December, 1868.....	30,805 68		521 73	55 20	
January, 1869.....	27,114 66	\$5 00	517 40	55 20	
February, 1869.....	24,967 34	5 00	519 49	55 20	
March, 1869.....	29,981 66	5 00	547 31	55 20	
April, 1869.....	32,946 71	5 00	548 40	55 20	
May, 1869.....	34,999 72	5 00	558 00	55 19	
June, 1869.....	34,450 68	5 00	572 33	55 19	
July, 1869.....	37,211 20	5 00	593 34	55 19	
August, 1869.....	37,329 85	5 00	589 84	55 19	
September, 1869.....	36,776 97	5 00	578 47	55 19	
October, 1869.....	35,433 68	5 00	616 66	55 19	
Total.....	393,674 79	50 00	6,769 13	662 34	\$401,156 31

*Summary of payments :*

For construction.....	\$11,687 87
For maintaining and operating the road.....	308,762 02
For interest.....	10,337 80
For dividends.....	57,711 00
For new passenger cars and horses.....	18,000 00
For payment for taxes on personal property, (city tax,).....	4,698 28
For State tax on capital stock.....	4,273 66
For United States tax.....	12,890 55
Total.....	<u>428,361 18</u>
Total amount of surplus fund.....	<u>\$11,014 73</u>

## ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	1
Others.....	3	2
Total.....	<u>4</u>	<u>3</u>

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

1868.

November 15. Charles M'Bride, leg broken ; attempted to get upon the front platform while the car was in motion, on Frankford road.

December 11. Michael Koch, lying upon the track in the night, was run over and killed, on Manderson street.

1869.

January 3. John Gardner, slightly hurt; was pushed off the rear platform by another passenger, on Second street.

March 21. Henry Herbert, a child two years old, ran under the car on Amber street and was killed.

April 23. Mary Ann Cavender, child, two years old, ran under the car in the night, on Jefferson street; was killed.

July 12. Otto Kneetz, a child five years old, slightly hurt in the hand; run over, playing in the street, on Third street.

July 22. David Davis, aged seventy years, was run over and killed; jumped off the car whilst in motion, on Amber street.

#### NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Horn.....	Philadelphia.
Robert F. Taylor.....	Philadelphia.
Israel Peterson .....	Philadelphia.
J. P. Steiner .....	Philadelphia.
Benj. F. Huddy.....	Philadelphia.
Wm. Anspach.....	Philadelphia.
A. J. Holman .....	Philadelphia.
William Eisenbrey .....	Philadelphia.
M. Hall Stanton.....	Philadelphia.
Joseph Moore.....	Philadelphia.
Alex. M. Fox .....	Philadelphia.
George M. Freeman .....	Philadelphia.
Jacob Binder, President.....	Philadelphia.
John B. Craven, Secretary.....	Philadelphia.
E. Mitchell Cornell, Treasurer .....	Philadelphia.

(No. 125.)

## SEVENTEENTH AND NINETEENTH STREET.

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

Personally appeared Joseph E. Gillingham, president, and Chas. T. Yerkes, Jr., treasurer, of the Seventeenth and Nineteenth Street Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. E. GILLINGHAM, *President.*

CHAS. T. YERKES, JR., *Treasurer.*

Sworn and subscribed before me, this }  
 8th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report.....	130,000 00
Total amount now paid in of capital stock .....	160,000 00
Floating debt, as by last report .....	37,408 11
The amount now of floating debt .....	7,408 11
Number of shares of stock .....	10,000
Par value of each share .....	\$50 00
Amount paid in on each share .....	16 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$116,918 06	\$116,918 06
Equipment .....		2,750 00
Total cost.....		119,668 06

## CHARACTERISTICS OF ROAD.

Length of road laid.....	5 $\frac{92}{100}$ miles.
Gauge of road .....	5 feet 2 in.
Weight of rail per yard on main track.....	55 pounds.
Number of car houses, shops and stables.....	3
Number of depots .....	1
Number of first class passenger cars, (two horses,)	17
Average value of each.....	\$600 00
Number of second class passenger cars, (one horse,)	2
Average value of each .....	\$300 00
Number of passengers that may be seated in each car .....	20
Number of other cars .....	2
Number of horses owned by the company.....	127
Average value of each, including harness.....	\$90 00
Value of real estate held, exclusive of road way..	45,000 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage .....	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5 $\frac{1}{2}$
Number of trips each day .....	12
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 Master to Seventeenth, down Seventeenth to Carpenter, to Nineteenth to Master.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS  
FOR THE YEAR.

November, 1868.....	129,405	June, 1869.....	160,094
December, 1868.....	136,429	July, 1869.....	156,741
January, 1869.....	130,323	August, 1869.....	147,194
February, 1869.....	117,229	September, 1869.....	158,982
March, 1869.....	135,917	October, 1869.....	167,605
April, 1869.....	125,329		
May, 1869.....	166,235	Total.....	<u>1,781,483</u>

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$3,043 03
Repairs of buildings .....	2,131 85
<b>Total .....</b>	<b>5,174 88</b>

*Operating the road :*

On account of horses .....	\$5,908 00
Harness and repairs .....	544 26
Repairs to cars and snow plough .....	3,536 93
Horse shoeing .....	3,070 65
Hay and feed .....	19,865 14
Office expenses, stationery and depot expenses and salaries .....	3,332 65
Insurance .....	309 73
Watchmen, switchmen, hostlers, pay-roll .....	8,008 87
Conductors and drivers .....	20,874 02
Fluid, fuel, oil and gas .....	310 18
Damages for injuries of persons .....	259 30
<b>Total .....</b>	<b>66,119 73</b>

## RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1868.....	\$7,332 95			
December, 1868.....	7,731 44	\$119 00		
January, 1869.....	7,384 79	117 00		
February, 1869.....	6,642 99	114 80		
March, 1869.....	7,701 67	115 80		
April, 1869.....	8,101 68	121 00		
May, 1869.....	9,420 45	121 00		
June, 1869.....	9,072 12	124 50		
July, 1869.....	8,861 52	130 00		
August, 1869.....	8,341 21	130 00		
September, 1869.....	9,009 13	130 00		
October, 1869.....	9,430 62	135 00		
<b>Total .....</b>	<b>99,050 47</b>	<b>1,358 10</b>	<b>\$5,058 75</b>	<b>\$105,467 32</b>

*Summary of payments :*

For maintaining and operating the road .....	\$71,194 61
For interest.....	2,276 59
For payment for taxes on personal property and real estate .....	1,201 83
For miscellaneous .....	581 15
For State tax on capital stock .....	438 02
For United States tax.....	2,544 06
	<hr/>
Total .....	<u>78,336 26</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 :*

October 30. Boy slipped off a pile dirt at Nineteenth and Hamilton, and the wheel of car No. 12 slightly injured the heel of his foot.

(No. 136.)

## THIRTEENTH AND FIFTEENTH STREETS.

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

Personally appeared Sylvester J. Megargee, president, and D. Boyer Brown, treasurer, of the Thirteenth and Fifteenth Streets Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) S. J. MEGARGEE, *President.*  
 D. BOYER BROWN, *Treasurer.*

Sworn and subscribed before me, this }  
 12th day of November, 1869. }

WILLIAMS OGLE, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,000,000 00
Amount of stock subscribed .....	997,700 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.
The 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.
Average rate per cent. per annum of interest on funded debt. ....	None.
Date and rate per cent. per annum of dividend or dividends : 2 per cent. paid in July, 1869 .....	19,954 00
Number of shares of stock .....	19,954
Par value of each share .....	\$50 00
Amount paid in on each share .....	Unknown.
Amount of capital on which the respective divi- dends were declared .....	1,000,000 00



## COST OF ROAD AND EQUIPMENT.

Construction and equipment: The present managers cannot answer these queries.

## CHARACTERISTICS OF ROAD.

Length of road laid.....	6½ miles.
Length of double track, including sidings.....	900 feet.
Gauge of road .....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables .....	1 of each.
Number of depots .....	1
Number of first class passenger cars, (two horses,) (in use, 20,) .....	28
Average value of each .....	\$600 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.....	3
Number of horses owned by the company, (and mules, 172,) .....	166
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	6
Value of real estate held, exclusive of roadway, \$103,700, incumbered to the amount of \$16,300.	
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5½
Number of trips each day .....	214
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; on Columbia avenue and Carpenter street, from Thirteenth to Fifteenth streets, and on Broad street, from Carpenter street to Washington avenue.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR, (APPROXIMATED.)

November, 1868 .....	226, 514	June, 1869 .....	268, 446
December, 1868 .....	252, 568	July, 1869 .....	260, 634
January, 1869 .....	236, 088	August, 1869 .....	239, 394
February, 1869 .....	213, 064	September, 1869 .....	275, 268
March, 1869 .....	252, 534	October, 1869 .....	282, 661
April, 1869 .....	276, 366		
May, 1869 .....	286, 212	Total .....	<u>8, 069, 749</u>

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$2,016 49
Repairs of buildings: Included in depot expenses.	
Taxes on real estate .....	723 67
	<hr/>
Total .....	<u>2,740 16</u>

*Operating the road:*

On account of horses .....	\$3,860 50
Harness and repairs .....	871 72
Repairs to cars .....	7,575 91
Horse shoeing .....	4,081 88
Hay and feed .....	32,791 64
Office expenses, stationery and depot expenses ...	18,335 37
Salaries .....	3,324 97
Insurance .....	667 64
Watchmen, switchmen, hostlers, pay-roll: Included in depot expenses.	
General expenses of stable: Included in depot ex- penses.	
Conductors and drivers .....	28,353 00
Fluid, fuel, oil and gas: Included in depot ex- penses.	
Damages for injuries of persons .....	None.
	<hr/>
Total .....	<u>99,862 63</u>

## RAILROAD REPORT.

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## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	None.
From sale of bonds .....	None.
From other sources .....	None.

## RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Total.
November, 1868 .....	\$12,723 37	\$146 66	\$169 00	\$13,039 03
December, 1868.....	13,601 83	157 66	172 00	13,931 49
January, 1869.....	12,674 37	164 66	173 00	13,012 03
February, 1869 .....	11,448 83	123 00	172 00	11,743 83
March, 1869.....	13,588 70	141 00	171 00	13,900 70
April, 1869.....	14,912 77	141 00	174 00	15,227 77
May, 1869 .....	15,459 21	141 00	173 00	15,773 21
June, 1869.....	14,472 01	341 00	175 00	14,988 01
July, 1869.....	14,033 54	141 00	178 00	14,357 54
August, 1869.....	12,858 13	163 22	171 00	13,192 35
September, 1869.....	14,851 68	341 00	174 00	15,366 68
October, 1869.....	15,606 17	141 00	223 86	15,971 03
Total .....	166,235 61	2,142 20	2,125 86	170,503 67

*Summary of payments :*

For construction .....	\$587 00
For maintaining and operating the road .....	96,002 13
For interest .....	1,088 84
For dividends .....	19,954 00
For new passenger cars, none; on account of horses,	3,860 50
For payment for taxes on personal property.....	1,252 82
For payments to loan account .....	None.
For mortgage paid off.....	18,000 00
For interest paid on mortgage .....	768 00
For payments made to surplus funds .....	None.
For ticket balances .....	291 80
For State tax on capital stock .....	3,376 39
For United States tax.....	5,522 39
Total amount of surplus fund.....	None.

## ACCIDENTS.

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. L. Hornberger.....	Philadelphia.
R. Cresswell.....	Philadelphia.
John E. Fox.....	Philadelphia.
A. Richardson.....	Philadelphia.
Thos. W. Ackley.....	Philadelphia.
Sylvester J. Megargee, President.....	Philadelphia.
D. Boyer Brown, Secretary.....	Philadelphia.
D. Boyer Brown, Treasurer.....	Philadelphia.

(No. 137.)

## UNION.

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

Personally appeared W. V. M'Grath, president, and W. H. Kemble, treasurer, of the Union Passenger railway company, and in due form of law made oath, that the statements in the within 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 }  
 7th day of January, 1870. }

DAVID BEITLER, *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.....	400,000 00
Total amount now paid in of capital stock.....	400,000 00
Funded debt, as per last report .....	300,000 00
The amount now of funded debt, classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Jan. 1, 1885,) .....	300,000 00
2d mortgage bonds .....	None.
3d mortgage bonds .....	None.
Floating debt, as by last report .....	None.
The amount now of floating debt .....	None.
Total amount now of floating and funded debt ...	300,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividends:	
January, 1869, \$1 50; July, 1869, \$1 50.	
Number of shares of stock .....	20,000
Par value of each share.....	\$50 00
Amount paid in on each share .....	20 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$432,197 44	\$447,611 18
Equipment .....	178,801 02	178,801 02
Real estate .....	153,928 57	160,928 51
Total cost .....	<u>764,927 03</u>	<u>787,340 71</u>

## CHARACTERISTICS OF ROAD.

Length of road laid .....	26½ miles.
Gauge of road .....	5 ft. 2 in.
Weight of rail per yard on main track .....	43 lbs.
Number of car houses, shops and stables .....	2
Number of depots .....	2
Number of first class passenger cars, (two horses,) .....	70
Average value of each .....	\$700 00
Number of second class passenger cars, (one horse,) .....	10
Average value of each .....	\$400 00
Number of passengers that may be seated in each car, .....	20
Number of other cars .....	9
Number of horses owned by the company .....	548
Average value of each, including harness .....	\$100
Number of mules owned by the company .....	None.
Value of real estate held, exclusive of road way ..	\$160,928 57
Number of trips each day .....	<u>538</u>

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, Federal and Front streets: returns via Wharton, Ninth, Spring Garden, Twenty-third and Brown streets. The other line runs from Richmond to Baltimore depot via Thompson, Marlborough, Belgrade, Master, Franklin, Seventh, Ellsworth and Broad streets: returns via Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris, Memphis, York, Cedar and Somerset streets to Richmond; also on Poplar from Seventh to Twenty-fourth streets.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

November, 1868 .....	\$586,713	June, 1869.....	636,228
December, 1868 .....	622,043	July, 1869 .....	643,588
January, 1869.....	524,337	August, 1869.....	611,131
February, 1869 .....	478,505	September, 1869 .....	620,557
March, 1869.....	511,895	October, 1869.....	621,483
April, 1869.....	568,412		
May, 1869.....	609,714	Total.....	<u>7,034,606</u>

EXPENDITURES FOR THE YEAR ENDING DECEMBER 31, 1869.

Horses .....	\$14,431 00
Conductors and drivers .....	91,688 63
Wages .....	42,807 89
Hay .....	37,127 85
Straw .....	2,545 19
Corn .....	63,324 20
Expense account .....	16,174 99
Blacksmith .....	16,301 35
Car license.....	3,250 00
Repairs to real estate .....	2,108 91
Taxes, city and State .....	8,586 79
United States tax .....	16,358 59
Interest .....	3,097 12
Repairs to roads.....	12,239 88
Repairs to cars .....	7,287 08
Light and fuel .....	3,574 73
Printing and stationery .....	2,970 78
Insurance .....	1,566 88
Salaries .....	5,500 00
	<hr/>
	350,941 86
Interest on bonds.....	18,000 00
	<hr/>
	<u>368,941 86</u>

Construction account during the year, \$15,413 74, paid for out of current receipts.

## RECEIPTS.

Months.	From passengers.	Manure.	Other sources.	Total.
November, 1868.....	\$37,677 88	\$602 79	.....	.....
December, 1868.....	40,092 22	602 79	.....	.....
January, 1869.....	33,714 88	569 54	.....	.....
February, 1869.....	30,686 90	591 84	.....	.....
March, 1869.....	34,138 17	591 95	.....	.....
April, 1869.....	36,423 54	587 85	.....	.....
May, 1869.....	39,087 18	581 71	.....	.....
June, 1869.....	40,934 82	584 04	.....	.....
July, 1869.....	41,313 69	600 17	.....	.....
August, 1869.....	39,616 30	600 84	.....	.....
September, 1869.....	39,721 21	597 34	.....	.....
October, 1869.....	39,835 03	601 75	.....	.....
Total.....	453,001 32	7,112 61	\$3,154 56	\$463,268 49

## STATEMENT FOR THE YEAR ENDING JANUARY 31, 1869.

Receipts from passengers.....	\$453,001 32
Manure.....	7,112 61
Other sources.....	3,154 56
	<hr/>
	463,268 49
	<hr/> <hr/>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
J. E. Ridgway.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
Chas. Welsh.....	Philadelphia.
R. Gibbs.....	Philadelphia.
M. S. Quay.....	Beaver.
Wm. V. M'Grath, President.....	Philadelphia.
Jacob E. Ridgway, Vice President.....	Philadelphia.
Wm. H. Kemble, Treasurer.....	Philadelphia.



(No. 188.)

## WEST PHILADELPHIA.

STATE OF PENNSYLVANIA, }  
*Philadelphia 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 oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. S. MORTON, *President.*  
 SAM'L P. HUHN, *Treasurer.*

Affirmed, sworn and subscribed before me, }  
 this 30th day of November, 1869. }

A. N. MORTON, *Notary Public.*

## 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.....	375,000 00
Total amount now paid in of capital stock.....	400,000 00
Funded debt, as per last report.....	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1878,) .....	100,000 00
Floating debt, as by last report .....	15,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt ...	100,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent
Date and rate per cent. per annum of dividend or dividends: January 12, 1869, and July 13, 1869, each.....	5 per cent.
Number of shares of stock , .....	8,000

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 .....	<u>375,000 00</u>

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$571,055 26</u>	<u>\$549,906 58</u>

Total cost reduced by sale of surplus real estate, as per exhibit of receipts for that account in previous reports.

## CHARACTERISTICS OF ROAD.

Length of road laid.....	10 miles.
Length of double track, including sidings.....	3½ "
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track.....	44 pounds.
Number of car houses, shops and stables: 2 car houses, 4 shops, 4 stables.	
Number of depots.....	1
Number of first class passenger cars, (two horses,) (average number used, 53,) .....	60
Average value of each.....	\$1,000 00
Number of second class passenger cars, (two horses,) .....	5
Average value of each.....	\$250 00
Number of passengers that may be seated in each car.....	22
Number of other cars: 1 truck, 4 track sweepers.	
Number of horses owned by the company.....	382
Average value of each, including harness.....	\$150 00
Number of mules owned by the company .....	None.
Value of real estate held, exclusive of road way..	235,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day, each car.....	9
How is track laid, and on what foundation? On string pieces and cross-ties, gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Route—Front and Market streets to Haddington and *vice versa*, occupying Market street from Front to Forty-first, Forty-first street from Market to Haverford, Haverford and Vine streets from Forty-first to Sixty-fifth, and Sixty-fifth street and Haverford road to Whiteside's hotel, in the village of Haddington.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR, (APPROXIMATED.)

November, 1868.....	465,000	June, 1869 .....	560,000
December, 1868.....	480,000	July, 1869.. .....	565,000
January, 1869.....	435,000	August, 1869 .....	550,000
February, 1869 .....	410,000	September, 1869 .....	560,000
March, 1869.....	460,000	October, 1869 .....	560,000
April, 1869.....	510,000		
May, 1869.....	545,000	Total .....	<u>8,100,000</u>

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs of road bed and railway, (labor and material) .....	\$17,721 63
Repairs of buildings, (labor and material,) .....	1,492 72
Taxes on real estate.....	1,864 80
Total.....	<u>21,079 15</u>

*Operating the road:*

On account of horses .....	\$15,970 00
Harness and repairs, (labor and material, including material on hand,) .....	3,073 69
Repairs to cars, (labor and material, including material on hand,).....	11,589 42
Horse shoeing, (labor and material, including material on hand,).....	11,980 50
Hay and feed, including amount on hand .....	72,532 43
Office expenses, stationery and depot expenses, including salaries, engineer and miller, dispatchers and receivers, ticket clerks, watchmen and janitor .....	22,571 75

Insurance.....	\$2,300 00
Smith shop, jobbing department .....	1,596 64
General expenses of stable, including pay of host- lers, and cost of medicine and straw, with amount on hand.....	28,166 44
Conductors and drivers.....	78,862 39
Fuel, oil and gas, including coal and oil on hand..	4,311 80
Damages for injuries of persons.....	1,102 25
<b>Total.....</b>	<b>254,057 31</b>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders.....	\$25,000 00
From other sources .....	4,312 60
<b>Total.....</b>	<b>29,312 60</b>

## RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1868.....	\$26,968 43				
December, 1868.....	27,443 39				
January, 1869.....	25,308 44				
February, 1869.....	23,090 75				
March, 1869.....	26,670 70				
April, 1869.....	29,196 00				
May, 1869.....	31,293 34				
June, 1869.....	31,649 63				
July, 1869.....	31,922 42				
August, 1869.....	31,432 69				
September, 1869.....	31,885 81				
October, 1869.....	31,666 67				
<b>Total.....</b>	<b>348,523 27</b>	<b>\$474 52</b>	<b>\$4,848 14</b>	<b>\$39,885 70</b>	<b>\$393,731 63</b>

*Summary of payments:*

For construction .....	\$15,209 27
For maintaining and operating the road .....	275,136 46
For interest on funded debt.....	7,600 00
For dividends .....	37,892 50
For new passenger cars .....	20,720 80
For payment for taxes on personal property.....	283 50
For payments to loan account .....	15,000 00
For miscellaneous.....	4,534 40

## RAILROAD REPORT.

579

For ground rent and rent of lot for summer pasturage .....	\$457 00
For State tax on capital stock and income .....	2,989 96
For United States tax on gross receipts, dividends and surplus .....	11,155 63
Car license, water rent and city tax on dividends..	6,240 00
<b>Total</b> .....	<u><u>396,619 52</u></u>

Total amount of surplus fund to the credit of the commissioners of the sinking fund .....	<u><u>\$14,893 32</u></u>
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## ACCIDENTS.

	Killed.
Passengers.....	1
Others.....	1
<b>Total</b> .....	<u><u>2</u></u>

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

June 11, 1869. Between one and two P. M., a child two years and ten months old, named Charles Clark, playing in the road near Fifty-sixth and Vine streets, ran up alongside car No. 6, coming from Haddington, fell against it, was knocked down and injured, from the effects of which he died the next day.

August 31, 1869. About midnight John O'Neil, aged about thirty-five years, near Meeting House lane, attempting to get off the front platform of car No. 26, while in motion, fell and the car passed over one of his legs below the knee, from the effects of which he died a few days after. Cause—intoxication.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
John S. Morton.....	Philadelphia.
Samuel Baugh.....	Philadelphia.
John F. Gross.....	Philadelphia.
James G. Hardie.....	Philadelphia.
Benj. Griffith.....	Philadelphia.
Wm. M. Wright.....	Philadelphia.
James Rhoads.....	Philadelphia.
Samuel W. Cattell.....	Philadelphia.
Wm. J. Swain.....	Philadelphia.
John S. Morton, Pres't, N. W. cor. 41st and Haverford sts.....	Philadelphia.
Sam'l P. Huhn, Treas., N. W. cor. 41st and Haverford sts.....	Philadelphia.
B. F. Stokes, Secretary, N. W. cor. 41st and Haverford sts.....	Philadelphia.
M. English, Gen. Supt., N. W. cor. 41st and Haverford sts.....	Philadelphia.

(No. 129.)

## WILKESBARRE AND KINGSTON.

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

Personally appeared Charles Parrish, president, and A. J. Davis, treasurer, of the Kingston and Wilkesbarre Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) CHARLES PARRISH, *President.*  
 A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me, this }  
 9th day of November, 1869. }

H. C. SMITH, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$75,000 00
Amount of stock subscribed .....	75,000 00
Amount paid in as by last report.....	50,000 00
Total amount now paid in of capital stock .....	50,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows.....	None.
Floating debt, as by last report .....	12,000 00
The amount now of floating debt .....	8,500 00
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	1,500
Par value of each share .....	\$50 00
Amount paid in on each share .....	50 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$81,088 51	\$81,088 51
Equipment .....	11,244 86	13,544 86
Total cost .....	<u>92,332 67</u>	<u>94,633 37</u>

## CHARACTERISTICS OF ROAD.

Length of road laid.....	4½ miles.
Length of double track, including sidings.....	1,200 feet.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 & 30 lbs.
Number of car houses, shops and stables.....	1
Number of depots .....	1
Number of first class passenger cars, (two horses,).....	4
Average value of each .....	\$1,000 00
Number of second class passenger cars, (one horse,).....	2
Average value of each .....	1,000 00
Number of passengers that may be seated in each car.....	30 and 16
Number of other cars .....	1 freight.
Number of horses owned by the company.....	14
Average value of each, including harness.....	\$150 00
Value of real estate held, exclusive of road way..	10,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour.).....	6
Number of trips each day .....	66
How is track laid, and on what foundation? On stringers and cross-ties, mostly oak.	

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, and through Market street to public square; from thence out Market and Northampton streets to the depots of



the Lehigh and Susquehanna, and Lehigh Valley railroads; also, from the public square, down Main street, through South Wilkes-barre, to the canal bridge and depots.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR  
THE YEAR.

November, 1868.....	18,823	June, 1869.....	19,238
December, 1868.....	15,550	July, 1869.....	23,014
January, 1869.....	14,944	August, 1869.....	26,171
February, 1869.....	15,882	September, 1869.....	28,451
March, 1869.....	17,476	October, 1869.....	22,718
April, 1869.....	17,840		
May, 1869.....	19,998	Total.....	<u>240,000</u>

EXPENSES.

*Maintaining the road or real estate of the corporation:*

Repairs of road bed and railway .....	\$300 00
Repairs of buildings .....	100 00
Taxes on real estate.....	112 42

*Operating the road:*

On account of horses .....	300 00
Harness and repairs.....	150 00
Repairs to cars .....	150 00
Horse shoeing.....	360 00
Hay and feed .....	3,832 00
Office expenses, stationery and depot expenses.....	100 00
Salaries .....	1,400 00
Insurance.....	117 00
Watchmen, switchmen, hostlers, pay-roll.....	1,080 00
Conductors and drivers.....	3,600 00
Fluid, fuel, oil and gas .....	125 00
Damages for injuries of persons.....	75 00
Total.....	<u>11,801 42</u>

## RECEIPTS.

Months.	From passengers.	Other sources	Total.
November, 1868.....	\$1,469 00		
December, 1868.....	1,204 00		
January, 1869.....	1,258 00		
February, 1869.....	1,404 00		
March, 1869.....	1,400 00		
April, 1869.....	1,425 00		
May, 1869.....	1,560 00		
June, 1869.....	1,462 00		
July, 1869.....	1,684 00		
August, 1869.....	1,989 00		
September, 1869.....	2,184 00		
October, 1869.....	1,677 00		
Total.....	18,720 00	\$400 00	\$19,120 00

*Summary of payments :*

For maintaining and operating the road .....	\$11,801 42
For interest.....	1,000 00
For new passenger cars and horses.....	2,300 00
For payments to loan account .....	3 402 00
For miscellaneous .....	237 42
For United States tax.....	379 16
Total.....	<u>19,120 00</u>

## ACCIDENTS.

None of any account.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Parrish.....	Wilkesbarre.
A. J. Davis.....	Wilkesbarre.
W. J. Harvey.....	Wilkesbarre.
H. H. Harvey.....	Wilkesbarre.
Josiah Lewis.....	Wilkesbarre.
Stanley Woodward.....	Wilkesbarre.
J. C. Phelps.....	Wilkesbarre.
J. B. Smith.....	Kingston.
John Espy.....	Wilkesbarre.
Charles Parrish, President.....	Wilkesbarre.
A. J. Davis, Treasurer.....	Wilkesbarre.

(No. 140.)

## WILLIAMSPORT.

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

Personally appeared P. Herdic, president, and H. Hinckley, secretary and treasurer, of the Williamsport Passenger railway company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) P. HERDIO, *President.*  
 H. HINCKLEY, *Sec'y and Treas.*

Sworn and subscribed before me, this }  
 31st day of January, 1870. }

HARFORD J. PERKINS, N. 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.....	15,600 00
Total amount now paid in of capital stock.....	15,600 00
Funded debt, as per last report .....	5,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, December 15, 1869,) .....	5,000 00
Floating debt, as by last report.....	7,217 17
The amount now of floating debt .....	15,965 82
Total amount now of floating and funded debt...	20,965 82
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Number of shares of stock .....	624
Par value of each share .....	\$25 00
Amount paid in on each share .....	25 00

## COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction .....	\$18,846 48	\$26,685 67
Equipment .....	5,416 66	6,006 66
Total cost .....	<u>24,263 14</u>	<u>32,692 33</u>

## CHARACTERISTICS OF ROAD.

Length of road laid .....	2 miles, 1,794 ft.
Length of double track, including sidings .....	400 feet.
Gauge of road .....	4 feet 8½ in.
Weight of rail per yard on main track .....	16 pounds.
Number of first class passenger cars, (two horses,) .....	4
Average value of each .....	\$700 00
Number of second class passenger cars, (one horse,) .....	None.
Number of passengers that may be seated in each car .....	26
Number of horses owned by the company .....	13
Average value of each, including harness .....	\$100 00
Number of mules owned by the company .....	None.
Average weight in pounds of passenger cars, exclusive of passengers and baggage .....	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) .....	6
How is track laid, and on what foundation? Foundation double boarded and track laid on oak ribbons; streets paved with Nicholson pavement.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Commencing on East Third street, at Railroad street; thence up Third street to Pine street; thence up Pine to Fourth; thence up Fourth street to the intersection of the P. and E. railroad with Fourth street, with a branch at Herdic street, connecting with the depot of P. and E. railroad company.

## MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

No account kept.

## EXPENSES.

*Maintaining the road or real estate of the corporation :*

Repairs of road bed and railway .....	\$194 26
Total .....	<u>194 26</u>

*Operating the road :*

On account of horses : Included in equipment account.

Harness and repairs .....	\$28 32
Repairs to cars .....	941 40
Horse shoeing .....	192 25
Hay and feed .....	2,401 50
Office expenses, stationery and depot expenses ...	18 75
Salaries .....	None paid.
Insurance .....	None paid.
Watchmen, switchmen, hostlers, pay-roll : Included in account of hay and feed.	
General expenses of stable : Included in account of hay and feed.	
Conductors and drivers .....	2,235 73
Fluid, fuel, oil and gas .....	68 23
Damages for injuries of persons .....	None.
Total .....	<u>5,886 18</u>

## RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT.

From stockholders .....	None.
From sale of bonds .....	None.
From other sources .....	<u>None.</u>

## RECEIPTS FROM PASSENGERS.

November, 1868.....	\$716 25	June, 1869.....	\$837 24
December, 1868.....	535 28	July, 1869.....	1,007 81
January, 1869.....	449 50	August, 1869.....	894 16
February, 1869.....	333 35	September, 1869.....	885 26
March, 1869.....	533 91	October, 1869.....	878 99
April, 1869.....	614 89		
May, 1869.....	697 45	Total.....	<u>8,384 09</u>

*Summary of payments :*

For construction.....	\$7,839 19
For maintaining and operating the road .....	6,080 44
For interest.....	732 81
For United States tax.....	208 65
	<hr/>
Total.....	14,861 09
	<hr/> <hr/>

## ACCIDENTS.

None.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. Herdic.....	Williamsport, Pa.
J. W. Maynard.....	Williamsport, Pa.
Mahlon Fisher.....	Williamsport, Pa.
H. J. Perkins.....	Williamsport, Pa.
H. E. Taylor.....	Williamsport, Pa.
P. Herdic, President.....	Williamsport, Pa.
H. Hinckley, Secretary and Treasurer.....	Williamsport, Pa.

# CANAL REPORTS.





# CANAL REPORTS.

(No. 141.)

## DELAWARE AND HUDSON.

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

Personally appeared Thomas Dickson, president, and Charles P. Hartt, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) THOS. DICKSON, *President.*

CHARLES P. HARTT, *Treasurer.*

Sworn and subscribed before me, this }  
21st day of December, 1869. }

D. A. BOKEE, *Commissioner.*

### STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed .....	\$15,000,000 00
Total amount paid in of capital stock...!	15,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows: No mortgage bonds issued by the company.	
Total amount of funded debt.....	3,169,476 00
The amount of floating debt.....	None.
Average rate per cent. per annum of interest on funded debt.....	All at 7 per ct.
Date and rate per cent. per annum of dividend or dividends: February and August, 5 per ct. each.	
Number of shares of stock.....	150,000

Par value of each share .....	\$100 00
Amount of capital on which the respective dividends were declared .....	15,000,000 00
	<hr/>
Cost of canal and fixtures .....	\$6,899,068 27
	<hr/>

## CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Pa., to Eddyville, N. Y.....	108 miles.
Number of branch canals, with the length of each.....	None.
Canals leased by the company .....	None.
Width of canal at top water line, about.....	48 feet.
Width of canal on bottom, minimum .....	30 "
Depth of water.....	6 "
Length and breadth of locks: 100 feet long between gates, 15 feet wide; 6 ascending locks, 15½ feet wide.	
Number of basins, about .....	¼ of canal.
Number of houses, about.....	120
Number of locks: 106 lift and 3 guard locks.	
Number of weigh-locks.....	2
Number of tunnels .....	None.
Number of bridges: 18 crossings at foot of locks, and 140 farm and road.	
Number of dams: 18 reservoir and 13 feeder dams	
Number of aqueducts: 18 wood trunk and 4 wire suspension.	
Number of miles of slack-water.....	3
Number of boats owned by the company.....	991
Number of boats owned and run by private parties,	246
Average tonnage of boats, about.....	128 gross tons.
Navigation opened, about .....	1st April.
Navigation closed .....	7th Decem'r.
Feet of lockage on main line of canal: About 1,028, excluding 58 feet ascending to the summit.	
Are the locks of wood, cut stone or composite? Give the number of each kind: 12 cut stone, 94 composite lift locks, 1 stone and 2 composite guard, 2 stone weigh locks.	

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal and gross amount of tonnage for the year. . . . . 1,604,654

*The amount of freight, specifying the quantity in tons of 2,000 lbs.:*

	Am't in tons.
Lumber . . . . .	38,519
Shingle s. . . . .	33
Bituminous coal, (up canal,) . . . . .	634
Cord wood . . . . .	24,124
Pig iron . . . . .	668
Railroad iron: Included with pig.	
Other iron or castings. . . . .	275
Iron and other ores . . . . .	1,716
Lime and limestone. . . . .	10,080
Cement and cement stone . . . . .	113,258
Agricultural products. . . . .	8,402
Flaging stone . . . . .	33,463
Merchandize . . . . .	10,937
Manufactures . . . . .	1,915
Live stock . . . . .	None.
Other articles . . . . .	9,527
Total . . . . .	<u>253,551</u>

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

	Per mille.	60 miles.	108 miles
For lumber per 1,000 feet board measure, (hemlock,) or 1st class, . . . . .	1 $\frac{3}{4}$ cents.	60 cents.	\$1 20
For lumber per 1,000 feet board measure, (pine and other lumber,) 2d class. . . . .	2 " "	120 " "	1 25
Shingles, per 1,000, 3d class. . . . .	$\frac{3}{4}$ " "	35 " "	50
Anthracite coal, per ton, except by special contract, 4th class, . . . . .	1 $\frac{1}{2}$ " "		
Bituminous coal, per ton, 5th class . . . . .	<u>1</u> " "	<u>50</u> " "	<u>60</u>

## EXPENSES.

*Maintaining the canal or real estate of the corporation:*

Total, (partly estimated,).....	<u>\$240,352 03</u>
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*Operating the canal:*

Total, (partly estimated,).....	<u>\$125,817 99</u>
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Our accounts are distributed differently ; cannot answer these questions in detail.

## RECEIPTS.

From tolls on coal .....	\$23,149 81
From tolls on lumber and miscellaneous freight ..	87,460 57
Total.....	<u>110,610 38</u>

*Summary of expenses:*

Maintaining and operating the canal, (partly estimated,).....	\$366,170 02
For dividends.....	1,500,000 00
Tax on capital stock and tonnage, other than U. S. taxes, (partly estimated,) .....	73,946 01
United States tax, (partly estimated,).....	<u>100,936 80</u>

## NAMES AND RESIDENCE OF OFFICERS.

## Managers.

	Post office address.
Chas. N. Talbot.....	New York city.
Edward J. Woolsey.....	Astoria, L. I.
Geo. Talbot Olyphant.....	New York city.
Abiel A. Low.....	New York city.
Robert L. Kennedy.....	New York city.
Jas. M. Halsted.....	New York city.
Le Grand B. Cannon.....	New York city.
Jas. R. Taylor.....	New York city.
Thomas Dickson.....	Scranton, Pa., and New York city.
Jno. Jacob Astor.....	New York city.
Hon. Thomas Cornell.....	Rondout, N. Y.
W. J. Hoppin.....	New York city.

## One vacancy by a recent death.

Thomas Dickson, President.....	Scranton, Pa.
Richard H. Nodyne, Secretary.....	New York city.
Charles P. Hartt, Treasurer.....	New York city.
Asher M. Atkinson, Superintendent of canal.....	Honesdale, Pa.
Coe F. Young, General Superintendent.....	Honesdale, Pa.

(No. 142.)

## DELAWARE DIVISION.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss:

Personally appeared J. W. Woolston, president, and E. G. Giles, treasurer, of the Delaware Division canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. W. WOOLSTON, *President*.  
 E. G. GILES, *Treasurer*.

Affirmed and subscribed before me, this }  
 4th day of November, 1869. }

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, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1878,) .....	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, 1st mortgage .....	6 per cent.
Date and rate per cent. per annum of dividend or dividends : February 15 and August 16.....	4 per ct. each.
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 .....	<u>\$2,433,350 00</u>

## CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton, Pa., to Bristol, Pa.....	60 miles.
Number of branch canals, with the length of each, Canals leased by the company .....	None.
Width of canal at top water line .....	None.
Width of canal on bottom.....	44 feet.
Depth of water.....	26 "
Length and breadth of locks: 90 feet long; some 11, and some 22 feet wide.	6 "
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 at about .....	1,000
Average tonnage of boats: About 95 tons; capacity of canal, over 100 tons.	
Navigation opened: About the 1st of April.	
Navigation closed: About the 10th of December.	
Feet of lockage on main line of canal .....	165 $\frac{55}{100}$ feet.
Value of real estate held by the company, exclusive of canal, estimated at.....	\$5,000 00
Are the locks of wood, cut stone or composite? Give the number of each kind.....	Various.

*Summary of expenses:*

Maintaining and operating the canal, for dividends, interest, tax on capital stock and tonnage, United States tax and other payments: Paid by the Lehigh coal and navigation company.

*Payments on account of construction :*

NOTE.—The Delaware Division canal having been leased to the Lehigh coal and navigation company for a term of years, at a stipulated rent per annum, we cannot give the tonnage, rate of tolls, or the receipts and expenditures, these items being entirely under the control of said lessees.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. W. Woolston.....	Philadelphia.
J. B. Moorhead.....	Philadelphia.
J. G. Fell.....	Philadelphia.
J. V. Williamson.....	Philadelphia.
E. W. Clark.....	Philadelphia.
Edward Roberts.....	Philadelphia.
A. E. Borie.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
Wm. G. Moorhead.....	Philadelphia.
Joshua W. Woolston, President.....	Philadelphia.
E. G. Giles, Secretary and Treasurer.....	Philadelphia.

(No. 142.)

## DELAWARE DIVISION.

[*Lehigh Coal and Navigation company lessees.*]

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

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, lessees, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*SOLO'N SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }  
 13th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

## CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton to Bristol,	60 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company .....	None.
Width of canal at top water line .....	44 feet.
Width of canal on bottom .....	26 "
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, about .....	1,000
Average tonnage of boats, about .....	95 tons.
Navigation opened .....	Mar. 15, 1869.
Navigation closed .....	Dec. 15, 1868.
Feet of lockage on main line of canal .....	165 $\frac{2}{10}$ feet.
Are the locks of wood, cut stone or composite? Give the number of each kind .....	<u>Various.</u>

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal .....	518,599
Gross amount of tonnage for the year, including branches and leased canals .....	<u>808,425</u>

*The amount of freight, specifying the quantity in tons of 2,000 lbs.:*

	Am't in tons.
Lumber .....	4,770
Shingles .....	697
Anthracite coal .....	655,643
Bituminous coal .....	4,865
Pig iron .....	27,979
Other iron or castings .....	161
Iron and other ores .....	2,087
Lime and limestone .....	66,405
Agricultural products .....	1,242
Merchandise .....	4,552
Manufactures .....	3,744
Other articles .....	36,280
<b>Total</b> .....	<u><u>808,425</u></u>

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

For lumber per 1,000 feet board measure, (hemlock, or for 1st class .....	5 mills.
For lumber per 1,000 feet board measure, (pine and other lumber,) or for 2d class .....	8 "

Shingles, per 1,000, or for 3d class .....	2 mills.
Anthracite coal, per 1,000 lbs., or for 4th class .....	3 "
Bituminous coal, per 1,000 lbs., or for 5th class .....	3 "

## EXPENSES.

*Maintaining the canal or real estate of the corporation :*

Aqueducts .....	\$1,020 66
Boats and flats .....	427 55
Bridges .....	3,365 11
Canal bed and banks .....	40,659 63
Dams .....	7,521 20
Horses and horse keep .....	394 44
Houses and repair shops .....	285 25
Incidentals .....	3,373 76
Locks .....	23,827 92
Superintendence and engineering .....	4,688 74
Tools and tool repairs .....	3,887 27
Waste weirs and sluices .....	252 00
<b>Total</b> .....	<b>89,703 53</b>

*Operating the canal :*

Collectors and weigh-masters .....	\$3,008 97
Drawbacks and overcharges .....	8,503 66
Incidentals .....	388 46
Lock-keepers .....	8,880 00
Stationery and printing .....	157 61
Superintendence .....	3,195 66
<b>Total</b> .....	<b>24,134 36</b>

## RECEIPTS.

From tolls on coal .....	\$199,125 13
From tolls on lumber .....	477 90
From miscellaneous freight .....	28,101 15

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From lockages .....	\$825 50
From boat toll .....	2,664 34
	<hr/>
Total .....	231,194 02
	<hr/> <hr/>

*Summary of expenses :*

Maintaining and operating the canal .....	\$113,837 89
For other payments.....	11,605 90
	<hr/> <hr/>

(No. 144.)

## E R I E .

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

Personally appeared Chas. M. Reed, president, and D. M'Al-  
 laster, treasurer, of the Erie canal company, and in due form of  
 law made oath, that the statements in the within report are true,  
 to the best of their knowledge and belief.

(Signed) CHAS. M. REED, *President.*

DAVID M'ALLASTER, *Treasurer.*

Sworn and subscribed before me, this }  
 27th day of November, 1869. }

WM. P. HAYES, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,500,000 00
Amount of stock subscribed .....	64,000 00
Total amount paid in of capital stock.....	64,000 00
The amount of floating debt .....	1,498,004 87
Amount of capital on which the respective divi- dends were declared : None ever paid.	

## COST OF CANAL AND FIXTURES.

Stock.....	\$64,000 00
Bonds .....	743,654 83
Bonds for interest .....	161,960 38
	<hr/>
	\$969,615 21
Amount of bonds cancelled.....	69,856 33
	<hr/>
	899,758 88
Back interest on bonds .....	662,245 99
	<hr/>
Total cost.....	1,562,004 87

CHARACTERISTICS OF CANAL

Length of main line of canal, from Erie to Beaver,	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: 8 by 15 in chambers, and 11 feet recesses.	
Number of basins.....	30
Number of houses .....	33
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 1 dredge.	
Number of boats owned and run by private parties,	255
Average tonnage of boats.....	65 tons.
Navigation opened .....	April 1.
Navigation closed .....	December 5.
Feet of lockage on main line of canal, about .....	977
Value of real estate held by the company, exclusive of canal .....	\$150 00
Are the locks of wood, cut stone or composite?	All kinds.
Give the number of each kind: 1 wood, 56 cut stone, 77 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals .....	<u>259,474</u> <sup>484</sup> <sub>756</sub>
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*The amount of freight, specifying the quantity in tons of 2,000 lbs.:*

	Am't in tons.
Class, No. 1. Mines, &c .....	207,509 <sup>1</sup> / <sub>2</sub> <sup>00</sup> / <sub>100</sub>
Do. 2. Forest, &c .....	11,511 <sup>1</sup> / <sub>2</sub> <sup>52</sup> / <sub>100</sub>
Do. 3. Manufactures, &c.....	40,452 <sup>1</sup> / <sub>2</sub> <sup>00</sup> / <sub>100</sub>

EXPENSES.

*Maintaining the canal or real estate of the corporation:*

Aqueducts .....	\$2,320 60
Boats and flats .....	500 00
Bridges.....	2,568 29
Canal bed and banks .....	22,562 80
Culverts.....	593 40
Dams .....	11,896 46
Ferries .....	250 00
Houses and repair shops .....	1,124 80
Incidentals.....	1,956 70
Locks .....	9,192 44
Office expenses—rents—furniture .....	673 76
Slope and vertical walls.....	569 90
Steamboats and dredge boats.....	2,126 98
Superintendence and engineering .....	3,200 00
Tools and tool repairs.....	738 43
Waste weirs and sluices .....	2,743 25
Watchmen.....	685 50
Wharfing .....	300 00
Total.....	<u>64,003 31</u>

*Operating the canal:*

Collectors and weigh-masters .....	\$4,958 00
Incidentals .....	1,575 00
Lock-keepers.....	7,628 50
Superintendence .....	7,620 00
Taxes, State and National.....	483 75
Total.....	<u>22,265 25</u>

RECEIPTS.

From tolls on coal, lumber, miscellaneous freight,  
lockages, boat toll, other sources, rents, &c. . . . . \$104,960 99

*Summary of expenses :*

Maintaining and operating the canal . . . . .	\$85,784 81
For dividends . . . . .	Nothing.
For interest on bonds and temporary loan . . . . .	2,121 47
Tax on capital stock and tonnage . . . . .	461 97
United States tax. . . . .	25 00
For other payments, (paid temporary loan,) . . . . .	14,840 31
<b>Total</b> . . . . .	<u><u>103,233 56</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chas. M. Reed.....	Erie, Pa.
J. C. Marshall.....	Erie, Pa.
P. Metcalf.....	Erie, Pa.
D. M'Allaster.....	Erie, Pa.
Henry Rawle.....	Erie, Pa.
Chas. M. Reed, Jr.....	Erie, Pa.
M. C. Trout.....	Sharon, Pa.
Chas. M. Reed, President.....	Erie, Pa.
A. H. Caughey, Secretary.....	Erie, Pa.
D. M'Allaster, Treasurer.....	Erie, Pa.
Wm. W. Reed, Superintendent.....	Erie, Pa.

(No. 145.)

## JUNCTION.

STATE OF NEW YORK, }  
*Chemung County,* } ss:

Personally appeared Stephen T. Arnot, treasurer of the Junction canal company, and in due form of law made oath, that the statements in the within report are true, to the best of his knowledge and belief; and further says, that John Arnot is absent, and cannot join in this affidavit.

STEPHEN T. ARNOT, *Treasurer.*

Sworn and subscribed before me, this }  
 29th day of January, 1870. }

W. P. SHERMAN, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$400,000 00
Amount of stock subscribed .....	400,000 00
Total amount paid in of capital stock .....	399,060 00
Total amount of funded debt .....	None.
The amount of floating debt .....	None.
Number of shares of stock .....	4,000
Par value of each share .....	\$100 00

## CHARACTERISTICS OF CANAL.

Length of main line of canal, from Elmira, N. Y., to lower State line crossing .....	18 miles.
Number of branch canals .....	None.
Canals leased by the company .....	None.
Width of canal at top water line .....	26 feet.
Width of canal at bottom .....	70 "
Depth of water .....	4 ft. 6 in.
Length and breadth of locks: 90 feet long and 17 feet wide.	
Number of basins .....	3



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Number of houses .....	8
Number of locks .....	11
Number of weigh-locks .....	None.
Number of tunnels .....	None.
Number of bridges .....	34
Number of dams .....	3
Number of aqueducts .....	2
Number of miles of slack-water, about .....	5
Number of boats owned by the company .....	None.
Average tonnage of boats .....	90 tons.
Navigation opened .....	May 19, 1869.
Navigation closed .....	Dec. 3, 1869.
Feet of lockage on main line of canal, about .....	50 feet.
Value of real estate held by the company, exclusive of canal .....	\$2,500 .
Are the locks of wood, cut stone or composite? Wood.	

*The amount of freight, specifying the quantity in tons of 2,000 lbs.:*

	Am't in tons.
Lumber .....	764,298 feet.
Shingles .....	510,250 "
Anthracite coal .....	65,899 $\frac{5000}{20000}$
Bituminous coal .....	637 $\frac{10000}{20000}$
Pig iron .....	4 $\frac{10000}{20000}$
Other iron or castings .....	54
Lime and limestone .....	3,729
Agricultural products .....	2,017 $\frac{14000}{20000}$
Merchandize .....	598
Manufactures .....	1,931
Other articles .....	7,141
<b>Total .....</b>	<b>82,011 <math>\frac{18000}{20000}</math></b>

*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 .....	2 cents.
For lumber per 1,000 feet board measure, (pine and other lumber,) 2d class .....	2 "

Shingles, per 1,000, 3d class.....	1 cent.
Anthracite coal, per ton, 4th class.....	1 "
Bituminous coal, per ton, 5th class.....	14 mills.

## EXPENSES.

*Operating the canal:*

Collectors and weigh-masters .....	\$800 00
Ferries, (labor at,) .....	300 00
Incidentals and labor .....	10,464 48
Lock-keepers .....	1,859 82
Office expenses, rents and furniture.....	1,061 13
Superintendence .....	780 00
Taxes, State and National.....	783 74

## RECEIPTS.

From tolls on coal .....	\$12,052 20
From tolls on lumber .....	367 92
From tolls on lockages.....	9 00
From tolls on boats .....	824 23
Total.....	13,253 35

*Summary of expenses:*

For dividends: No dividends made.

## NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
John Arnot.....	Elmira.
C. F. Welles.....	Athens, Pa.
Lyman Correll.....	Elmira.
Riggs Watmers.....	Elmira.
J. W. Hollenbach.....	Wilkesbarre.
John Arnot, Jr.....	Elmira.
John Arnot, President.....	Elmira.
S. T. Arnot, Secretary and Treasurer.....	Elmira.
David Shearer, Superintendent.....	Elmira.

(No. 146.)

## LEHIGH COAL AND NAVIGATION.

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

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) E. W. CLARK, *President.*

SOLO'N SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }  
 13th day of December, 1869. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$8,739,800 00
Total amount paid in of capital stock.....	8,739,800 00
Total amount now of funded debt, (classified and date of maturity,) as follows:	
Mortgage loan of 1870.....	\$137,112 65
Mortgage bonds of 1884.....	5,656,099 66
Mortgage bonds of 1897.....	2,000,000 00
Gold mortgage bonds of 1897....	5,000,000 00
Convertible mortgage bonds of 1877,	1,496,879 18
Nanticoke mortgage bonds of 1881,	31,000 00
Mortgage bonds, short loan, of 1873,	54,800 00
	<u>14,375,891 49</u>
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock.....	174,796
Par value of each share.....	\$50 00
Cost of canal and fixtures.....	<u>\$4,455,000 00</u>

## CHARACTERISTICS OF CANAL.

Length of canal, from Easton to Coal Port.....	48 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company : Delaware Division canal.	
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: 12 miles of pools, 36 of canal.	
Number of boats owned by the company .....	530
Number of boats owned and run by private parties,	965
Average tonnage of boats .....	65 to 96 tons.
Navigation opened.....	Mar. 25, 1869.
Navigation closed.....	Dec. 7, 1868.
Feet of lockage on main line of canal.....	375
Are the locks of wood, cut stone or composite? Mostly of stone, 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.....	740,796
Gross amount of tonnage for the year .....	<u>1,046,474</u>

*The amount of freight, specifying the quantity in tons of 2,000 lbs.:*

	Am't in tons.
Lumber.....	2,147
Anthracite coal.....	829,079
Pig iron.....	18,416
Other iron or castings.....	45
Iron and other ores.....	102,891
Lime and limestone.....	43,944
Agricultural products.....	841
Merchandize.....	3,186
Manufactures.....	6,882
Other articles.....	39,043
<b>Total.....</b>	<b><u>1,046,474</u></b>

*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.....	10 mills.
For lumber per 1,000 feet board measure, (pine and other lumber,) 2d class.....	12 “
For shingles per 1,000, 3d class.....	4 “
Anthracite coal, per ton, 4th class.....	1 to 1½ cents.
Bituminous coal, per ton, 5th class.....	<u>8 mills.</u>

#### EXPENSES.

*Maintaining the canal or real estate of the corporation:*

Aqueducts.....	\$265 30
Boats and flats.....	259 54
Bridges.....	3,087 87
Canal bed and banks.....	54,201 68
Culverts and cribbing.....	1,497 19
Dams.....	5,834 38
Horses and horse keep.....	3,541 00
Houses and repair shops.....	.283 70
Incidentals.....	3,799 29
Locks.....	18,203 27
Steamboats and dredge boats.....	3,486 46

Superintendence and engineering .....	\$5,510 99
Tools and tool repairs .....	3,184 42
Waste weirs and sluices .....	87 20
Wharfing .....	7,553 05
<b>Total .....</b>	<b><u>110,795 34</u></b>

*Operating the canal :*

Collectors and weigh-masters .....	\$7,683 17
Drawbacks and overcharges .....	12,732 28
Incidentals .....	1,214 23
Labor .....	24,030 93
Lock-keepers .....	20,401 11
Office expenses, rents and furniture, stationery and printing .....	414 03
Superintendence .....	5,071 52
<b>Total .....</b>	<b><u>71,547 27</u></b>

## RECEIPTS.

From tolls on coal .....	\$370,611 53
From tolls on lumber .....	708 45
From tolls on miscellaneous freight .....	32,297 33
From boat toll .....	1,556 97
<b>Total .....</b>	<b><u>405,174 28</u></b>

*Summary of expenses :*

Maintaining and operating the canal .....	\$182,342 61
Tax on tonnage .....	<u>10,457 07</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. M. Felton .....	Philadelphia.
Francis R. Cope.....	Philadelphia.
George F. Tyler.....	Philadelphia.
P. C. Garrett.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
George Whitney.....	Philadelphia.
Alexander Biddle. ....	Philadelphia.
Charles Parrish.....	Wilkesbarre.
F. C. Yarnall .....	Overbrook, Montgomery co.
Fisher Hazard.....	Mauch Chunk.
John Leisenring.....	Mauch Chunk.
E. W. Clark, President.....	Philadelphia.
F. Mitchell, Secretary.....	Philadelphia.
S. Shepherd, Treasurer.....	Philadelphia.
John Brown, Superintendent.....	Easton.

(No. 147.)

## MUNCY.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss:

Personally appeared Joseph E. Riebsam, president *pro tem.*, and Edward Cooke, treasurer, of the Muncy canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) JOSEPH E. RIEBSAM, *President pro tem.*  
 E. D. COOKE, *Treasurer.*

Sworn and subscribed before me, this }  
 — day of November, 1869. }

S. SCHUYLER, J. P.

## STOCK AND DEBT.

Amount of stock subscribed .....	\$2,625 00
Total amount paid in of capital stock .....	2,625 00
Total amount of funded debt .....	None.
The amount of floating debt.....	• None.
Total amount now of floating and funded debt ...	None.
Average rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: None made past year.	
Number of shares of stock.....	105
Par value of each share .....	\$25 00
Amount of capital on which the respective divi- dends were declared .....	<u>No dividend.</u>

## COST OF CANAL AND FIXTURES.

Total .....	<u>\$6,182 62</u>
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from West Branch canal to basin in Muncy basin .....	¾ mile.
Number of branch canals .....	None.
Canals leased by the company .....	None.
Width of canal at top water line, about .....	45 feet.
Width of canal on bottom, about .....	40 "
Depth of water, about .....	3 feet 8 in.
Length and breadth of locks .....	None.
Number of basins .....	1
Number of houses .....	None.
Number of locks .....	None.
Number of weigh-locks .....	None.
Number of tunnels .....	None.
Number of bridges, (towing-path,) .....	1
Number of dams .....	None.
Number of aqueducts .....	None.
Number of miles of slack-water .....	None.
Number of boats owned by the company .....	None.
Number of boats owned and run by private parties, Value of real estate held by the company, exclusive of canal .....	10 or 12
Are the locks of wood, cut stone or composite ? .....	<u>None.</u>

*The amount of freight, specifying the quantity in tons of 2,000 lbs. :*

Lumber .....	2,237,329 ft.
Shingles .....	188,000
Anthracite coal .....	3,356 tons.
Shingling lath, lineal feet .....	* 43,000
Plaster .....	50 tons.
Pig iron .....	5 "
Other articles .....	<u>42 "</u>

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

For lumber per 1,000 feet board measure, (hemlock,) or for 1st class .....	5 mills.
Shingles, per 1,000, 3d class .....	4 "
Anthracite coal, per ton, 4th class .....	<u>3 "</u>

## EXPENSES.

*Maintaining the canal or real estate of the corporation :*

Canal bed and banks.....	\$15 43
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*Operating the canal:*

Collectors and weigh-masters .....	\$26 43
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Total.....	41 86
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## RECEIPTS.

From tolls on coal, lumber, miscellaneous freight, lockages, boat toll, other sources, rents, &c.....	\$220 29
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*Summary of expenses :*

Maintaining and operating the canal .....	\$41 86
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For surplus funds .....	27 33
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## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Joshua Bowman.....	Muncy, Pa
Jacob Cooke.....	Muncy, Pa
Benj. Pott.....	Muncy, Pa.
Isaac Bruner.....	Muncy, Pa.
Joseph E. Riebsam.....	Muncy, Pa.
John M. Bowman.....	Muncy, Pa.
Joseph E. Riebsam, President <i>pro tem</i> .....	Muncy, Pa.
Joshua Bowman, Secretary.....	Muncy, Pa.
Edward Cooke, Treasurer.....	Muncy, Pa.
Edward Cooke, Superintendent.....	Muncy, Pa.

(No. 148.)

## PENNSYLVANIA.

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

Personally appeared I. J. Wistar, president, and A. Mordecai, treasurer, of the Pennsylvania canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) I. J. WISTAR, *President.*  
 A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this }  
 20th day of January, 1870. }

HENRY C. SPACKMAN, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$5,000,000 00
Amount of stock subscribed.....	4,300,000 00
Total amount paid in of capital stock. ....	4,300,000 00
Total amount of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 15, 1878, secured upon the late Wyoming Valley canal,) \$600,000 00	
1st mortgage bonds, (date of maturity, Jan. 1, 1887, secured upon the original Pennsylvania canal,) 1,361,000 00	
	1,961,000 00
The amount of floating debt.....	None.
Total amount now of floating and funded debt....	1,961,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 $\frac{1}{2}$ per cent.
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	86,000
Par value of each share.....	\$50 00

## COST OF CANAL AND FIXTURES.

The Wyoming canal was on 1st January, 1869, merged into and consolidated with Pennsylvania canal, and has ceased to exist—the report of the Pennsylvania canal company includes the operations of both.

## CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia to Hollidaysburg, 173 miles; Northumberland to Wilkesbarre, 64 miles .....	237 miles.
Number of feeders, with the length of each, viz: Swatara feeder, 2 miles; Raystown feeder, 1 mile; Hollidaysburg feeder, 2 miles.	
Canals leased by the company, viz: West Branch and Susquehanna canal, length 112 miles on main line.	
Width of canal at top water line: Eastern division, 45 to 50 feet; Juniata and Wyoming divisions, 40 to 45 feet.	
Width of canal on bottom: Eastern division, 30 to 32 feet; Juniata division, 24 to 30 feet; Wyoming division, 28 feet.	
Depth of water: Eastern division, 5 feet; Juniata division, 4 feet; Wyoming division, 4½ feet.	
Length and breadth of locks: 11 locks, 17 by 180; 66 locks, 15 by 90, and 43 locks, 17 by 90 feet.	
Number of basins: 24 basins and 40 landings.	
Number of houses .....	132
Number of locks .....	120
Number of weigh-locks .....	4
Number of tunnels .....	None.
Number of bridges .....	352
Number of dams, including one reservoir .....	23
Number of aqueducts .....	43
Number of miles of slack-water .....	24
Number of boats owned by the company: Dredge boats, boarding and repair flats .....	52
Number of boats owned and run by private parties,	1,200

CANAL REPORT.

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Average tonnage of boats.....	100 tons.
Navigation opened.....	Apr. 12, 1869.
Navigation closed.....	Dec. 15, 1869.
Feet of lockage on main line of canal.....	806
Value of real estate held by the company, exclusive of canal.....	\$5,500 00
Are the locks of wood, cut stone or composite? Wood, cut stone and composite.	
Give the number of each kind: Cut stone, 25; composite, 75; cut stone and composite, 12, and wood, 8.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals.....	\$1,099,476 $\frac{724}{2000}$
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*The amount of freight, specifying the quantity in tons of 2,000 lbs.:*

	Am't in tons.
Lumber and shingles.....	417,546 $\frac{450}{2000}$
Anthracite coal.....	502,138 $\frac{474}{2000}$
Bituminous coal.....	11,305
Pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, merchandize, manufactures, live stock and other articles, (classes 1 to 4,).....	168,486 $\frac{800}{2000}$
Total.....	1,099,476 $\frac{724}{2000}$

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS :

CLASSES OF MERCHANDIZE FOR 1869.	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	
All rates are per ton of 2,000 lbs., except coal, which is per ton of 2,240 lbs.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
<b>1st Class.</b> —Agricultural implements, dry goods, drugs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and all other articles not enumerated.....	22	28	34	40	46	52	57	62	67	73	79	85	90	95	100	103	105	
<b>2d Class.</b> —Bark, ground and rossed, bar iron, castings, and other iron, except that in 3d class, crude chemicals, earthen and queens-ware, groceries, ground flint, guano, hides, marble, (manufactured) provisions, phosphates, rags, seeds, slate, sumac, tobacco, trenails, window-glass.....	16	20	24	28	32	36	39	42	45	49	53	57	61	65	69	73	75	
<b>3d Class.</b> —Ashes, pot, pearl and soda, bark, unground, bones and bone dust, burr blocks, cement, clay cylinders, corn, car wheels and axles, charcoal, copper ore, cotton, flour, fork and shovel-handles, fruit and vegetables, fire-clay and bricks, fish, grind-stones, hay and straw, horns, iron, (pig, bloom, scrap, anconies and railroad,) meal, millstones, mill feed, nails and spikes, oats, pitch, rosin, rye, tar, soapstone, salt, railroad ties, wheat.....	12	15	18	21	24	27	29	31	33	35	37	39	41	43	45	47	49	
<b>4th Class.</b> —Ashes, leached, bricks, cinders, clay, cord-wood, earth, hoop poles, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, stone, wrought and unwrought.....	9	11	13	15	17	19	21	23	25	27	29	30	31	32	33	34	36	
Gun powder.....	25	32	40	50	63	75	88	100	113	125	135	145	155	165	175	185	195	
Mineral coal, per ton of 2,240 lbs.....	8	12	16	20	23	26	29	32	35	38	41	43	45	47	49	51	54	
Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton.....	18	23	28	33	38	42	46	50	54	58	62	66	70	74	77	80	83	
Saw-logs, 16 feet long, or less, for each log.....	4	5	6	7	8	9	10	10	11	11	12	12	13	13	14	14	15	
All other logs and timber, round or hewed, in rafts, per 1,000 feet B. M.....	20	30	40	50	55	60	64	68	71	74	76	78	79	80	81	82	83	

RATE OF TOLL—Continued.

CLASSES OF MERCHANDIZE FOR 1869.	DISTANCES IN MILES.																	
	85 to 90	90 to 95	95 to 100	100 to 105	105 to 110	110 to 115	115 to 120	120 to 125	125 to 130	130 to 135	135 to 140	140 to 145	145 to 150	150 to 155	155 to 160	160 to 165	165 to 170	over 170
All rates are per ton of 2,000 lbs., except coal, which is per ton of 2,240 lbs.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
1st Class.—Agricultural implements, dry goods, drugs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and all other articles not enumerated.....	108	110	112	114	116	118	120	121	122	123	124	125	126	127	128	129	130	131
2d Class.—Bark, ground and rossed, bar iron, castings and other iron, except that in 3d class, crude chemicals, earthen and queensware, groceries, ground flint, guano, hides, marble, (manufactured,) provisions, phosphates, rags, seeds, slate, sumac, tobacco, trenails, window-glass.....	77	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95
3d Class.—Ashes, pot, pearl and soda, bark, unground, bones and bone dust, burr blocks, cement, clay cylinders, corn, car wheels and axles, charcoal, copper ore, cotton, flour, fork and shovel-handles, fruit and vegetables, fire-clay and bricks, fish, grindstones, hay and straw, horns, iron, (pig, bloom, scrap, anconies and railroad,) meal, millstones, mill feed, nails and spikes, oats, pitch, rosin, rye, tar, soapstone, salt, railroad ties, wheat.....	51	53	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70
4th Class.—Ashes, leached, bricks, cinders, clay, cord-wood, earth, hoop poles, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, stone, wrought and unwrought.....	38	40	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57
Gun powder.....	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285
Mineral coal, per ton of 2,240 lbs.....	57	60	62	64	66	68	70	72	74	76	77	78	79	80	80	80	80	80
Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton.....	86	89	92	95	97	99	101	104	107	111	115	119	123	127	131	135	139	143
Saw-logs, 16 feet long, or less, for each log.....	15	16	16	17	17	18	18	19	19	20	21	22	23	24	25	26	27	28
All other logs and timber, round or hewed, in rafts, per 1,000 feet B. M.....	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	100

CANAL REPORT.

## EXPENSES.

*Maintaining the canal or real estate of the corporation, including leased canals:*

Aqueducts .....	\$38,161	13
Boats and flats .....	1,645	14
Bridges .....	20,082	34
Canal bed and banks .....	94,792	83
Clerks .....	5,213	80
Culverts .....	3,845	21
Dams .....	23,282	84
Ferries .....	912	78
Horses and horse keep .....	2,338	07
Houses and repair shops .....	8,097	06
Incidentals .....	5,956	44
Locks .....	80,081	19
Office expenses—rents—furniture ...	932	49
Slope and vertical walls .....	26,053	85
Stationery and printing .....	1,137	99
Steamboats and dredge boats .....	4,730	84
Superintendence and engineering ...	19,938	45
Real estate .....	2,414	65
Tools and tool repairs .....	8,658	24
Waste weirs and sluices .....	4,906	24
Watchmen .....	3,558	59
Wharfing .....	4,056	46
	<hr/>	
		\$360,796 63

*Operating the canal:*

Collectors and weigh-masters .....	\$8,557	66
Clerks .....	4,448	14
Drawbacks and overcharges .....	51,430	70
Ferries, (labor at,) .....	3,195	03
Incidentals .....	784	59
Lock-keepers .....	18,562	56
Office expenses, rents and furniture .	802	91
Stationery and printing .....	1,474	46
Superintendence .....	4,746	67
Taxes, State and National .....	22,067	56
	<hr/>	
		116,070 28
		<hr/>
Grand total .....		<u>476,866 91</u>



RECEIPTS.

From tolls on coal, lumber, miscellaneous freight, lockages and boat toll: Aggregate tolls, amount kept in gross, subject to drawbacks not yet cal- culated .....	\$725,332 96
Other sources, rents, &c. ....	9,970 18
<b>Total</b> .....	<u><u>735,303 14</u></u>

*Summary of expenses:*

Maintaining and operating the canal .....	\$454,799 35
State taxes on tonnage and revenue .....	22,067 56
<b>Total</b> .....	<u><u>476,866 91</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Thos. A. Scott.....	Philadelphia.
H. J. Lombaert .....	Philadelphia.
G. B. Roberts.....	Philadelphia.
Sam'l T. Bodine.....	Philadelphia.
Edw'd Roberts.....	Philadelphia.
Wm. Anspach .....	Philadelphia.
Wistar Morris.....	Philadelphia.
Rathmel Wilson.....	Philadelphia.
Washington Butcher .....	Philadelphia.
J. B. Myers.....	Philadelphia.
Josiah Bacon .....	Philadelphia.
Isaac J. Wistar, President.....	234 S. 8d st., Philadelphia.
Alfred Mordecai, Secretary and Treasurer.....	Philadelphia.
Thomas T. Wierman, Superintendent.....	Harrisburg.

(No. 149.)

## SCHUYLKILL NAVIGATION.

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

Personally appeared Frederick Fraley, president, and Charles W. Bacon, treasurer, of the Schuylkill navigation company, and in due form of law made oath, that the statements in the within 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 }  
 15th day of January, 1870. }

W. W. DOUGHERTY, *Alderman.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	Not limited.
Amount of stock subscribed .....	\$1,908,207 00
Preferred stock .....	2,888,977 75
Total amount paid in of capital stock .....	4,797,184 75
Total amount of funded debt, (classified and date of maturity,) as follows :	
1st mortgages bonds, (date of maturity, 1872,) .....	\$1,751,213 21
2d mortgage bonds, (date of maturity, 1882,) .....	4,016,670 12
Common bonds, 1876 .....	171,354 00
Improvement bonds, 1870 .....	308,500 00
Boat loan, 1888 .....	800,000 00
Boat loan, 1889 .....	633,650 00
Bond mortgages .....	70,558 00
Ground rents .....	60,091 16
Temporary loans .....	588,689 50
Average rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.; other debts, about 7 per cent.	

Date and rate per cent. per annum of dividend or dividends: No dividend in 1869.

Number of shares of stock, nearly .....	95,944
Par value of each share .....	\$50 00
Amount of capital on which the respective dividends are declared .....	<u>4,797,184 75</u>

NOTE.—Interest on boat loans paid by trustees out of receipts from boats.

## COST OF CANAL AND FIXTURES.

Total cost of canal and its fixtures .....	\$10,587,125 74
Charged for boats, car, &c.....	2,279,185 24
Cost of real estate other than that included in canal .....	<u>238,966 92</u>

## CHARACTERISTICS OF CANAL.

Length of main line of canal, from mouth of Mill creek to wire bridge, at Fairmount .....	108, $\frac{23}{10}$ miles.
Number of branch canals, with the length of each, viz: One .....	1 mile long.
Canals leased by the company .....	None.
Width of canal at top water line: Varies from 60 to 300 feet.	
Width of canal on bottom: Variable; minimum on curves, 45; straight lines, 40 feet.	
Depth of water, minimum .....	6 feet.
Length and breadth of locks: Lift locks, 110 feet long by 18 feet wide in the chamber; guard locks, without lift, 112 feet by 24 feet.	
Number of basins .....	19
Number of houses: Lock houses, 60; engineers' and agents' houses and offices, 7.	
Number of locks: On main line, 71 of maximum size; at 5 places locks of small size remain in use alongside of large locks.	
Number of weigh-locks .....	None.
Number of tunnels .....	None

Number of bridges: 1 railroad, 47 road, 35 farm, 3 foot, 6 tow-path across the river, 13 towing-path over locks, 3 over docks, 5 over basins, maintained by the company; 13 road and foot bridges not maintained by the company.

Number of dams .....	31
Number of aqueducts .....	12
Number of miles of slack-water.....	50 5
Number of boats owned by the company, about ..	750
Number of boats owned and run by private parties, about .....	150
Average tonnage of boats.....	170 tons.
Navigation opened about the 10th of March.	
Navigation not closed yet—December 29, 1869.	
Feet of lockage on main line of canal, (to mid-tide at Philadelphia,).....	618, <sup>42</sup> / <sub>100</sub> feet.
Are the locks of wood, cut stone or composite? 17 cut stone, 2 cement, uncut, 58 composite.	
Give the number of each kind: See last answer.	

*The amount of freight, specifying the quantity in tons of 2,000 lbs.:*

	Am't in tons.
Lumber.....	38,258
Shingles .....	60
Anthracite coal.....	785,880
Bituminous coal.....	470
Pig iron .....	24,689
Other iron or castings.....	11,842
Iron and other ores .....	76,632
Lime and limestone.....	73,449
Agricultural products.....	5,163
Merchandise .....	4,656
Manufactures .....	12,641
Other articles .....	66,927
 Total.....	 <u>1,100,667</u>

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

All articles except anthracite coal, ten miles and under, 25 cents per ton of 2,240 pounds; additional beyond ten miles, until the highest rate is reached, one cent per ton per mile.

Maximum—1st class, (per ton of 2,240 pounds),...	35 cents.
2d class.....do.....do.....do.....do.....do.....	50 “
3d class.....do.....do.....do.....do.....do.....	85 “
Anthracite coal, per ton of 2,240 pounds, from 47 cents to \$1 73, according to the distance carried and the season of the year when transported.	
Bituminous coal, per ton of 2,240 lbs., (maximum,)	<u>85 cents.</u>

NOTE.—The toll on anthracite coal includes tolls on lateral roads and use of cars and boats.

## EXPENSES.

*Maintaining the canal or real estate of the corporation:*

Aqueducts .....	\$755 65
Boats and flats .....	3,270 35
Bridges.....	7,810 89
Canal bed and banks .....	23,673 83
Culverts .....	135 95
Dams, including tow-paths and channels .....	24,018 80
Incidentals .....	4,954 08
Locks and lock-houses.....	23,796 76
Superintendence and engineering .....	13,153 93
Tools and tool repairs.....	561 26
Waste weirs and sluices .....	898 65
Watchmen .....	1,135 71
Wharfing .....	186 94

*Operating the canal:*

Incidentals.....	\$2,654 27
Lock-keepers.....	<u>32,776 11</u>

## RECEIPTS.

Balance to credit of profit and loss, Dec. 25, 1868..	\$90,179 04
From tolls on coal and all other articles.....	831,142 01
Tolls on Union canal trade .....	8,806 19
Rents of real estate.....	50,599 40
Interest money.....	1,758 85
Philadelphia and Reading railroad company, allow- ance for difference on coal tonnage .....	148,622 25
Other sources .....	27,977 50
 Total.....	 <u>1,159,085 24</u>

*Summary of expenses :*

Maintaining and operating the canal .....	\$344,334 43
Car and landing expenses .....	70,128 58
Interest on loans and United States taxes thereon,	424,467 30
Drawback coal tolls.....	100,524 04
Towing boats .....	13,282 43
Union canal company's share of tolls.....	1,617 11
Tax on gross receipts .....	10,615 84
Tax on tonnage.....	10,786 16
Tax on capital stock .....	2,767 02
Trustees improvement bonds for interest and sink- ing fund .....	34,924 33
Philadelphia and Reading railroad company, tolls on lateral road.....	144,462 80
 	 <u>1,057,910 04</u>
Balance to credit profit and loss, Dec. 25, 1869....	101,175 20
 	 <u>1,159,085 24</u>
 	 <u>13,048 94</u>
Charged to construction account in 1869 .....	
Paid for by discounts on improvement bonds pur- chased, \$10,522 50; sum received for damages, \$1,800; together .....	12,322 50
 Balance added to construction account.....	 <u>726 44</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jos. B. Townsend .....	Philadelphia.
John N. Hutchinson .....	Philadelphia.
George Brooke .....	Philadelphia.
Thomas T. Lea .....	Philadelphia.
Charles Baker.....	Pottsville, Pa.
Charles W. Wharton.....	Philadelphia.
Frederick Fraley, President .....	Philadelphia.
William M. Tilghman, Secretary.....	Philadelphia.
Charles W. Bacon, Treasurer.....	Philadelphia.
James F. Smith, Chief Engineer.....	Reading.
Charles W. Wharton, Assistant President.....	Philadelphia.

(No. 150.)

## SUSQUEHANNA.

STATE OF MARYLAND, }  
*Baltimore City,* } ss:

Personally appeared B. Andrews Knight, president, and Robert D. Brown, treasurer, of the Susquehanna canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*  
 ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, this }  
 21st day of January, 1870. }

W. W. LATIMER, *Commissioner.*

## STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,) .....	\$1,500,000 00
Amount of stock subscribed .....	2,002,746 00
Total amount paid in of capital stock.....	2,002,746 00
Total amount of funded debt, (classified and date of maturity,) as follows:	
S. canal .....	\$227,500 00
1st mortgage bonds, T.	
W. canal, (date of maturity, 1894,) ....	97,810 58
	<u>325,310 58</u>
S. canal .....	700,000 00
2d mortgage bonds, T.	
W. canal, (date of maturity, 1885,) ....	300,000 00
	<u>1,000,000 00</u>
S. canal .....	871,333 34
3d mortgage bonds, T.	
W. canal, (date of maturity, 1878,) ....	435,666 66
	<u>1,307,000 00</u>
	<u>2,632,310 58</u>



The amount of floating debt, including interest, due January 1, 1870, (part of above being old Tide Water canal indebtedness, which may never be presented),.....	\$195,232 24
Total amount now of floating and funded debt ...	2,827,542 82
Average rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.; 3d mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	40,017
Par value of each share.....	\$50 00

## COST OF CANAL AND FIXTURES.

Susquehanna canal .....	\$3,160,861 93
Tide Water canal.....	1,580,430 96
Total.....	<u>4,741,292 89</u>

## CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia, Pa., to Havre de Grace, Md.....	45 miles.
Number of branch canals.....	None.
Canals leased by the company .....	None.
Width of canal at top water line .....	50 feet.
Width of canal on bottom.....	30 "
Depth of water .....	5 "
Length and breadth of locks: 170 feet long, 17 feet wide.	
Number of basins .....	2
Number of houses.....	28
Number of locks .....	33
Number of weigh-locks .....	1
Number of tunnels .....	None.
Number of bridges .....	13
Number of dams .....	1
Number of aqueducts .....	8
Number of miles of slack-water.....	2

Number of boats owned by the company, (steam-boats,).....	2
Average tonnage of boats.....	95 tons.
Navigation opened .....	Mar. 24, 1869.
Navigation closed .....	Dec. 6, 1869.
Feet of lockage on main line of canal .....	233
Value of real estate held by the company, exclusive of canals in Pennsylvania and Maryland...	\$45,000 00
Are the locks of wood, cut stone or composite?— give the number of each kind: 2 stone, others composite.	

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal.....	442,729
Number of tons of 2,000 pounds for the year, including way tonnage.....	493,671

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

	Am't in tons.
Lumber and shingles.....	185,784
Anthracite coal.....	234,877
Bituminous coal .....	235
Pig iron and scrap.....	6,921
Railroad iron.....	None.
Other iron or castings.....	358
Iron and other ores .....	5,650
Lime and limestone.....	19,059
Agricultural products .....	13,978
Merchandize and manufactures .....	14,741
Live stock .....	None.
Other articles, slate, stone, clay, &c.....	12,068
Total.....	493,671

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

For lumber and shingles, per ton of 2,000 pounds,	
1st class .....	8½ mills.
Anthracite coal, per ton, (average during season,)	
4th class .....	<u>7<sup>3</sup>/<sub>10</sub> "</u>

## EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal .....	<u>\$72,394 24</u>
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## RECEIPTS.

From tolls on coal, (including drawbacks to be allowed,) .....	\$63,650 00
From tolls on lumber .....	69,750 00
From tolls on miscellaneous freight, lockages and boat toll .....	27,230 42
From tolls on other sources, rents, &c., including sales of land in Maryland, &c .....	6,804 66
Total .....	<u>167,435 08</u>

*Summary of expenses :*

Maintaining and operating the canal .....	\$72,394 24
For dividends .....	None.
For interest .....	155,369 90
For surplus funds .....	None.
Tax on tonnage, State taxes and United States tax,	7,280 39
For other payments. ....	6,046 70
Total .....	<u>241,091 23</u>
Total amount of surplus fund .....	<u>None.</u>

## NAMES AND RESIDENCE OF OFFICERS

Directors.	Post office address.
George W. Dobbin.....	Baltimore.
Enoch Pratt.....	Baltimore.
Thomas Wilson.....	Baltimore.
R. K. Hawley.....	Baltimore.
George W. Howard.....	Baltimore.
Jacob Tome.....	Port Deposit.
Wm. P. Jenks.....	Philadelphia.
C. D'Invilliers.....	Philadelphia.
Samuel C. Ford.....	Philadelphia.
Robert J. Mercer.....	Philadelphia.
A. J. Antelo.....	Philadelphia.
H. C. Townsend.....	Philadelphia.
B. Andrews Knight, President.....	Philadelphia.
Robert D. Brown, Treasurer.....	Baltimore.
D. F. Shure, Superintendent.....	Darlington, Md.

(No. 151.)

UNION.

STATE OF PENNSYLVANIA, }  
 \_\_\_\_\_ County, } ss :

Personally appeared John N. Hutchinson, president, and Oscar Thompson, treasurer, of the Union canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) J. N. HUTCHINSON, *President.*  
 OSCAR THOMPSON, *Treasurer.*

Sworn and subscribed before me, this }  
 14th day of November, 1869. }

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, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1883,) ..	3,000,000 00
The amount of floating debt.....	20,000 00
Total amount now of floating and funded debt ...	3,020,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Number of shares of stock .....	58,157
Par value of each share.....	\$50 00
Cost of canal and fixtures.....	<u><u>\$5,907,850 00</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Reading to Middletown .....	77 <sup>54</sup> / <sub>100</sub> miles.
Number of branch canals, with the length of each, viz: One from water works to Jonestown.....	10 "

Canals leased by the company .....	None.
Width of canal at top of 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.....	93
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.
Navigation opened.....	April 5.
Navigation closed.....	December 2.
Feet of lockage on main line of canal.....	501
Are the locks of wood, cut stone or composite?	Cut stone.
Give the number of each kind.....	<u>All cut stone.</u>

## DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal, and gross amount of tonnage for the year, including branches and leased canals.....	<u>127,253</u>
--	----------------

*The amount of freight, specifying the quantity in tons of 2,000 lbs.:*

	Am't in tons.
Lumber.....	46,246
Shingles.....	55
Anthracite coal.....	21,726
Bituminous coal.....	572
Pig iron, railroad iron, other iron or castings.....	5,338

## CANAL REPORT.

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Iron and other ores .....	24,871
Lime and limestone.....	19,243
Agricultural products .....	952
Other articles .....	8,250
<b>Total</b> .....	<u>127,253</u>

## EXPENSES.

*Maintaining the canal or real estate of the corporation :*

Aqueducts .....	\$674 99
Boats and flats .....	156 58
Bridges .....	3,748 24
Canal bed and banks.....	6,569 62
Dams .....	1,841 64
Houses and repair shops.....	361 19
Locks .....	4,610 04
Office expenses—rents—furniture .....	222 99
Stationery and printing .....	257 52
Superintendence and engineering .....	2,580 00
Tools and tool repairs.....	57 24
Waste weirs and sluices .....	96 25
<b>Total</b> .....	<u>21,176 30</u>

*Operating the canal :*

Collectors and weigh-masters .....	\$1,915 44
Incidentals: Engines, coal, &c .....	24,828 76
Labor, towing, &c .....	1,490 85
Lock-keepers.....	5,034 50
Office expenses, rents and furniture .....	1,240 11
Stationery and printing .....	256 50
Superintendence.....	2,640 00
Taxes, State and National.....	115 59
<b>Total</b> .....	<u>37,521 75</u>

## RECEIPTS.

From tolls on coal, lumber, miscellaneous freight,  
lockages, boat toll, other sources, rents, &c. . . . . \$43,587 16

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jas. B. M'Farland.....	Philadelphia.
Dan'l Haddock, Jr.....	Philadelphia.
Chas. P. Bayard.....	Philadelphia.
Joshua Sperring.....	Philadelphia.
G. S. Benson.....	Philadelphia.
Jno. N. Hutchinson.....	Philadelphia.
W. P. Cresson.....	Philadelphia.
W. C. Longstreth.....	Philadelphia.
John Brown.....	Philadelphia.
Jas. Young.....	Middletown.
Adolphus Reincöhl.....	Lebanon.
A. Wilhelm.....	Lebanon.
Jno. N. Hutchinson, President.....	Philadelphia.
Oscar Thompson, Secretary and Treasurer.....	Philadelphia.
L. R. Hynicka, Superintendent.....	Lebanon.



(No. 152.)

## WEST BRANCH AND SUSQUEHANNA.

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

Personally appeared I. J. Wistar, president, and A. Mordecai, treasurer, of the Pennsylvania canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) I. J. WISTAR, *President.*  
 A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this }  
 20th day of January, 1870. }

HENRY C. SPACKMAN, *Notary Public.*

## 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, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 26, 1878,) .....	\$450,000 00
2d mortgage bonds, (date of maturity, May 1, 1888,) .....	258,000 00
The amount of floating debt, about, (with arrears interest, partly disputed,) .....	86,000 00
Total amount now of floating and funded debt, (less sinking fund,) .....	794,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent. : 2d mortgage, 6 $\frac{1}{2}$ per cent.	
Date and rate per cent. per annum of dividend or dividends .....	None.
Number of shares of stock .....	22,000
Par value of each share .....	<u>\$50 00</u>

## CHARACTERISTICS OF CANAL.

Length of main line of canal, from Junction to Farrandsville.....	123 miles.
Number of branch canals, with the length of each,	None.
Canals leased by the company .....	None.
Width of canal at top water line.....	40 feet.
Width of canal on bottom .....	28 "
Depth of water: Susquehanna division, 4½ feet; West Branch division, 4 feet.	
Length and breadth of locks.....	17 by 90 ft.
Number of basins .....	58
Number of houses .....	33
Number of locks .....	38
Number of weigh-locks .....	1
Number of tunnels .....	None.
Number of bridges .....	191
Number of dams .....	7
Number of aqueducts .....	25
Number of miles of slack-water.....	19 miles.
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties,	Cannot say.
Average tonnage of boats.....	90 to 95 tons.
Navigation opened .....	Apr. 12, 1869.
Navigation closed .....	Dec. 18, 1869.
Feet of lockage on main line of canal .....	223,¾ feet.
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: 26 cut stone and 12 composite.	

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The West Branch and Susquehanna canal company having been leased to and operated by the Pennsylvania canal company, the receipts and expenditures are included in that company's report.

(No. 152.)

## WICONISCO.

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

Personally appeared Simon Gratz, president, and Edward Gratz, Jr., treasurer, of the Wiconisco canal company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) SIMON GRATZ, *President.*  
 EDW'D GRATZ, JR., *Treasurer.*

Affirmed and subscribed before me, this }  
 13th day of January, 1870. }

THOS. B. REEVES, *Notary Public.*

## 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, about .....	16,000 00
Total amount now of floating and funded debt, about,	31,000 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.
Number of shares of stock.....	3,000
Par value of each share .....	\$20 00
Cost of canal and fixtures, about.....	<u>\$512,000 00</u>

## CHARACTERISTICS OF CANAL.

Length of main line of canal, from Millersburg to Clark's Ferry.....	12 miles.
Number of branch canals, with the length of each,	None.

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Canals leased by the company .....	None.
Width of canal at top water line .....	45 feet.
Width of canal on bottom.....	28 "
Depth of water.....	4 ft. 2 in.
Length and breadth of locks: 90 ft. long, 17 ft. wide. .	
Number of basins .....	1
Number of houses .....	4
Number of locks .....	7
Number of weigh-locks .....	None.
Number of tunnels .....	None.
Number of bridges .....	18
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.....	95 tons.
Navigation opened .....	Apr. 8.
Navigation closed .....	Dec. 3.
Feet of lockage on main line of canal .....	24
Value of real estate held by the company, exclusive of canal, say .....	\$12,000 00
Are the locks of wood, cut stone or composite? Out stone and composite.	
Give the number of each kind: 3 cut stone and 4 composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal .....	<u>116,611 <math>\frac{93}{100}</math></u>
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*The amount of freight, specifying the quantity in tons of 2,000 lbs.:*

	Am't in tons.
Lumber .....	272 $\frac{30}{100}$
Anthracite coal.....	113,452 $\frac{96}{100}$
Bituminous coal.....	52
Railroad iron, (ties,) .....	823
Lime and limestone.....	1,829 $\frac{47}{100}$

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Agricultural products .....	24 $\frac{80}{100}$
Merchandise .....	4
Manufactures .....	16 $\frac{10}{100}$
Other articles .....	137
<b>Total</b> .....	<b>116,611 <math>\frac{95}{100}</math></b>

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

For lumber per 1,000 feet board measure, (hemlock, pine and other lumber,) or for 1st and 2d class: Average rate, about.....	1 $\frac{1}{4}$ cts. per ton.
Anthracite coal, per ton, or for 4th class : Average rate .....	1     "
Bituminous coal, per ton, or for 5th class : Average rate .....	1     "

Cannot give items of expenses of maintaining and operating the canal.

*Operating the canal :*

Total expense of maintaining and operating the canal, (inclusive of payments on account of construction,) .....	<b>\$14,279 58</b>
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RECEIPTS.

Cannot itemize the receipts.	
Total .....	<b>\$11,641 41</b>

*Summary of expenses :*

Total expenses .....	<b>\$14,279 58</b>
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PAYMENTS ON ACCOUNT OF CONSTRUCTION.

Included in prior statements of expenses.

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Simon Gratz .....	Philadelphia.
Stacy B. Bancroft.....	Philadelphia.
Charles E. Lex .....	Philadelphia.
Joseph W. Souder.....	Philadelphia.
Edward Gratz, Jr.....	Philadelphia.
E. Coppee Mitchell.....	Philadelphia.
William R. Valleau.....	Philadelphia.
Simon Gratz, President.....	Philadelphia.
Michael Nisbet, Secretary.....	Philadelphia.
Edward Gratz, Jr., Treasurer.....	Philadelphia.
Francis Wenrich, Superintendent.....	Millersburg, Pa.

(No. 154.)

WYOMING VALLEY.

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PHILADELPHIA, *January 21, 1870.*

Hon. J. F. HARTRANFT,

*Auditor General, Harrisburg :*

DEAR SIR:—I have your letter of the 19th inst., calling for the annual report of the Wyoming Valley canal company for 1869. That company was merged into the Pennsylvania canal company on the 18th of January last, and ceased to exist as a separate corporation. The report of the Pennsylvania canal company embraces all the facts concerning that company, and will be made in February.

Yours respectfully,

JOSEPH H. DULLES.





# TELEGRAPH REPORTS.



# TELEGRAPH REPORTS.

(No. 155.)

## ATLANTIC AND PACIFIC.

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

Personally appeared A. F. Willmarth, president, and Alfred Nelson, treasurer, of the Atlantic and Pacific telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) A. F. WILLMARTH, *President.*  
ALFRED NELSON, *Treasurer.*

Sworn and subscribed before me, this }  
12th day of January, 1870. }

THOS. F. GOODRICH, *Commissioner.*

### STOCK AND DEBT.

Capital stock as authorized by law .....	\$10,000,000 00
Amount paid in as by last report: Line constructed for stock.	
Funded debt, as per last report .....	None.
The amount now of funded debt .....	None.
Number of shares of stock .....	100,000
Par value of each share .....	\$100 00

### COST OF LINE AND EQUIPMENT.

Construction and equipment made under contract; paid for in stock.

## ATLANTIC AND PACIFIC

## CHARACTERISTICS OF LINE.

Length of main line, from New York, N. Y., to Chicago, Ill., about .....	1,600 miles.
Length of main line in Pennsylvania.....	50 "
Miles of wire in Pennsylvania, galvanized .....	100 "
Number of stations in Pennsylvania.....	2
Number of poles to the mile, about.....	38
Number of persons employed in operating and maintaining line in Pennsylvania .....	2
Number of miles of line in Pennsylvania under control of other corporations.....	<u>None.</u>

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as Western Union telegraph company.

## RECEIPTS.

Gross receipts of entire line for twelve months ...	\$120,680 00
Gross receipts in Pennsylvania only .....	<u>1,703 85</u>

## EXPENSES.

Gross expenses in Pennsylvania only .....	<u>\$1,306 50</u>
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## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. F. Willmarth.....	New York city.
R. J. Thome.....	New York city.
Wm. D. Snow.....	New York city.
Henry A. Smythe.....	New York city.
H. F. Spaulding.....	New York city.
John H. Mortimer.....	New York city.
W. H. Guion.....	New York city.
R. R. Graves.....	New York city.
Elisha Brooks.....	New York city.
John S. Lyle.....	New York city.
Alfred Nelson.....	New York city.
S. W. F. Odell.....	New York city.
B. M. Taber.....	New York city.
N. S. Bentley.....	New York city.
E. Burckhardt.....	New York city.
H. D. Walbridge.....	New York city.
A. W. Chapin.....	New York city.
C. T. Shepard.....	Albany, N. Y.
Allen Munroe.....	Syracuse, N. Y.
Geo. W. Cuyler.....	Palmyra, N. Y.
Jas. N. Matthews.....	Buffalo, N. Y.
N. C. Simons.....	Buffalo, N. Y.
H. S. Walbridge.....	Toledo.
T. J. S. Flint.....	Chicago.
T. T. Flagler.....	Lockport.
Emery Wendell.....	Detroit.
O. Noble.....	Erie.
H. M. Flagler.....	Cleveland.
W. Blair.....	Chicago.
Angus Smith.....	Milwaukee.
E. W. Hudson.....	Detroit.
James Brooks.....	New York.
John G. Vose.....	New York.
R. R. Sloane.....	Cleveland.
C. A. Harper.....	Jersey City.
J. Allen, Jr.....	Buffalo.
L. D. M'Millan.....	Cleveland.
John Duff.....	Boston.
A. F. Willmarth, President.....	New York city.
Alfred Nelson, Secretary and Treasurer.....	New York city.
E. D. L. Sweet, General Superintendent.....	New York city.

OFFICE OF ATLANTIC AND PACIFIC TEL. CO., }  
NEW YORK, *February 9, 1870.* }

J. F. HARTMAN, Esq.,

*Auditor General State of Pennsylvania, Harrisburg, Pa.:*

DEAR SIR:—I return to you herewith the form of return sent to me a second time to be filled out with more particulars. Many of the items I cannot give, as for instance "total amount now paid in of capital stock," as our line was all constructed under contract for so many shares of stock per mile, the contractor being obliged to find purchasers for the stock paid to him, and the moneys received being paid into the hands of a trustee. "Floating debt."—No report has been made of this, and it would be unfair to the company to require just now any statement of claims upon it, as they have just increased their capital stock to double its former amount, annulled the contract for construction, and have assumed all the property and materials of the contractor, he relinquishing their equivalent in stock, at a low valuation, which property and materials are partly unpaid for, and would go into "floating debt," while the report has no item of assets, which in this case, in market value of stock, would overbalance the debt for material acquired as above. I trust this explanation will be satisfactory, especially as only one hundred and twenty shares are owned in Pennsylvania.

Respectfully,

ALFRED NELSON, *Treasurer.*

(No. 156.)

## BANKERS' AND BROKERS'.

STATE OF MARYLAND, }  
 \_\_\_\_\_ County, } ss:

Personally appeared William Callow, president, and John N. Brown, treasurer, of the Bankers' and Brokers' telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) WILLIAM CALLOW, *President.*  
 JNO. N. BROWN, *Treasurer.*

Sworn and subscribed before me, this }  
 29th day of January, 1870. }

GEO. F. THOMPSON, *J. P.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,050,000 00
Amount paid in as by last report.....	407,231 25
Funded debt, as per last report.....	105,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 13th May, 1872,) .....	105,000 00
Floating debt, as by last report.....	19,325 04
Total amount now of floating and funded debt ...	124,325 04
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividends ..	None.
Number of shares of stock .....	42,000
Par value of each share .....	\$25 00

## COST OF LINE AND EQUIPMENT.

Construction and equipment..... \$429,268 04

## CHARACTERISTICS OF LINE.

Length of main line from New York to Washington, D. C.....	283½ miles.
Length of main line in Pennsylvania.....	88½ "
Miles of wire in Pennsylvania, galvanized .....	329 "
Miles of wire in Pennsylvania, iron .....	30½ "
Number of stations in Pennsylvania.....	6
Number of poles to the mile.....	44
Number of persons employed in operating and maintaining line, in Pennsylvania,.....	17

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	25 cents.	2 cents.
For one hundred miles and under two hundred miles.....	35 "	2 "
For two hundred miles and under three hundred miles.....	40 "	3 "

*Receipts, (Pennsylvania only :)*

Total..... \$37,299 76

*Expenses, (Pennsylvania only :)*

Maintaining and operating line..... \$28,672 44

Contingencies..... 500 00

Total..... 29,172 44

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. Hilton Scribner.....	New York.
Alfred Robinson.....	New York.
H. L. Gaw.....	Philadelphia.
J. C. Whitney.....	Baltimore.
George Gildersleve.....	Baltimore.
George A. Pope.....	Baltimore.
William Callow, President.....	Baltimore.
John N. Brown, Secretary and Treasurer....	Baltimore.
J. W. Dyer, Superintendent.....	Philadelphia, 37 S. Third st.



(No. 157.)

FRANKLIN.

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

Be it known that on this 29th day of January, A. D. 1870, personally appeared before me James G. Smith, the superintendent and assistant treasurer of the Franklin telegraph company, to me personally known; and the said James G. Smith, made solemn oath that the within statement or return of said company was correct and true, to the best of his knowledge and belief.

(Signed) JAMES G. SMITH, *Supt and Ass't Treas.*

Sworn and subscribed before me, this }  
 29th day of January, 1870. }

H. B. HATHAWAY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law .....	\$1,000,000 00
Amount of full paid stock issued .....	1,000,000 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.....	30,000 00
Total amount now of floating debt.....	30,000 00
Total amount now of floating and funded debt ...	105,000 00
Rate per cent. per annum of interest on funded debt,	7 per cent.
Date and rate per cent. per annum of dividends..	None.
Number of shares of stock .....	10,000
Par value of each share.....	\$100 00

COST OF LINE AND EQUIPMENT.

Total construction and equipment.....	<u>\$545,000 00</u>
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CHARACTERISTICS OF LINE.

Length of main line, from Boston to Washington,	750 miles.
Length of main line in Pennsylvania.....	120 "

Miles of wire in Pennsylvania, galvanized .....	120 miles.
Miles of wire in Pennsylvania, iron.....	None.
Number of stations in Pennsylvania.....	5
Number of poles to the mile.....	36
Number of persons employed in operating and maintaining lines, (in Pennsylvania,) .....	41
Number of miles of line in Pennsylvania under con- trol of other corporations.....	None.

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under .....	25 to 40c.	2 and 3c.
For one hundred miles and under two hundred .....	25 to 40c.	2 and 3c.
For two hundred miles and under three hundred .....	30 to 50c.	2 and 3c.
For three hundred miles and under four hundred.....	40 to 50c.	
For four hundred miles and under five hundred.....	50 to 55c.	2 and 4c.

*Expenses, (Pennsylvania only:)*

Total maintaining and operating the line ..... \$21,294 92

*Receipts, (Pennsylvania only:)*

From messages..... \$22,224 81

From miscellaneous ..... None.

Total..... 22,224 81

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. H. Ellery.....	Box 3231 New York.
Henry E. Grannis .....	New York.
John S. Roberts.....	New York.
Jas. W. Brown.....	Boston.
Chas. Allen Browne.....	Boston.
James M. Shaw.....	Boston.
Jas. H. Freeman.....	Boston.
Samuel L. French.....	Boston.
Joseph B. Stearns.....	Boston.
George H. Ellery, President.....	Box 3231 New York.
Samuel L. French, Clerk and Treasurer.....	Boston.
James G. Smith, Sup't and Ass't Treas.....	Box 3231 New York.

(No. 188.)

PACIFIC AND ATLANTIC.

STATE OF PENNSYLVANIA, }  
 City of Pittsburg, Allegheny County, } ss:

Personally appeared Geo. H. Thurston, president, and Edward J. Allen, treasurer, of the Pacific and Atlantic telegraph company of the United States, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEO. H. THURSTON, *President.*  
 EDWARD JAY ALLEN, *Treasurer.*

Sworn and subscribed before me, this }  
 8th day of January, 1870. }

SAM. H. MASTERS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law .....	\$3,000,000 00
Amount paid in as by last report.....	697,150 00
Total amount now paid in of capital stock .....	1,157,225 00
Funded debt, as per last report.....	None.
The amount now of funded debt .....	None.
Floating debt, as by last report .....	None.
Total 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 debt; no interest.	
Date and rate per cent. per annum of dividends:	
Quarterly at rate of 10 per cent. per annum.	
Number of shares of stock .....	6,289
Par value of each share .....	\$25 00

COST OF LINE AND EQUIPMENT.

Construction and equipment, (all one account,) total, \$1,222,611 17

## CHARACTERISTICS OF LINE.

Length of line to all points reached by its wire . . .	3,849 miles.
Length of main line in Pennsylvania . . . . .	367 "
Miles of wire in Pennsylvania, galvanized, about,	2,300 "
Miles of wire in Pennsylvania, iron . . . . .	None,
Number of stations in Pennsylvania . . . . .	49
Number of poles to the mile, from . . . . .	35 to 40
Number of persons employed in operating and maintaining line, about . . . . .	310
Number of persons employed in operating and maintaining line in Pennsylvania, about . . . . .	117
Number of miles of line in Pennsylvania under control of other corporations . . . . .	<u>None.</u>

*Receipts :*

Gross receipts of entire line, since last report en- tered on books . . . . .	\$176,640 12
Gross receipts in Pennsylvania only, since last re- port entered on books . . . . .	<u>78,492 15</u>

*Expenses :*

Gross expenses of entire line* . . . . .	\$137,147 91
Gross expenses in Pennsylvania only, as near as can be ascertained, there being no separate ac- counts for expenses in each State, about . . . . .	<u>50,000 00</u>

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George H. Thurston . . . . .	Pittsburg, Pa.
James L. Shaw . . . . .	Philadelphia.
Ed. Jay Allen . . . . .	Pittsburg, Pa.
John W. Ellis . . . . .	Cincinnati, O.
Wm. Varnum . . . . .	Pittsburg, Pa.
Robert Anderson . . . . .	Pittsburg, Pa.
C. R. M. Smith . . . . .	Pittsburg, Pa.
George H. Thurston, President . . . . .	Pittsburg, Pa.
James L. Shaw, Vice President . . . . .	Philadelphia.
Edward Jay Allen, Secretary and Treasurer . . . . .	Pittsburg, Pa.
David M'Cargo, General Superintendent . . . . .	Pittsburg, Pa.

\*A large proportion of gross expense is properly cost of construction, being ex-  
penses of unfinished line before receiving the business it was built for.

(No. 159.)

PHILADELPHIA, READING AND POTTSVILLE.

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

Personally appeared Franklin B. Gowen, president, and David E. Stout, treasurer, of the Philadelphia, Reading and Pottsville telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*  
 D. E. STOUT, *Treasurer.*

Sworn and subscribed before me, this }  
 10th day of December, 1869. }

B. F. HOBAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law .....	\$50,000 00
Amount paid in as by last report.....	20,000 00
Total amount now paid in of capital stock .....	20,000 00
Funded debt, as per last report .....	None.
The amount now of funded debt .....	None.
Floating debt, as by last report .....	None.
Total amount now of floating debt .....	20,914 96
Date and rate per cent. per annum of dividends ..	None.
Number of shares of stock .....	400
Par value of each share .....	\$50 00

COST OF LINE AND EQUIPMENT.

Construction.....	\$43,691 57
Equipment.....	12,632 53
<b>Total.....</b>	<b>56,324 10</b>

## CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville.....	101 miles.
Length of main line in Pennsylvania.....	101 "
Miles of polls in Pennsylvania.....	368½ "
Miles of wire in Pennsylvania, galvanized.....	635 "
Miles of wire in Pennsylvania, iron.....	None.
Number of stations in Pennsylvania.....	94
Number of polls to the mile.....	31
Number of persons employed in operating and maintaining line in Pennsylvania.....	160
Number of miles of line in Pennsylvania under control of other corporations.....	None.

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	10 to 35 cts.	1 to 3 cts.
For one hundred miles and under two hundred miles.....	35 cents.	3 cents.

*Receipts, (Pennsylvania only :)*

From messages.....	\$20,861 65
Miscellaneous.....	6,742 08
Total.....	<u>27,603 73</u>

*Expenses, (Pennsylvania only :)*

Maintaining and operating line.....	<u>\$23,379 40</u>
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## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tucker.....	Philadelphia.
M. S. Wickersham.....	Philadelphia.
G. A. Nicolls.....	Reading.
D. E. Stout.....	Reading.
Franklin B. Gowen, President.....	Philadelphia.
D. E. Stout, Secretary and Treasurer.....	Reading.
C. T. Sellers, Superintendent.....	Reading.

(No. 160.)

## WESTERN UNION.

*(Atlantic and Ohio District.)*

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

Personally appeared George Walker, acting president, and Oliver H. Palmer, treasurer, of the Western Union telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEORGE WALKER, *Acting President.*  
 O. H. PALMER, *Treasurer.*

Sworn and subscribed before me, this }  
 28th day of January, 1870. }

R. H. ROCHESTER, *Notary Public.*

## STOCK AND DEBT.

Capital stock as authorized by law .....	\$650,000 00
Amount paid in as by last report.....	650,000 00
Total amount now paid in of capital stock .....	650,000 00
The amount now of funded debt: Atlantic and Ohio telegraph company has no funded debt.	
Total amount now of floating debt: Atlantic and Ohio telegraph company has no floating debt.	
Date and rate per cent. per annum of dividends:	
January 20, 1869, and July 20, 1869, each.....	2 per cent.
Number of shares of stock .....	13,000
Par value of each share .....	\$50 00

## COST OF LINE AND EQUIPMENT?

Cannot state cost of line and equipment.

## CHARACTERISTICS OF LINE.

Length of main line in Pennsylvania .....	917 miles.
Miles of wire in Pennsylvania, galvanized .....	2,760 "
Miles of wire in Pennsylvania, iron .....	216 "
Number of stations in Pennsylvania .....	36
Number of poles to the mile .....	35
Number of persons employed in operating and maintaining line in Pennsylvania .....	281

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Average rates for ten words.	Each additional word.
For one hundred miles or under .....	\$ 50	.03
For one hundred miles and under two hundred miles .....	75	.05
For two hundred miles and under three hundred miles .....	95	.06
For three hundred miles and under four hundred miles .....	1 20	.08
For four hundred miles and under five hundred miles .....	1 40	.09

*Receipts :*

Gross receipts in Pennsylvania only ..... \$213,859 21

*Expenses :*

Gross expenses in Pennsylvania only ..... \$185,802 16

## NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
William Orton .....	New York city.
O. H. Palmer .....	New York city.
Norvin Green .....	Louisville, Ky.
Thomas T. Eckert .....	New York city.
Wm. H. Abel .....	New York city.
David H. Bates .....	Philadelphia, Pa.
A. A. Zeigler .....	Philadelphia, Pa.
James Merrihew .....	Philadelphia, Pa.
William Orton, President .....	New York city.
O. H. Palmer, Secretary and Treasurer .....	New York city.



(No. 161.)

WESTERN UNION.

(For lines in State of Pennsylvania other than those in Atlantic and Ohio District.)

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

Personally appeared George Walker, acting president, and Oliver H. Palmer, treasurer, of the Western Union telegraph company, and in due form of law made oath, that the statements in the within report are true, to the best of their knowledge and belief.

(Signed) GEORGE WALKER, *Acting President.*

O. H. PALMER, *Treasurer.*

Sworn and subscribed before me, this }  
 28th day of January, 1870. }

R. H. ROCHESTER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law .....	\$41,074,710 00
Of which lines in Pennsylvania other than those in Atlantic and Ohio District, represent, estimated,	250,000 00
Total amount now paid in of capital stock of entire Western Union telegraph company.....	41,074,710 00
Entire funded debt of Western Union telegraph company, November 1, 1869, was.....	4,608,900 00
Total amount now of floating debt: No floating debt.	
Date and rate per cent. per annum of dividends :	
Jan. 20, 1869, 2 per cent.; July 20, 1869, 2 per cent.	
Number of shares of stock .....	410,747
Par value of each share.....	\$100 00

COST OF LINE AND EQUIPMENT.

The greater part of the property of the Western Union telegraph company in the State of Pennsylvania, having been ac-

quired by absorption of or consolidation with other companies, whose books and records are not in our possession, it is impossible to state the cost of construction and equipment.

## CHARACTERISTICS OF LINE.

Length of main line in Pennsylvania.....	1,623 miles.
Miles of wire in Pennsylvania, galvanized .....	2,803 "
Miles of wire in Pennsylvania, iron .....	1,300 "
Number of stations in Pennsylvania.....	221
Number of poles to the mile.....	35
Number of persons employed in operating and maintaining line in Pennsylvania .....	290

## TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles.	Average rates for ten words.	Each additional word.
For one hundred miles or under.....	\$ 50	.03
For one hundred miles and under two hundred miles .....	75	.05
For two hundred miles and under three hundred miles.....	95	.06
For three hundred miles and under four hundred miles.....	1 20	.08
For four hundred miles and under five hundred miles .....	1 40	.09

## RECEIPTS.

Gross receipts in Pennsylvania only ..... \$124,574 54

## EXPENSES.

Gross expenses in Pennsylvania only ..... \$115,349 80

## NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. N. Barney .....	New York.
R. S. Burrows .....	Albion, N. Y.
Ezra Cornell .....	Ithaca, N. Y.
John D. Caton .....	Ottawa, Ill.
Z. G. Simmons .....	Kenosna, Wis.
R. A. Lancaster .....	Richmond, Va.
A. B. Cornell .....	New York.
E. Creighton .....	Omaha, Neb.
N. Green .....	Louisville, Ky.
Wilson G. Hunt .....	New York.
Geo. Jones .....	New York.
O. H. Palmer .....	New York.
Moses Taylor .....	New York.
E. D. Morgan .....	New York.
W. E. Dodge .....	New York.
Francis Morris .....	New York.
C. Livingston .....	New York.
E. S. Sanford .....	New York.
William Orton .....	New York.
Harrison Durkee .....	New York.
James C. Fargo .....	New York.
A. W. Greenleaf .....	New York.
E. B. Wesley .....	New York.
Hiram Sibley .....	Rochester, N. Y.
G. H. Mumford .....	Rochester, N. Y.
J. H. Wade .....	Cleveland, O.
Geo. Walker .....	New York.
Alfred Gaither .....	Cincinnati.
Hugh Allen .....	Montreal.
William Orton, President .....	New York city.
O. H. Palmer, Secretary and Treasurer .....	New York city.
N. Green, Vice President .....	Louisville, Ky.
A. B. Cornell, Vice President .....	New York city.
George Walker, Vice President .....	New York city.