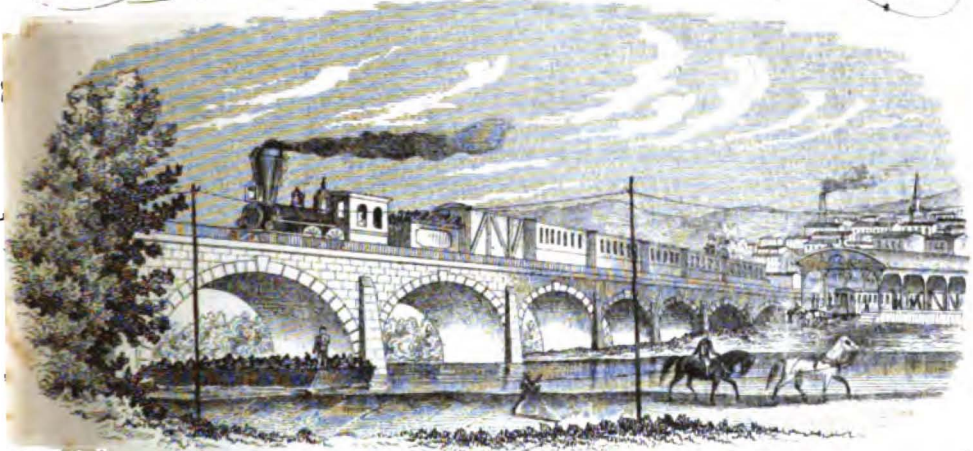


ANNUAL REPORT
OF THE
Auditor General
OF THE

STATE OF PENNSYLVANIA



AND OF THE
TABULATIONS AND DEDUCTIONS FROM THE REPORTS

OF THE
RAIL ROAD, CANAL & TELEGRAPH

COMPANIES

FOR THE
YEAR 1872.

HARRISBURG
BENJ. SINGERLY
STATE PRINTER
1873.

PA Auditor General 1872

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REPORT.

AUDITOR GENERAL'S OFFICE, }
Harrisburg, Pa., March, 1873. }

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

In compliance with requirements of the first section of the act, approved April 9, 1870, entitled "An Act requiring railroad, canal, navigation and telegraph companies to make uniform reports to the Auditor General," I herewith transmit copies of the several reports made to this Department in pursuance of said act, with tabulated results and comparative statements, compiled from the reports of the companies.

Respectfully,

HARRISON ALLEN,
Auditor General.

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

Roads operated by steam :

Name of company.	Report filed.
Allegheny Valley.....	Mar. 1, 1873.
Allentown.....	Feb. 4, 1873.
Atlantic and Great Western.....	Feb. 4, 1873.
Bald Eagle Valley.....	Dec. 24, 1872.
Barclay Coal.....	Dec. 21, 1872.
Bedford and Bridgeport.....	Dec. 31, 1872.
Bellefonte and Snow Shoe.....	Feb. 10, 1873.
Buffalo, Bradford and Pittsburg.....	Mar. 1, 1873.

Buffalo, Corry and Pittsburg.....	Mar. 12, 1873.
Buffalo, New York and Philadelphia.....	Dec. 11, 1872.
Berks County.....	Jan. 29, 1873.
Catasauqua and Fogelsville.....	Nov. 28, 1872.
Catawissa.....	Feb. 13, 1873.
Chester Creek.....	Feb. 4, 1873.
Chester Valley.....	Oct. 11, 1872.
Chestnut Hill.....	Jan. 9, 1873.
Cleveland and Pittsburg.....	Feb. 10, 1873.
Colebrookdale.....	Jan. 22, 1873.
Connecting.....	Jan. 21, 1873.
Cornwall.....	Feb. 11, 1873.
Cowanesque Valley.....	Jan. 9, 1873.
Columbia and Port Deposit.....	Feb. 7, 1873.
Cumberland Valley.....	Dec. 26, 1872.
Chartiers.....	Feb. 7, 1873.
Danville, Hazleton and Wilkesbarre.....	Mar. 25, 1873.
Delaware and Hudson.....	Feb. 4, 1873.
Delaware, Lackawanna and Western.....	Feb. 26, 1873.
Dunkirk, Warren and Pittsburg.....	Feb. 27, 1873.
Dillsburg and Mechanicsburg.....	Feb. 28, 1873.
East Brandywine and Waynesburg.....	Jan. 18, 1873.
East Mahanoy.....	Feb. 7, 1873.
East Pennsylvania.....	Feb. 7, 1873.
Ebensburg and Cresson.....	Dec. 31, 1872.
Elmira and Williamsport.....	Jan. 7, 1873.
Erie.....	Mar. 10, 1873.
Erie and Pittsburg.....	Mar. 28, 1873.
Fayette County.....	Oct. 28, 1872.
Frankford and Holmesburg.....	Jan. 16, 1873.
Homer, Cherrytree and Susquehanna.....	Mar. 21, 1873.
Hanover Branch.....	Feb. 18, 1873.
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	Nov. 16, 1872.
Huntingdon and Broad Top Mountain.....	Feb. 10, 1873.
Harrisburg and Potomac.....	Jan. 31, 1873.
Ironton.....	Feb. 27, 1873.
Jamestown and Franklin.....	Feb. 19, 1873.

Jefferson	Feb. 27, 1873
Junction	Feb. 10, 1873.
Jersey Shore, Pine Creek and Buffalo	Mar. 6, 1873.
Lackawanna and Bloomsburg	Feb. 26, 1873.
Lake Shore and Michigan Southern	Feb. 19, 1873.
Lawrence	Feb. 11, 1873.
Lehigh and Lackawanna	Mar. 11, 1873.
Lehigh and Susquehanna	Mar. 11, 1873.
Lehigh Valley	Feb. 4, 1873.
Littlestown	Feb. 24, 1873.
Little Saw Mill Run	Feb. 11, 1873.
Little Schuylkill Navigation	Dec. 17, 1872.
Lykons Valley	Feb. 4, 1873.
Lewisburg Centre and Spruce Creek	Feb. 7, 1873.
Lancaster and Reading, (narrow gauge,)	Mar. 6, 1873.
Mifflin and Centre County	Feb. 14, 1873.
Mill Creek and Mine Hill	Jan. 14, 1873.
Mine Hill and Schuylkill Haven	Jan. 13, 1873.
Mount Carbon	Oct. 11, 1872.
Mount Carbon and Port Carbon	Dec. 14, 1872.
Mount Pleasant and Broad Ford	Dec. 31, 1872.
Muncy Creek	Feb. 17, 1873.
Mount Alto	Feb. 18, 1873.
Nesquehoning Valley	Mar. 11, 1873.
New Castle and Beaver Valley	Oct. 25, 1872.
Newry	Dec. 31, 1872.
Northern Central	Feb. 26, 1873.
North Pennsylvania	Jan. 3, 1873.
Oil Creek and Allegheny River	Jan. 21, 1873.
Peach Bottom	Jan. 23, 1873.
Pennsylvania	Feb. 10, 1873.
Pennsylvania Coal	Feb. 25, 1873.
Pennsylvania and Delaware	Jan. 29, 1873.
Pennsylvania and New York canal and	Feb. 7, 1873.
Pennsylvania Petroleum	Mar. 25, 1873.
Perkiomen	Feb. 4, 1873.
Philadelphia and Baltimore Central	Jan. 13, 1873.
Philadelphia and Erie	Feb. 10, 1873.

Philadelphia, Germantown and Norristown.....	Oct. 28, 1872.
Philadelphia and Reading.....	Feb. 18, 1873.
Philadelphia and Trenton.....	Mar. 1, 1873.
Philadelphia, Wilmington and Baltimore.....	Feb. 6, 1873.
Pickering Valley.....	Feb. 7, 1873.
Pittsburg, Cincinnati and St. Louis.....	Mar. 7, 1873.
Pithole Valley.....	Feb. 10, 1873.
Pittsburg and Connellsville.....	Mar. 20, 1873.
Pittsburg, Fort Wayne and Chicago.....	Feb. 11, 1873.
Pittsburg, Virginia and Charleston.....	Jan. 16, 1873.
Plymouth.....	Feb. 19, 1873.
Philadelphia and Newtown.....	Dec. 31, 1872.
Reading and Columbia.....	Feb. 4, 1873.
Stony Creek.....	Feb. 10, 1873.
Schuylkill and Susquehanna.....	Feb. 24, 1873.
Schuylkill Valley Navigation.....	Jan. 14, 1873.
Shamokin Valley and Pottsville.....	Nov. 16, 1872.
Shenango and Allegheny.....	Feb. 7, 1873.
Somerset and Mineral Point.....	Mar. 12, 1873.
South Mountain Iron Company's.....	Mar. 1, 1873.
South Pennsylvania.....	Feb. 17, 1873.
Southwark.....	Jan. 16, 1873.
Southern Pennsylvania Iron and.....	Mar. 29, 1873.
Sullivan and Erie Coal and.....	Mar. 8, 1873.
Summit Branch.....	Feb. 4, 1873.
Sunbury and Lewistown.....	Jan. 11, 1873.
Susquehanna, Gettysburg and Potomac.....	Feb. 19, 1873.
South Mountain.....	Mar. 31, 1873.
Selinsgrove and North Branch.....	Mar. 17, 1873.
Salisbury and Baltimore Coal and.....	Jan. 1, 1873.
Tioga.....	Feb. 10, 1873.
Tyrone and Clearfield.....	Feb. 8, 1873.
Tresckow.....	Feb. 8, 1873.
Uniontown and West Virginia.....	Mar. 1, 1873.
Wellsboro' and Lawrenceville.....	Jan. 4, 1873.
West Chester.....	Dec. 30, 1872.
West Chester and Philadelphia.....	Dec. 30, 1872.
Western Pennsylvania.....	Feb. 7, 1873.

West Chester and Phoenixville.....	Dec. 31, 1872.
Wilmington and Reading.....	Jan. 15, 1873.
Wilmington and Western.....	Feb. 10, 1873.
Wilcox and Howard Hill Improvement Company's	Mar. 25, 1873.
Wyoming Gravity.....	Mar. 25, 1873.

Passenger Railways:

Name of company.	Report filed.
Allentown.....	Dec. 2, 1872.
Citizens' Philadelphia.....	Nov. 8, 1872.
Citizens' Pittsburg.....	Jan. 4, 1873.
Coalville.....	Jan. 31, 1873.
Easton and South Easton.....	Nov. 28, 1872.
Empire.....	Jan. 13, 1873.
Erie City.....	Jan. 22, 1873.
Federal Street and Pleasant Valley.....	Jan. 31, 1873.
Frankford and Southwark.....	Dec. 17, 1872.
Germantown.....	Jan. 29, 1873.
Green and Coates Street, Philadelphia.....	Jan. 27, 1873.
Harrisburg City.....	Feb. 10, 1873.
Hestonville, Mantua and Fairmount.....	Jan. 20, 1873.
Lombard and South Streets.....	Dec. 31, 1872.
People's, Schuylkill county.....	Jan. 24, 1873.
People's Street, Luzerne county.....	Nov. 16, 1872.
Philadelphia City.....	Feb. 4, 1873.
Philadelphia and Darby.....	Jan. 24, 1873.
Philadelphia and Gray's Ferry.....	Feb. 1, 1873.
Pittsburg, Allegheny and Manchester.....	Dec. 5, 1872.
Pittsburg and Birmingham.....	Dec. 17, 1872.
Pittsburg, Oakland and East Liberty.....	Feb. 5, 1873.
Pittsburg and Ormsby.....	Mar. 24, 1873.
Ridge Avenue.....	Jan. 13, 1873.
Schuylkill River.....	Jan. 29, 1873.
Second and Third Street.....	Jan. 27, 1873.
Seventeenth and Nineteenth.....	Jan. 11, 1873.
Thirteenth and Fifteenth.....	Feb. 14, 1873.
Union, Philadelphia.....	Jan. 20, 1873.
Union Street, Warren.....	Feb. 20, 1873.

West Philadelphia.....	Jan. 3, 1873.
Wilkesbarre and Kingston.....	Jan. 18, 1873.
Williamsport.....	Feb. 10, 1873.

Canal Companies:

Name of company.	Report filed.
Delaware Division.....	Jan. 20, 1873.
Delaware and Hudson	Feb. 4, 1873.
Erie.....	Feb. 19, 1873.
Junction	Oct. 8, 1872.
Lehigh coal and navigation	Feb. 14, 1873.
Monongahela navigation.....	Feb. 19, 1873.
Muncy	Jan. 7, 1873.
Pennsylvania.....	Feb. 6, 1873.
Scuylkill Navigation.....	Feb. 18, 1873.
Susquehanna	Feb. 18, 1873.
Union.....	Feb. 20, 1873.
West Branch and Susquehanna.....	Feb. 6, 1873.
Wiconiseo	Feb. 18, 1873.

Telegraph Companies:

Name of company.	Report filed.
Atlantic and Ohio.....	Dec. 31, 1872.
Automatic.....	Apr. 7, 1873.
Franklin	Feb. 11, 1873.
Pacific and Atlantic.....	Feb. 27, 1873.
Philadelphia Local	Apr. 18, 1873.
Philadelphia, Reading and Pottsville.....	Feb. 4, 1873.
Western Union.....	Dec. 31, 1872.

**TABULATED RESULTS
COMPILED FROM REPORTS OF COMPANIES.**

TABLE A—STOCK AND DEBT.

Name of company.	Capital stock as authorized by law.	Am't of stock subscribed.	Amount paid in as by last report.	Total amount now paid in of capital stock.	Funded debt as by last report.
aAllentown.....	\$2,000,000 00	\$714,200 00	\$567,544 47	\$568,744 47	.....
Allegheny Valley.....	5,000,000 00	2,256,400 00	2,256,350 00	2,256,400 00	\$3,931,000 00
Atlantic and Great Western.....	50,000,000 00	.....	.....	24,000,000 00	.....
bBald Eagle Valley.....	1,000,000 00	550,000 00	550,000 00	550,000 00	480,900 00
cBarclay coal company.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	93,000 00
bBedford and Bridgeport.....	600,000 00	410,400 00	241,924 70	353,880 00	.....
Bellefonte and Snow Shoe.....	1,000,000 00	600,000 00	600,000 00	600,000 00	99,000 00
Berks County.....	200,000 00	200,000 00	.....	93,965 00	.....
dBuffalo, Bradford and Pittsburg.....	Unlimited.	2,286,000 00	2,286,000 00	2,286,000 00	593,800 00
Buffalo, Corry and Pittsburg.....	1,000,000 00	442,497 50	428,717 50	428,717 50	700,000 00
Buffalo New York and Philadelphia.....	3,000,000 00	1,651,500 00	.....	1,600,707 74	.....
Catasauqua and Fogelsville.....	426,900 00	426,900 00	426,900 00	426,900 00	.....
a*Catawissa.....	.....	4,359,600 00	4,359,400 00	4,359,500 00	1,740,850 00
eChartiers.....	800,000 00	867,155 00	635,155 01	635,000 00	400,000 00
fChester Creek.....	185,000 00	.....	180,400 00	185,000 00	185,000 00
aChester Valley.....	871,900 00	871,900 00	871,900 00	871,900 00	500,000 00
aChestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	.....
bCleveland and Pittsburg.....	11,223,200 00	11,223,200 00	7,807,830 00	11,223,200 00	3,850,500 00
aCowanesque Valley.....	200,000 00	.....	.....	.....	.....
aColebrookdale.....	50,000 00	50,000 00	47,165 00	47,165 00	584,700 00
fColumbia and Port Deposit.....	Unlimited.	225,000 00	203,172 11	203,172 11	100,000 00
AConnecting.....	1,800,000 00	1,278,800 00	1,278,800 00	1,278,800 00	998,000 00
Cornwall.....	150,000 00	150,000 00	300,000 00	300,000 00	.....
Cumberland Valley.....	2,110,000 00	1,494,250 00	1,323,660 00	1,494,250 00	352,800 00
bDanville, Hazleton and Wilkesbarre.....	800,000 00	685,458 00	.....	684,355 00	1,400,000 00
Delaware and Hudson canal and railroad.....	.....	.....	.....	.....	.....
Dillsburg and Mechanicsburg.....	350,000 00	63,000 00	.....	.....	.....
Delaware, Lackawanna and Western.....	Unlimited.	20,000,000 00	18,858,850 00	20,000,000 00	2,744,000 00
Dunkirk, Warren and Pittsburg.....	1,800,000 00	1,800,000 00	1,075,000 00	1,244,000 00	1,109,000 00
bEast Brandywine and Waynesburg.....	500,000 00	149,150 00	89,800 00	136,194 23	175,000 00
aEast Mahanoy.....	500,000 00	392,550 00	392,550 00	392,550 00	.....
aEast Pennsylvania.....	Unlimited.	1,309,200 00	1,309,200 00	1,309,200 00	493,900 00
bEbensburg and Cresson.....	100,000 00	42,000 00	.....	.....	42,000 00
aElmira and Williamsport.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,620,000 00
Erle.....	.....	86,538,910 00	86,538,910 00	86,538,910 00	38,898,500 00

aErie and Pittsburg	2,500,000 00	1,996,400 00	1,099,450 00	1,099,550 00	2,177,000 00
i Fayette County	1,600,000 00	98,360 00	98,396 71	128,893 71	.....
Frankford and Holmesburg	100,000 00	100,000 00	100,000 00	100,000 00	14,000 00
Banover Branch.....	500,000 00	116,850 00	116,850 00	116,850 00	.....
bHarrisburg, Portsmouth, Mount Joy and Lancaster.....	2,500,000 00	1,182,550 00	1,182,550 00	1,182,550 00	.....
Harrisburg and Potomac.....	Unlimited.	217,000 00	.....	102,720 00	.....
†Hempfield.....	.....	.....	.....	.....	.....
Honer, Cherrytree and Susquehanna	Unlimited.	103,300 00	.....	8,544 00	.....
Huntingdon and Broad Top Mountain	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	2,157,025 66
Ironton.....	500,000 00	400,000 00	400,000 00	400,000 00	100,000 00
Jamesstown and Franklin.....	1,600,000 00	634,050 00	604,777 50	605,027 50	994,000 00
dJefferson	Unlimited.	2,095,700 00	2,095,700 00	2,095,700 00	2,300,000 00
Junction.....	250,000 00	186,250 00	186,250 00	186,250 00	800,000 00
Lancaster and Reading Narrow Gauge.....	750,000 00	125,450 00	.....	15,672 00	.....
Lackawanna and Bloomsburg	1,900,000 00	1,335,000 00	1,335,000 00	1,385,000 00	2,250,000 00
Lake Shore and Michigan Southern	50,000,000 00	50,000,000 00	34,938,000 00	50,000,000 00	26,433,000 00
bLawrence.....	800,000 00	289,750 00	285,250 00	289,750 00	355,000 00
Lehigh and Lackawanna.....	1,000,000 00	375,100 00	375,100 00	375,100 00	300,000 00
Lehigh and Susquehanna.....	.....	.....	.....	.....	.....
Lehigh Valley .....	.....	.....	18,153,600 00	21,468,800 00	9,219,000 00
bLewistown, Centre and Spruce Creek.....	3,000,000 00	346,700 00	.....	187,048 65	.....
Little saw Mill Run	250,000 00	100,000 00	100,000 00	100,000 00	30,718 67
oLittlestown	75,000 00	53,750 00	46,225 00	34,850 00	40,000 00
aLittle Schuylkill navigation and	Unlimited.	2,646,100 00	2,646,100 00	2,646,100 00	771,600 00
pLykens Valley	800,000 00	600,000 00	600,000 00	600,000 00	.....
bMifflin and Center County.....	100,000 00	68,400 00	68,526 00	65,650 00	188,500 00
aMill Creek and Mine Hill navigation and	323,375 00	323,375 00	323,375 00	323,375 00	.....
aMine Hill and Schuylkill Haven	3,939,100 00	3,939,100 00	3,905,600 00	3,939,100 00	.....
Muncy Creek.....	2,000,000 00	123,600 00	82,600 00	123,600 00	100,000 00
aMount Carbon and Port Carbon.....	282,360 00	282,360 00	232,350 00	232,360 00	.....
iMount Pleasant and Broad Ford.....	600,000 00	117,750 00	111,180 00	112,640 00	.....
aNequehoning Valley.....	2,000,000 00	1,300,000 00	1,250,000 00	1,300,000 00	.....
bNew Castle and Beaver Valley.....	700,000 00	700,000 00	605,000 00	605,000 00	88,800 00
bNewry Branch.....	15,000 00	11,650 00	11,150 00	11,150 00	.....
Northern Central.....	8,000,000 00	5,842,000 00	5,601,700 00	5,842,000 00	7,718,603 00
North Pennsylvania	1,500,000 00	3,150,000 00	3,150,000 00	3,473,500 00	3,493,500 00
Oil Creek and Allegheny River.....	4,959,450 00	4,959,450 00	4,959,450 00	4,959,450 00	3,150,000 00
Pit-Hole Valley.....	250,000 00	250,000 00	250,000 00	250,000 00	.....
Peach Bottom.....	1,000,000 00	271,600 00	18,000 00	32,681 05	.....
Pennsylvania.....	75,000,000 00	53,710,350 00	41,329,475 00	51,271,937 50	23,443,310 00
Pennsylvania Coal	5,850,329 00	4,000,000 00	4,000,000 00	4,000,000 00	512,500 00
Pennsylvania and New York canal and .....	.....	.....	3,061,700 00	3,581,700 00	3,000,000 00
bPennsylvania and Delaware.....	500,000 00	500,000 00	132,412 00	433,207 50	700,000 00

TABLE A.—STOCK AND DEBT—Continued.

Name of Company.	Capital stock as authorized by law.	Am't of stock subscribed.	Amount paid in as by last report.	Total amount now paid in of capital stock.	Funded debt as by last report.
aPerkiomen	\$50,000 00	\$39,950 80	\$37,890 00	\$37,890 00	\$619,100 00
rPhiladelphia and Baltimore Central.....	2,000,000 00	225,000 00	220,606 11	220,606 11	1,500,000 00
bPhiladelphia and Erie.....	10,000,000 00	6,500,000 00	6,048,700 00	8,450,000 00	14,000,000 00
Philadelphia and Reading.....	Unlimited.	.....	31,583,575 28	34,231,900 00	21,936,453 00
aPhiladelphia, Germantown and Norristown.....	2,500,000 00	2,231,900 00	2,231,900 00	2,231,900 00	.....
bPhiladelphia and Trenton.....	2,662,900 00	1,259,120 00	.....	1,259,100 00	1,259,100 00
Philadelphia, Wilmington and Baltimore.....	Unlimited.	.....	10,997,900 00	11,488,750 00	1,745,640 00
Philadelphia and Newtown.....	1,500,000 00	420,000 00	.....	74,760 00	.....
aPickering Valley	100,000 00	98,850 00	90,855 00	92,125 00	350,300 00
bPittsburg, Cincinnati and St. Louis.....	13,500,000 00	9,433,550 00	5,424,350 00	8,433,550 00	10,004,140 34
aPittsburg and Connelisville.....	3,000,000 00	2,341,974 50	1,959,976 48	1,960,688 48	8,500,000 00
bPittsburg, Fort Wayne and Chicago.....	Unlimited.	22,214,245 71	19,714,285 71	22,214,245 71	13,663,000 00
Pittsburg, Virginia and Charleston.....	Unlimited.	821,550 00	277,188 11	618,564 11	.....
aPlymouth	30,000 00	30,000 00	12,060 00	12,060 00	100,000 00
aReading and Columbia.....	600,000 00	511,500 00	507,288 09	507,288 09	1,000,000 00
aSchuylkill and Susquehanna.....	1,600,000 00	1,269,150 00	1,269,150 00	1,269,150 00	97,000 00
aSchuylkill Valley navigation and	576,050 00	576,050 00	576,050 00	576,050 00	.....
Sellinsgrove and North Branch	200,000 00	20,800 00	.....	3,680 00	.....
aShamokin Valley and Pottsville.....	1,500,000 00	869,450 00	869,450 00	869,450 00	700,000 00
Shenango and Allegheny	200,000 00	200,000 00	168,000 00	199,000 00	638,000 00
Somerset and Mineral Point	200,000 00	60,000 00	.....	55,000 00	.....
South Mountain Iron company's.....	.....	.....	.....	.....	379,000 00
rSouthwick	200,000 00	200,000 00	53,468 00	58,448 00	.....
Stony Creek.....	300,000 00	154,200 00	.....	134,675 00	.....
aSullivan and Erie coal and	Unlimited.	1,400,000 00	.....	1,400,000 00	.....
Summit Branch	2,750,000 00	2,502,250 00	2,502,250 00	2,502,250 00	174,000 00
bSunbury and Lewistown	500,000 00	500,000 00	500,000 00	500,000 00	1,400,000 00
Susquehanna, Gettysburg and Potomac	2,500,000 00	.....	1,500,000 00	1,500,000 00	.....
Toga	125,000 00	124,950 00	50,000 00	50,000 00	243,000 00
aTrescow	250,000 00	150,000 00	150,000 00	150,000 00	.....
bTyrone and Clearfield.....	1,000,000 00	510,000 00	510,000 00	510,000 00	.....
Uniontown and West Virginia.....	250,000 00	88,500 00	82,424 00	.....	.....
gWellboro' and Lawrenceville	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	.....
West Chester	165,000 00	165,000 00	165,000 00	165,000 00	.....
West Chester and Philadelphia.....	3,800,000 00	631,100 00	631,610 00	631,400 00	1,197,800 00

Westchester and Phoenixville	250,000 00	130,000 00	.....	18,000 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	757,728 74	750,042 88	1,973,600 00
Wilmington and Western	Unlimited.	253,850 00	.....	244,380 00	.....
	821,671,204 00	843,883,473 71	800,995,290 47	430,864,845 82	323,413,597 60

a Leased to Philadelphia and Reading railroad company.

b Leased to Pennsylvania railroad company.

c Leased to Towanda coal company.

d Leased to Erie railway company.

e Leased to Pittsburg, Cincinnati and St. Louis railway company.

f Leased to Philadelphia and Baltimore Central railroad.

g Leased to Fall Brook coal company.

h Leased to Philadelphia and Trenton railroad company.

i Leased to Northern Central railway company.

j Leased to Pittsburg and Connellsville railroad.

m Leased to Lake Shore and Michigan Southern railway company.

n Leased to New Jersey Central railroad company.

o Operated by Hanover Branch railway company.

p Leased to Summit Branch railroad company.

r Leased to Philadelphia, Wilmington and Baltimore railroad.

s Leased to Baltimore and Ohio railway company.

t Leased to Pennsylvania and New York canal and railroad company.

w Leased to West Chester and Philadelphia railroad company.

* Ten months.

† Now Wheeling, Pittsburg and Baltimore railroad.

TABLE A.—STOCK AND DEBT—Continued.

Name of company.	Total amount now of fund- ed debt.....	Floating debt as by last re- port.....	The amount now of float- ing debt.....	Total amount now of fund- ed and float- ing debt.....	Rate per cent. per annum of interest, &c....	Rate per cent. per annum of dividend.....
Allentown.....		\$579,081 23	\$613,032 50	\$613,032 50		
Allegheny Valley.....	\$3,939,000 00	502,437 19	886,202 80	4,825,202 80	7, 7 3-10	
Atlantic and Great Western.....	56,992,240 00			56,992,240 00	7	
Bald Eagle Valley.....	454,900 00			454,900 00	6, 7	7
Barclay coal company.....	79,000 00			79,000 00	7	7
Bedford and Bridgeport.....	1,000,000 00		10,000 00	1,010,000 00	7	
Bellefonte and Snow Shoe.....	99,000 00			99,000 00	6	7 1/2
Berks County.....						
Buffalo, Bradford and Pittsburg.....	583,000 00			583,000 00	7	
Buffalo, Corry and Pittsburg.....	700,000 00	463,673 96	518,229 97	1,218,229 97	7	
Buffalo, New York and Philadelphia.....	1,876,500 00		430,605 45	2,307,271 08	6 1/2	
Catsauqua and Fogelsville.....						6
Catawissa.....	1,740,350 00			1,740,350 00		8 1/2
Chartiers.....	500,000 00	60,484 39		500,000 00	7	
Chester Creek.....	185,000 00			185,000 00	6	6
Chester Valley.....	500,000 00	472,500 00	490,000 00	990,000 00	7	
Chestnut Hill.....						12
Cleveland and Pittsburg.....	3,825,500 00			3,825,500 00	6, 7	7, 10
Cowanesque Valley.....						
Colebrookdale.....	584,700 00	56,377 47	89,009 84	673,709 84	6	
Columbia and Port Deposit.....	160,000 00	195,409 00	590,457 52	660,457 52	7	
Connecting.....	991,000 00			991,000 00	6	6
Cornwall.....						8
Cumberland Valley.....	352,300 00			352,300 00	6, 8	8
Danville, Hazleton and Wilkesbarre.....	1,440,000 00	154,000 00	160,000 00	1,560,000 00	7	
Delaware and Hudson canal and railroad.....						
Dillsburg and Mechanicsburg.....	100,000 00			100,000 00		
Delaware, Lackawanna and Western.....	5,394,000 00	4,319,917 90	4,239,544 73	9,633,544 73	7	10
Dunkirk, Warren and Pittsburg.....	1,400,000 00	55,000 00	189,907 65	1,589,907 65	7	
East Brandywine and Waynesburg.....	175,000 00	2,000 00	2,000 00	177,000 00		
East Mahanoy.....						6
East Pennsylvania.....	495,900 00			495,900 00	7	6

Ebenburg and Cresson	80,000 00			80,000 00	8	
Elmira and Williamsport	1,620 000			1,620,000 00	5, 7	5, 7
Erie	28,912,301 28			28,912,301 28	7	7
Erie and Pittsburg	3,327,000 00			3,327,000 00	7	7
Fayette County						184 00
Frankford and Holmesburg	50,000 00	65,632 02	5,342 36	55,342 36	7	8
Hanover Branch						10
Harrisburg, Portsmouth, Mount Joy and Lancaster	700,000 00			700,000 00	6	7
Harrisburg and Potomac			27,295 00			
Hempfield						
Homer, Cherrytree and Susquehanna			4,201 24	4,201 24		
Huntingdon and Broad Top Mountain	2,270,941 09			2,270,941 09	7	
Ironton	100,000 00			100,000 00	7	
Jamestown and Franklin	996,000 00	927,323 59	978,436 90	1,974,436 90	7	8, 10
Jefferson	2,300,000 00			2,300,000 00	7	
Junction	800,000 00			800,000 00	6	
Lackawanna and Bloomsburg	2,250,000 00	202,270 97	199,261 13	2,449,261 13	7	
Lake Shore and Michigan Southern	28,563,000 00	3,498,815 36	8,604,523 53	35,167,523 53	7	8, 10
Lawrence	353,000 00		25,000 00	380,000 00	7	10
Lehigh and Lackawanna	300,000 00			300,000 00		
Lehigh and Susquehanna						
Lehigh Valley	9,751,080 00	645,142 12		9,754,000 00	6, 7	10
Lewisburg, Centre and Spruce Creek	1,516,000 00			1,545,000 00	7	
Little Saw Mill Run	30,718, 67	1,858 78	8,283 89	34,000 56	7	10
Littlestown	40,000 00	685 83	1,500 00	41,500 00	7	
Little Schuylkill navigation and	759,500 00			759,500 00	7	7
Lykens Valley						10
Mifflin and Centre County	188,500 00		16,742 51	205,242 51	6	
Mill Creek and Mine Hill navigation and						7
Mine Hill and Schuylkill Haven						
Muncy Creek	106,000 00		30,000 00	135,000 00	7	
Mount Carbon and Port Carbon						12
Mount Pleasant and Broad Ford		43,173 02	43,482, 64	43,482 04		
Nesquehoning Valley						10
New Castle and Beaver Valley	83,300 00	2,000 00		83,300 00	7	10
Newry Branch		10,778 99	10,778 99	10,778 99		
Northern Central	11,040,602 09	218,725 74	539,656 92	11,580,259 01	6, 7	6
North Pennsylvania	4,042,500 00	125,538 72	63,394 00	4,105,894 00	6, 7, 10	15
Oil Creek and Allegheny River	3,680 000 00			3,680,000 00	7	6
Pitohole Valley	100,000 00	3,247 01	17,131 93	117,131 93	7	
Peach Bottom						
Pennsylvania	29,328,600 00	2,343 203 23	3,713,246 15	33,039,846 15	115, 6	10
Pennsylvania Coal	536,500 00	425,000 00	375,000 00	911,500 00	7	20

TABLE A.—STOCK AND DEBT—Continued.

Name of company.	Total amount now of fund- ed debt.....	Floating debt as by last re- port.....	The amount now of float- ing debt.....	Total amount now of fund- ed and float- ing debt.....	Rate per cent. per annum of interest, &c..	Rate per cent. per annum of dividend.....
Pennsylvania and New York canal and.....	\$3,000,000 00	\$415,007 85	\$351,234 23	\$3,351,234 23	7	.....
Pennsylvania and Delaware.....	700,000 00	100,000 00	.....	700,000 00	7	.....
Perkiomen	621,800 00	402,660 99	533,184 61	1,159,484 61	6	.....
Philadelphia and Baltimore Central.....	1,500,000 00	90,288 87	53,413 53	1,553,413 53	6, 7	.....
Philadelphia and Erie.....	14,780,000 00	149,862 00	578,966 00	15,308,966 00	6, 7	.....
Philadelphhia and Reading.....	29,042,169 00	.....	300,000 00	29,342,169 00	5, 6, 7	10
Philadelphia, Germantown and Norristown.....	.....	.....	.....	.....	.....	12
Philadelphia and Trenton.....	.....	.....	.....	.....	.....	10
Philadelphia, Wilmington and Baltimore	1,990,500 00	23,366 56	69,803 63	2,060,303 63	6	8
Philadelphia and Newtown.....	.....	.....	.....	.....	.....	.....
Pickering Valley.....	331,800 00	112,712 92	130,552 67	462,352 67	7	.....
Pittsburg, Cincinnati and St. Louis.....	10,011,740 24	3,470,121 78	1,841,885 10	11,853,625 34	6, 7	.....
Pittsburg and Connellsville.....	4,780,000 00	1,960,775 82	3,463,204 09	8,243,204 09	6, 7	.....
Pittsburg, Fort Wayne and Chicago.....	13,621,000 00	17,229 62	16,229 62	13,637,229 62	7	7
Pittsburg, Virginia and Charleston.....	.....	.....	.....	.....	.....	.....
Plymouth.....	.....	174,495 19	274,495 19	274,495 19	.....	.....
Reading and Columbia.....	1,000,000 00	1,033,742 90	1,093,494 59	2,093,494 59	7	.....
Schuylkill and Susquehanna.....	97,000 00	46,609 14	12,787 62	109,787 62	6	.....
Schuylkill Valley navigation and.....	.....	.....	.....	.....	.....	5
Shamokin Valley and Pottsville.....	1,968,000 00	.....	.....	1,968,000 00	7	6
Shenango and Allegheny.....	780,000 00	.....	.....	780,000 00	7	.....
Somerset and Mineral Point.....	81,104 80	.....	8,584 35	89,689 15	7	.....
South Mountain Iron Company's.....	377,500 00	.....	.....	377,500 00	6, 7	.....
Southwark.....	.....	.....	.....	.....	.....	6
Stony Creek.....	.....	.....	82,313 62	82,313 62	6	.....
Sullivan and Erie coal and.....	1,000,000 00	.....	204,631 61	1,204,631 61	.....	.....
Summit Branch	145,000 00	.....	.....	145,000 00	6	6
Sunbury and Lewistown.....	1,400,000 00	.....	.....	1,400,000 00	6, 7	.....
Susquehanna, Gettysburg and Potomac .....	.....	.....	.....	.....	.....	.....
Tioga.....	243,000 00	.....	.....	243,000 00	7	.....
Tresckow .....	.....	40,417 50	60,003 64	60,003 64	.....	.....

Tyrone and Clearfield.....	387,153 58	332,359 99	332,359 99	.....
Uniontown and West Virginia.....	42,859 10	42,859 10	42,859 10	.....
Wellsboro' and Lawrenceville.....	.....	.....	.....	.....
West Chester.....	.....	.....	.....	.....
West Chester and Philadelphia.....	1,189,800 00	.....	1,189,800 00	7, 8
Western Pennsylvania.....	1,800,000 00	907,813 36	1,023,554 70	2,823,554 70
Wilmington and Reading.....	2,334,800 00	1,070,704 26	103,610 43	2,440,910 43
Wilmington and Western.....	500,000 00	.....	52,799 00	552,799 00
	308,631,065 15	23,232,076 55	33,452,234 97	342,076,170 75

*Ten months. †Scrip dividend. ‡Per share. §Gold. ||5 per cent. due the State.

TABLE B.—CHARACTERISTICS OF ROAD.

Name of company.	Cost of road & equipment	Length of main line of road in miles	Length of main line of road laid	Length of main line of road laid in Pennsylvania	Length of double track of road in miles	Length of sidings	Gauge of road	Weight of rail per yard on main track.	Length in miles of branch roads owned	Number of worked or leased roads
Allentown	\$1,051,629 39	35.80	4.50	4.50	.....	.30	4 ft. 8½	64	.....	.....
Allegheny Valley	10,653,410 93	132	132	132	12	50.80	4 ft. 9	60	8	.....
Atlantic and Great Western .....	.....	387.50	387.50	92.50	.....	105	6, 4 ft. 9	60	33.66	4
Bald Eagle Valley	1,050,000 00	51.19	51.19	51.19	.....	5.48	4 ft. 8½	45, 56	2.50	.....
Barelay Coal company	Unknown.	16	16	16	.....	5	4 ft. 8½	50	.....	.....
Bedford and Bridgeport	984,353 36	38.60	38.60	38.60	.....	1.25	4 ft. 9	52	.70	.....
Bellefonte and Snow Shoe	457,981 33	21.20	21.20	21.20	.....	2.35	4 ft. 8½	45, 56	4	.....
Berks County .....	.....	44.50	.50	.50	.....	.....	4 ft. 8½	56	.....	.....
Buffalo, Bradford and Pittsburg	2,869,000 00	26	26	18	.....	2	6 feet	45, 62	.....	.....
Buffalo, Corry and Pittsburg	1,546,930 81	43.20	43.20	6	.....	5	4 ft. 9½	56	.....	.....
Buffalo, New York and Philadelphia	3,064,271 03	117	88	10	.....	5.86	4 ft. 8½	56, 60, 62	.....	.....
Catawauqua and Fogelsville	742,156 64	20	20	20	.....	8	4 ft. 8½	50, 57	4	.....
Catawissa	6,124,500 00	94	94	94	.....	7	4 ft. 8½	56	4.50	2
Chartiers	1,127,312 66	22.80	22.80	22.80	.....	.....	4 ft. 9½	58	.....	.....
Chester Creek	370,000 00	7.25	7.25	7.25	.....	.75	4 ft. 8½	50	.....	.....
Chester Valley	1,371,900 00	21.50	21.50	21.50	.....	2	4 ft. 8½	60	.....	.....
Chestnut Hill	120,650 00	4.12	4.12	4.12	.....	.56	4 ft. 8½	54	.....	.....
Cleveland and Pittsburg	14,875,931 72	167	167	15	8	73.50	4 ft. 10	60	32	1
Cowanesque Valley .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colebrookdale	663,976 78	18.80	12.80	12.80	.....	1.70	4 ft. 8½	56	.....	.....
Columbia and Port Deposit	848,629 63	39.30	4.80	.25	.....	.....	4 ft. 9	64	.....	.....
Connecting	2,278,300 00	6.78	6.78	6.78	2.75	.....	4 ft. 9½	67	.....	.....
Cornwall	414,877 49	7.47	7.47	7.47	.....	2.50	4 ft. 8½	64, 68	1.25	.....
Cumberland Valley	1,725,142 68	82.20	82.20	68	7	11.50	4 ft. 9	50, 56, 60	.....	1
Danville, Hazleton and Wilkesbarre	1,102,600 00	45	9	9	.....	2.50	4 ft. 8½	56	.....	.....
Delaware and Hudson canal and R. R.	4,331,139 89	45	45	45	82	33	4½, 4½, 6	45, 56	.....	1
Delaware, Lackawanna and Western	15,512,767 38	115	115	115	99	20	6 feet	60, 65	.....	.....
Dunkirk, Warren and Pittsburg	2,770,585 58	54.80	54.80	12.50	.....	3.50	4 ft. 9½	56	.....	.....
East Brandywine and Waynesburg	309,557 82	17.60	17.50	17.60	.....	.....	.....	45, 56	.....	.....

East Mahanoy.....	391,603 93	7.68	7.68	7.68	.....	3.35	4 ft. 8 1/2	60,64,68	3.43	.....
East Pennsylvania.....	1,484,290 12	36	36	36	.....	15.50	4 ft. 8 1/2	32,57,60,64,68	.....	.....
Ebensburg and Cresson.....	122,000 00	11	11	11	.....	.50	4 ft. 9	45	.....	.....
Elmira and Williamsport.....	2,620,000 00	78	78	70	.....	14	4 ft. 9	56	.....	.....
Erie.....	104,807,687 26	489	489	42.50	319.50	.....	4 feet...	64,70	98.75	19
Erie and Pittsburg.....	4,923,002 51	81.50	81.50	81.50	.....	11.25	4 ft. 9 1/2	60	.....	.....
Fayette County.....	180,000 00	12.68	12.68	12.68	.....	.75	4 ft. 8 1/2	43	.....	.....
Frankford and Holmesburg.....	169,427 07	4.15	4.15	4.15	.....	.73	4 ft. 10	50	.....	.....
Hanover Branch.....	268,371 88	12.20	12.20	12.20	.....	.....	4 ft. 8 1/2	50,56	.....	8
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	1,882,550 00	36	36	36	.....	18	4 ft. 8 1/2	60	50	.....
Harrisburg and Potomac.....	180,105 00	60	.....	.....	.....	.....	.....	.....	.....	.....
Hempfield.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Homer, Cherrytree and Susquehanna.....	12,745 84	.....	.....	.....	.....	.....	.....	.....	.....	.....
Huntingdon and Broad Top Mountain.....	3,159,769 02	45	45	45	.....	15.50	4 ft. 8 1/2	56,60	10.75	.....
Ironton.....	298,000 00	11	11	11	.....	2	4 ft. 8 1/2	50,57	.....	.....
Jamestown and Franklin.....	2,488,001 87	51	51	51	.....	13	4 ft. 10	50,55,60	1.50	.....
Jefferson.....	4,395,700 00	45.50	45.50	45.50	.....	.....	6 feet...	55,60,67	.....	.....
Junction.....	698,324 25	4.62	4.62	4.62	.....	1.10	4 ft. 8 1/2	67	.....	.....
Lackawanna and Bloomsburg.....	4,121,244 12	80	80	80	.....	23	4 ft. 8 1/2	60,65	.....	.....
Lake Shore and Michigan Southern.....	66,144,676 24	541	541	44	223.72	310.61	4 ft. 8 1/2	60	419	2
Lawrence.....	637,607 32	17.40	17.40	8.10	.....	1.33	4 ft. 10 1/2	60	3	.....
Lehigh and Lackawanna.....	675,100 00	36	15	15	.....	.....	4 ft. 8 1/2	50	.....	.....
Lehigh and Susquehanna.....	12,462,781 25	105	105	105	9	75	4 ft. 8 1/2	56,60	82.25	3
Lehigh Valley.....	19,750,425 49	101	101	101	89.25	133.25	4 ft. 8 1/2	57,60	129.08	1
Lewistown, Centre and Spruce Creek.....	812,088 65	86	10.70	.....	.....	.75	4 ft. 9	56	.....	.....
Little Saw Mill Run.....	115,261 48	3	3	3	.....	1	4 ft. 8	53,56	.....	.....
Littlestown.....	115,616 00	9.50	9.50	9.50	.....	1	4 ft. 8 1/2	50,56	.....	.....
Little Schuylkill navigation and.....	1,416,187 80	24.25	24.25	24.25	.....	19.95	4 ft. 8 1/2	60	3	1
Lykens Valley.....	595,727 24	20	20	20	.....	.....	4 ft. 9	50,56	.....	.....
Mifflin and Centre County.....	264,243 70	12.50	12.50	12.50	.....	4.90	4 ft. 9	45,56	.....	.....
Mill Creek & Mine Hill navigation and.....	323,375 00	3.78	3.78	3.78	.....	9.12	4 ft. 8 1/2	64	8.02	.....
Mine Hill and Schuylkill Haven.....	3,969,100 00	.....	.....	.....	.....	.....	4 ft. 8 1/2	.....	.....	.....
Muncy Creek.....	148,640 00	40	6	6	.....	.25	4 ft. 8 1/2	40	.....	.....
Mount Carbon and Port Carbon.....	282,815 45	2.50	2.50	2.50	2.50	9.60	4 ft. 8 1/2	54	.....	.....
Mount Pleasant and Broad Ford.....	154,632 64	9.60	9.60	9.60	.....	1	4 ft. 8 1/2	45,56	.....	.....
Nesquehoning Valley.....	1,206,585 40	16.50	16.50	16.50	.....	2.75	4 ft. 8 1/2	60	1	.....
New Castle and Beaver Valley.....	793,412 39	14.92	14.92	14.92	9	3.12	4 ft. 10	54	.....	.....
Newry Branch.....	22,657 31	1.10	1.10	1.10	.....	.25	4 ft. 8 1/2	45	.....	.....
Northern Central.....	14,890,237 75	184	188	103	78	50.50	4 ft. 9	64	185	.....
North Pennsylvania.....	8,295,709 25	55.60	55.60	55.60	24	22.70	4 ft. 8 1/2	56,60,64	12.10	.....
Oil Creek and Allegheny River.....	9,562,877 77	120	120	120	.....	32.75	6 ft., 4 1/2	60	3	.....
Pithole Valley.....	100,060 00	7	7	7	.....	1	4 ft. 9 1/2	56,62	.....	.....

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

Name of company.	Cost of road & equipment	Length of main line of road in miles	Length of main line of road laid	Length of main line of road laid in Pennsylvania	Length of double track of road in miles	Length of sidings	Gauge of road	Weight of rail per yard on main track	Length in miles of branch roads owned	Number of worked or leased roads
Peach Bottom	\$25,263 14	60					3 feet	30		
Pennsylvania	42,450,207 68	354.90	354.90	354.90	353.80	103.10	4 ft. 9	56,64,65,67	69	15
Pennsylvania Coal	2,000,000 00	100	100	47	47	10	4 ft. 3	36	15.87	
Pennsylvania and New York canal and	5,715,239 98	104.30	104.30	104.30	16.17	19.79	4 ft. 8 1/2	58.00	11.58	1
Pennsylvania and Delaware	1,200,000 00	22.50	22.50	22.50		.50	4 ft. 8 1/2	56		
Perkiomen	1,091,624 47	86.50	18.40	18.40		2.84	4 ft. 8 1/2	56		
Philadelphia and Baltimore Central	1,983,952 70	46	46	38.75		6	4 ft. 8 1/2	50,56,57,60		2
Philadelphia and Erie	21,139,470 00	287.60	287.60	287.60		114.30	4 ft. 9	56,60,64		
Philadelphia and Reading	42,293,340 52	†1,886.30	323	323	151		4 ft. 8 1/2	64,68	1.90	14
Philadelphia, Germantown and Norris-town	1,514,800 01	17	17	17	17	5	4 ft. 8 1/2	50,58,67	12.25	1
Philadelphia and Trenton	1,534,478 76	26.60	26.60	26.60	26.60	9.75	4 ft. 9	56,60,62,67		2
Philadelphia, Wilmington and Baltimore	11,890,736 59	95.31	95.31	18.21	80.59	38.41	4 ft. 8 1/2	57,60	3.25	4
Philadelphia and Newtown		21					4 ft. 8 1/2			
Pittsburg, Virginia and Charleston	709,310 46	80	14	14	3	10	4 ft. 9	64		
Pittsburg, Cincinnati and St. Louis	18,835,787 08	193	193	35.25	10.50	34.50	4 ft. 9 1/2	64	9	3
Pittsburg and Connellsville	12,285,597 89	149.60	145	142	4	13.11	4 ft. 8 1/2	60,64	1.90	2
Pittsburg, Fort Wayne and Chicago	26,867,636 80	468.30	468.30	49	50.60	108.40	4 ft. 9 1/2	60		2
Pickering Valley	472,837 77	11.30	11.30	11.30		.40	4 ft. 8 1/2	56		
Plymouth	274,495 19	9.25	9.25	9.25		2.37	4 ft. 8 1/2	57		
Reading and Columbia	2,282,652 94	40	40	40	5.99		4 ft. 8 1/2	56	19.25	
Schuylkill and Susquehanna	1,283,490 25	54	54	54		9.33	4 ft. 8 1/2	60,56,68		
Schuylkill Valley navigation and	576,840 94	11	11	11	5.23	3.30	4 ft. 8 1/2	60,64	12.80	
Shamokin Valley and Pottsville	1,569,450 00	28	28	28		4.50	4 ft. 9	56,64		
Shenango and Allegheny	978,280 00	82	82	82		2	4 ft. 9 1/2	56		
Somerset and Mineral Point	140,000 00	9.10	9.10	9.10		.25	4 ft. 8 1/2	45		
South Mountain Iron Company's	386,808 68	17.78	17.78	17.78			4 ft. 9	51		
Southwark	58,468 00	1.72	1.72	1.72	1.39		4 ft. 7	56,58,68		

Stony Creek.....	216,95 36	10.30	10	.....	.....	4 ft. 8	50, 56, 00	.....	.....
Sullivan and Erie coal and	1,597,718 14	24	24	24	.....	2	4 ft. 8	.....	.....
Summit Branch.....	988,902 37	20	20	20	.....	10	4 ft. 9	50, 56	.50 1
Sunbury and Lewistown	1,900,000 00	43.50	43.50	43.50	.....	1.50	4 ft. 9	52	.....
Susquehanna, Gettysburg and Potomac	181,000 00	100	17	17	.....	.25	4 ft. 8	50, 56, 60	.....
Toga	1,285,013 85	30.60	30.60	30.60	.....	7.50	6 feet...	57, 64	1
Tresckow	190,003 64	6.50	6.50	6.50	.....	1	4 ft. 8	50	.....
Tyrone and Clearfield	842,359 99	37.50	37.50	37.50	.....	6	4 ft. 8	56	.....
Uniontown and West Virginia	80,114 50	15	15	.....	.....	.....	4 ft. 9	56	13.25
Wellsboro' and Lawrenceville	913,289 00	37.10	37.10	37.10	.....	2.70	6 feet...	59	.....
West Chester.....	205,486 79	9	9	9	.....	.50	4 ft. 8	50	.....
West Chester and Philadelphia.....	1,509,317 43	26.30	26.30	26.30	.....	5	4 ft. 8	50, 60, 65	1
Western Pennsylvania	3,846,004 90	57.10	57.10	57.10	2.33	14.63	4 ft. 8	56	27.60
Wilmington and Reading	2,899,229 49	68.60	63.60	52	.....	9.50	4 ft. 9	56	7.70
Wilmington and Western	682,228 14	35.92	19.92	2.31	.....	2.30	4 ft. 8	56	.....
	524,395,134 45	8,211.73	6,551.53	4,179.19	1,618.84	1,784.21	.....	.....	1,189.34 87

* For ten months.

† Including sidings and all roads worked or leased.

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 second class passenger cars.....	No. of baggage, mail and express cars...	No. of freight cars...	No. of coal, ore, stone and tank cars.....	No. of iron bridges...	No. of wooden bridges,	No. of stone bridges,	No. of depots or stations.....	No. of wood and water stations.....	No. of tunnels.....	Length in miles laid with steel rails.....	Value of real estate held by the company, exclusive of road way.....
Allentown.....	1										1				\$23,709 43
Allegheny Valley.....	7	48	23	8	9	930	83	5	17		44	18			
Atlantic and Great Western.....	13	170	39	11	26	1,137	1,978	4	95		89	50		109	
Bald Eagle Valley.....									67		17	5			11,000 00
Berks County.....															
Barclay coal company.....	2	6		2		17	277		8		6	6			
Bedford and Bridgeport.....	1								9		17	5			
Bellefonte and Snow Shoe.....	3	5	2			45	63		11		9	3			18,859 00
Buffalo, Bradford and Pittsburg.....									10		8	1			44,080 00
Buffalo, Corry and Pittsburg.....	2	7	6		3	41			3		8				
Buffalo, New York and Philadelphia.....	3	9	12	1	3	159			20		11	6			268,932 00
Catasauqua and Fogelsville.....	2	5	3	2	61		579	5	2	3	16	7		2 1/2	21,500 00
Catawissa.....	7	21	9		5	535	50	2	22		19	14	3	10	53,150 00
Chartiers.....	1							2	22		13	2	2		3,890 70
Chester Creek.....									3		15				
Chester Valley.....									32	26	16	2			3,000 00
Chestnut Hill.....									8	1	8				
Cleveland and Pittsburg.....	11	83	36	5	22	550	1,970	2	67	11	53	24	1		
Cowanesque Valley.....															
Colebrookdale.....	1								2		9	1			14,108 07
Columbia and Port Deposit.....															30,996 84
Connecting.....															210,000 00
Cornwall.....	1	4				156	156	2	8	3	12	2			600 00
Cumberland Valley.....	5	20	17		6	209	36	3	2	3	42	6		6	
Danville, Hazleton and Wilkesbarre.....	1	5	2	2	2	10	7		2		22	5			350,000 00
Delaware and Hudson canal and railroad.....	6	46	3		1	167	4,092		19		13	8		38 1/2	144,411 00
Delaware, Lackawanna and Western.....	4	128	16	4	9	873	9,516	4	6	5	23	32	3	60	
Dunkirk, Warren and Pittsburg.....	1	5	3	2	2	58			9		12	5			

East Brandywine and Waynesburg.....	1							6	12	2			2,500 00
East Mahanoy.....							5	10	1	2	1		600 00
East Pennsylvania.....	3						3	14	13	5			
Ebensburg and Cresson.....								1	3	1			400 00
Elmira and Williamsport.....	3							27	28				84,106 00
Erie.....	60	488	258	44	76	10,688							
Erie and Pittsburg.....	3	29	4	6	4	58	1,261		18	6			
Fayette County.....	2							22	17	1			2,000 00
Frankford and Holmesburg.....	1							5	4	1			2,000 00
Hadover Branch.....	4	6	2	3	2	3	27	11	10	2			8,000 00
Harrisburg, Portsmouth, Mount Joy and Lancaster.....							1	10		8	2		
Harrisburg and Potomac.....													
Hempfield.....													
Huntingdon and Broad Top Mountain.....	5	23	2	4	5		116	40	25	9	1		200,000 00
Ironton.....	1	2						5		2			
Jamestown and Franklin.....	5							6	5	15	9	1	35,000 00
Jefferson.....													
Junction.....								4			1	2	
Lackawanna and Bloomsburg.....	7	25	8	2	4	1,515		8	3	28	10		
Lake Shore and Michigan Southern.....	33	418	122	37	80	8,638		47	38	134	89	1	4,000,000 00
Lawrence.....	1							5		10	2		
Lehigh and Lackawanna.....	1							2		3	1		15,000 00
Lehigh and Susquehanna.....	11	83	15		12	557	14,583	16	37	21	45	19	2
Lehigh Valley.....	29	181	44		25	928	7,848	14	61	18	53	41	1
Lewisburg, Centre and Spruce Creek.....													61
Little Saw Mill Run.....	3	3					50	4					93.12
Littlestown.....								5			4	1	
Little Schuylkill navigation and.....	3						2	33		9	5	1	
Lykens Valley.....													
Mifflin and Centre County.....	2							16		5	2		
Mill Creek and Mine Hill navigation and.....													
Mine Hill and Schuylkill Haven.....													
Muncy Creek.....	1	2	1	1		2		8		4	2		
Mount Carbon and Port Carbon.....													
Mount Pleasant and Broad Ford.....								16		10			
Nesquehoning Valley.....								12		12	4	1	
New Castle and Beaver Valley.....	1							6	2		7	3	
Newry Branch.....	1									1	1		
Northern Central.....	3	140	69		42	6,273		35	119	80	56	22	1
North Pennsylvania.....	7	39	36		20	460	448	8	4	2	34	12	-2
Oil Creek and Allegheny River.....	13	32	19		5	314			10		27	22	
Pithole Valley.....	2	2	1	2	2	22			12		5	2	

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

Name of company.	No. of engine houses and shops.....	Number of engines,	Number of first-class passenger cars.....	No. of second class passenger cars.....	No. of baggage, mail and express cars.....	No. of freight cars...	No. of coal, ore, stone and tank cars.....	No. of iron bridges..	Number of wooden bridges.....	No. of stone bridges,	Number of depots or stations.....	Number of wood and water stations.....	Number of tunnels..	Length in miles laid with steel rails.....	Value of real estate held by the company, exclusive of road way.....
Peach Bottom.....	15	593	227	65	112	8,811	1,741	154	35	17	203	97	8	544	
Pennsylvania.....	27		8			60	2,480		5		5		1		\$1,342,929 00
Pennsylvania Coal.....	10	18	2			388	812	1	48		26	16			
Pennsylvania and New York canal and.....									8						
Pennsylvania and Delaware.....	1								8						
Perkiomen.....											14	2			17,697 41
Philadelphia and Baltimore Central.....	3	9	7		3	95			30		31	5			20,000 00
Philadelphia and Erie.....	11	130	32	6	20	2,793	162	5	152		90	43		44	
Philadelphia and Reading.....	38	377	196	6	53	2,902	11,230	28	27	56	78	43	3	25	6,551,731 64
Philadelphia, Germantown and Norristown.....	4	24	45		13	192		1	16		17	4			500,793 49
Philadelphia and Trenton.....	4								6		32	7		22.34	329,628 09
Philadelphia, Wilmington and Baltimore.....	7	64	104		48	1,226		2	39	61	65	10		85.18	169,848 43
Philadelphia and Newtown.....															
Pickering Valley.....	1							3	2			8			800 00
Pittsburg, Cincinnati and St. Louis.....	9	109	24	10	19	1,505	110	4	58	15	140	24	9		
Pittsburg and Connellsville.....	9	57	26		9	380	27	28	52		70	25	4		83,196 82
Pittsburg, Fort Wayne and Chicago.....	25	243	70	26	54	5,599	4,020	32	91	33	134	53			
Pittsburg, Virginia and Charleston.....	1	8	2		1	40	5	1	3		16	2			514,648 59
Plymouth.....	1							2	11	1	4	1			11,231 00
Reading and Columbia.....	2	8	7		1	37		1	7	1	25	5			61,576 22
Schuylkill and Susquehanna.....	4							2	5	2	18	10			
Schuylkill Valley navigation and.....															
Shamokin Valley and Pottsville.....	2								29	1	9	1			1,288,000 00
Shenango and Allegheny.....	3	2		2		3	67		6		9	8			20,000 00
Somerset and Mineral Point.....	1	1	1	1	3				1		8	1			3,000 00
South Mountain iron company's.....	1	2	2		10				1		9	3			
Southwark.....															
Stony Creek.....															40,000 00

Sullivan and Erie coal and	1							9		6	2			1,000,000 00	
Summit Branch	6	7		2	5			1	3	6	4			1,250,000 00	
Sunbury and Lewistown	1								162	15	4				
Susquehanna, Gettysburg and Potomac	1				1	2			5	8	1			5,000 00	
Tioga	5	13	5		1	50	812		14	12	6		2½	80,000 00	
Tresckow	1									2	2				
Tyrone and Clearfield	2								8	18	7		8½		
Union and West Virginia															
Wellsboro' and Lawrenceville	1							7	6		14	4		37,940 46	
West Chester	2	1	2		1					9	2			22,647 75	
West Chester and Philadelphia	3	9	17		4	45	17	6	16	23	4		2	294,806 00	
Western Pennsylvania	6								33	53	13	2		93,017 16	
Wilmington and Reading	3	11	6		5	116	3		16	44	10			32,892 00	
Wilmington and Western	3	4	3		2	80			14	12	2			88,550 00	
	483	3,720	1,538	250	734	53,630	64,628	481	1,774	368	1,890	907	51	1,434.47	22,257,832 80

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

Name of company.	No. of miles run by passenger trains....	No. of miles run by freight trains	No. of miles run by coal trains	No. of through passengers for the year on main road.....	No. of passengers (all classes) carried in cars.....	No. of tons of 2,000 pounds of through freight for the year on main road.....	Gross amount of tonnage for the year, 2,000 pounds per ton
Allentown.....							
Allegheny Valley	1,431,567	10,199,585		14,553	779,959	66,013	1,320,289
Atlantic and Great Western.....	1,036,011	2,708,496		111,072	913,800		2,691,098
Bald Eagle Valley.....							
Barclay coal company.....			122,670		17,175		392,847
Bedford and Bridgeport.....							
Bellefonte and Snow Shoe.....		39,905	26,097	6,761	19,633		85,422
Berks County.....							
Buffalo, Bradford and Pittsburg.....							
Buffalo, Corry and Pittsburg.....	70,425	84,605			68,476		93,217
Buffalo, New York and Philadelphia.....							
Catasauqua and Fogelsville.....	23,788	23,788	40,812		25,000		409,669
Catawissa.....	79,124	281,043	16,293	17,023	104,662		389,120
Chartiers.....	39,140						
Chester Creek.....							
Chester Valley.....							
Chestnut Hill.....							
Cleveland and Pittsburg.....	364,086		1,234,014	58,760	654,758	560,449	1,668,955
Cowanesque Valley.....							
Colebrookdale.....							
Columbia and Port Deposit.....							
Connecting.....							
Cornwall.....		12,000					504,508
Cumberland Valley.....	129,717	114,796	10,845		268,831		821,967
†Danville, Hazleton and Wilkesbarre.....	5,616	5,292		2,038	2,599	3,105	4,048
Delaware and Hudson canal and railroad.....	31,926	30,684		35,695	144,431	29,695	2,504,009
Delaware, Lackawanna and Western.....	247,938	439,432	2,566,890	6,414	249,578	43,604	3,847,671
Dunkirk, Warren and Pittsburg.....	55,916	29,180		13,987	65,948	10,879	43,036
East Brandywine and Waynesburg.....							

East Mahanoy.....							
East Pennsylvania.....							
Ebensburg and Cresson.....							
Elmira and Williamsport.....	174, 897	370, 533		40, 066	117, 847	261, 678	402, 460
Erie.....	3, 314, 453	9, 004, 051			3, 598, 800		5, 664, 274
Erie and Pittsburg.....	144, 172	604, 837			265, 985	220, 581	1, 141, 437
Fayette County.....							
Frankford and Holmesburg.....							
Hanover Branch.....	82, 100	16, 050		26, 417	34, 401	99, 571	123, 424
Harrisburg, Portsmouth, Mount Joy and Lancaster.....							
Harrisburg and Potomac.....							
Hempfield.....							
Huntingdon and Broad Top Mountain.....	46, 451		191, 716	6, 808	59, 126	14, 133	449, 748
Ironton.....		11, 350					115, 876
Jamestown and Franklin.....				5, 951	99, 881	220, 685	382, 481
Junction.....	4, 027		4, 910	215, 230	215, 230		
Lackawanna and Bloomsburg.....	154, 656	170, 220	141, 330	4, 691	382, 294	13, 117	2, 213, 010
Lake Shore and Michigan Southern.....	2, 640, 344	7, 121, 795	3, 725, 295	77, 695	1, 992, 273	480, 299	4, 382, 243
Lawrence.....	26, 739	67, 617		72, 942	72, 942		294, 444
Lehigh and Lackawanna.....				1, 558	18, 320	4, 340	29, 828
Lehigh and Susquehanna.....	384, 435	195, 977	1, 164, 501		489, 713	185, 555	2, 879, 447
Lehigh Valley.....	3, 676, 851				967, 850		6, 307, 604
Lewisburg, Centre and Spruce Creek.....							
Little Saw Mill Run.....			14, 000			157, 102	157, 102
Littlestown.....	6, 673				7, 618	9, 192	18, 388
Little Schuylkill navigation and.....							
Lykens Valley.....							
Mifflin and Centre County.....							
Mill Creek and Mine Hill navigation and.....							
Mine Hill and Schuylkill Haven.....							
Muncy Creek.....					8, 433		
Mount Carbon and Port Carbon.....							
Mount Pleasant and Broad Ford.....							
Nesquehoning Valley.....							
New Castle and Beaver Valley.....	21, 197	143, 783			165, 266	11, 281	623, 352
Newry Branch.....							
Northern Central.....	584, 308	1, 523, 961		18, 654	746, 238	805, 553	2, 063, 050
North Pennsylvania.....	372, 515	244, 577		120, 509	889, 571	337, 730	880, 119
Oil Creek and Allegheny River.....	204, 126	545, 543			559, 926		676, 500
Pithole Valley.....					9, 800		12, 854
Peach Bottom.....							
Pennsylvania.....	2, 909, 374	10, 471, 533		214, 448	5, 250, 393	1, 155, 229	7, 844, 779
Pennsylvania Coal.....					8, 486	1, 199, 167	1, 376, 772

TABLE C.—DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN.—Continued.

Name of company.	No. of miles run by passenger trains....	No. of miles run by freight trains.....	No. of miles run by coal trains.....	No. of through passengers for the year on main road.....	No. of passengers (all classes) carried in cars.....	No. of tons of 2,000 pounds of through freight for the year on main road.....	Gross amount of tonnage for the year, 2,000 pounds per ton.....
Pennsylvania and New York canal and.....				15,469	190,309		1,268,631
Pennsylvania and Delaware.....							
Perkiomen.....							
Philadelphia and Baltimore Central.....	114,446	59,823	2,043	183,061	315,515	65,146	184,809
Philadelphia and Erie.....	663,542	2,248,809		3,814	839,793	460,681	2,023,668
Philadelphia and Reading.....	1,212,913	1,249,784	1,633,810	791,478	6,883,991	7,154,078	10,981,667
Philadelphia, Germantown and Norristown.....							
Philadelphia and Trenton.....					1,561,080	1,066,163	1,124,640
Philadelphia, Wilmington and Baltimore.....	612,425	512,761	78,287	836,714	1,747,195	113,550	449,780
Philadelphia and Newtown.....							
Pickering Valley.....							
Pittsburg, Cincinnati and St. Louis.....	678,467	2,200,064	86,700	89,483	611,201	529,898	1,429,115
Pittsburg and Connellsville.....	477,663	1,225,937			781,994	78,490	980,780
Pittsburg, Fort Wayne and Chicago.....	1,753,894	5,208,821		150,185	2,106,251	1,018,302	2,408,162
Pittsburg, Virginia and Charleston.....	3,000	6,000			4,000		22,392
Plymouth.....							
Reading and Columbia.....	72,186	159,761		39,769	118,812		340,171
Schuylkill and Susquehanna.....				*16,961	16,961		*252,821
Schuylkill Valley navigation and.....							
Shamokin Valley and Pottsville.....	31,492	171,460		2,179	44,597	24,327	683,631
Shenango and Allegheny.....	40,500			1,550	16,170	7,000	56,220
Somerset and Mineral Point.....	18,000			12,000	18,000	5,000	8,530
South Mountain Iron Company.....		27,528			20,986		53,987
Southwark.....							
Stony Creek.....							
Sullivan and Erie coal and.....							
Summit Branch.....	10,990			4,900	17,769	522,406	523,539
Sunbury and Lewistown.....							
Susquehanna, Gettysburg and Potomac.....	22,510	10,540		14,703	23,477	10,309	19,267

Tioga	253,421			7,264	98,470	851,479	865,431
Treackow							
Tyrone and Clearfield							
Wellsboro' and Lawrenceville	33,800	14,700	3,000		29,141	18,706	27,130
West Chester							
West Chester and Philadelphia	181,200	17,000	7,600	79,997	821,911	18,227	93,448
Western Pennsylvania							
Wilmington and Reading	112,249	118,305			132,365		264,573
Wilmington and Western	7,280			1,813	1,813		1,998
	24,512,000	58,891,626	11,070,813	2,772,607	35,170,294	17,327,120	75,687,726

* For five months and nineteen days.

† For two months.

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

Name of company.	Anthracite coal.....	Bituminous coal.....	Petroleum and other oils.....	Pig iron.....	Railroad iron.....	Other iron or castings.	Iron and other ores.....
Allentown.....							
Allegheny Valley.....		435,222	453,616	46,546	15,897		87,918
Atlantic and Great Western	37,037	961,825	167,565	92,225		94,024	294,885
Bald Eagle Valley.....							
Barclay coal company.....		382,842					
Bedford and Brideport.....							
Bellefonte and Snow Shoe.....		689,982					
Berks County.....							
Buffalo, Bradford and Pittsburg.....							
Buffalo, Corry and Pittsburg.....		38,385	86,585	131			
Buffalo, New York and Philadelphia.....							
Catsauqua and Fogelsville.....	52,363	7,603		31,415	8,145		109,687
Catawissa.....	16,872			11,661	21,550		11,575
Chartiers.....							
Chester Creek.....							
Chester Valley.....							
Chestnut Hill.....							
Cleveland and Pittsburg.....		904,641	9,683	100,957	72,800	57,295	318,449
Cowanesque Valley.....							
Colebrookdale.....							
Columbia and Port Deposit.....							
Connecting.....							
Cornwall.....	53,559			30,802			198,869
Cumberland Valley.....	99,052		417	7,280		5,402	52,947
*Danville, Hazleton and Wilkesbarre.....	8,430		5	10		20	
Delaware and Hudson canal and railroad.....	2,474,314						
Delaware, Lackawanna and Western.....	2,914,265	5,814	1,912	7,480	55,614	4,421	71,882
Dunkirk, Warren and Pittsburg.....	24	7,480	8,727	60	4,000	295	

East Brandywine and Waynesburg.....							
East Mahanoy.....							
East Pennsylvania.....							
Ebensburg and Cresson.....							
Elmira and Williamsport.....		253,961	129	6,723	2,758	6,918	8,556
Erie.....	2,989,680						
Erie and Pittsburg.....		503,180			32,530		283,074
Fayette County.....							
Frankford and Holmesburg.....							
Hanover Branch.....							
Harrisburg, Portsmouth, Mount Joy and Lancaster.....							
Hempfield.....							
Huntingdon and Broad Top Mountain.....	1,884	818,372	221	12,892		4,202	72,250
Ironton.....	12,021						89,724
Jamestown and Franklin.....	780	99,044	205,030	39	23	604	
Junction.....							
Lackawanna and Bloomsburg.....	1,907,540						
Lake Shore and Michigan Southern.....	84,926	238,185	371,820	42,603	47,869	90,780	9,287
Lawrence.....		92,767				918	111,250
Lehigh and Lackawanna.....	10,434					150	8,300
Lehigh and Susquehanna.....	2,527,069	130	120	33,816	5,882	11,700	69,742
Lehigh Valley.....	4,812,132	27,310		242,865	39,994		462,325
Lewisburg, Centre and Spruce Creek.....							
Little Saw Mill Run.....		157,102					
Littlestown.....							
Little Schuylkill navigation and.....							
Lykens Valley.....							
Mifflin and Centre County.....							
Mill Creek & Mine Hill navigation and.....							
Mine Hill and Schuylkill Haven.....							
Muncy Creek.....							
Mount Carbon and Port Carbon.....							
Mount Pleasant and Broad Ford.....							
Nesquehoning Valley.....							
New Castle and Beaver Valley.....		279,851			5,316		94,498
Newry Branch.....							
Northern Central.....		889,230	44,999	41,530	31,375	33,174	141,135
North Pennsylvania.....	386,464	4,431	3,419	71,861	6,942	16,377	102,055
Oil Creek and Allegheny River.....		179,519	353,369			12,335	
Pitohole Valley.....							
Peach Bottom.....							
Pennsylvania.....	776,226	2,892,845	462,226	334,947	157,026	222,192	297,120
Pennsylvania Coal.....	1,365,038						

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

Name of company.	Anthracite coal.....	Bituminous coal.....	Petroleum and other oils.....	Pig iron	Railroad iron.....	Other iron or castings,	Iron and other ores.....
Pennsylvania and New York canal and.....	650, 650	376, 941		5, 346	13, 791		257
Pennsylvania and Delaware.....							
Perkiomen.....							
Philadelphia and Newtown.....							
Philadelphia and Baltimore Central.....	21, 988	2, 804	212			7, 258	2, 132
Philadelphia and Erie.....	782, 295	83, 885	119, 244	23, 499	62, 512	25, 364	13, 169
Philadelphia and Reading.....	6, 420, 511	507, 175	70, 165	299, 799	80, 068	212, 515	639, 061
Philadelphia, Germantown and Norristown.....							
Philadelphia and Trenton.....		435, 222	453, 616	46, 546	15, 897		87, 918
Philadelphia, Wilmington and Baltimore.....	32, 892	5, 102	10, 932	20, 754	79, 802		5, 431
Pickering Valley.....							
Pittsburg, Cincinnati and St. Louis.....		432, 226			13, 661		45, 799
Pittsburg and Connellsville.....							
Pittsburg, Fort Wayne and Chicago.....		511, 012			69, 880		194, 274
Pittsburg, Virginia and Charleston.....				4, 860	330	10, 855	1, 170
Plymouth.....							
Reading and Columbia.....	196, 397						
Schuylkill and Susquehanna.....	*200, 865						
Schuylkill Valley navigation and.....							
Shamokin Valley and Pottsville.....	654, 991		1	705	345	337	44
Shenango and Allegheny.....		52, 460					
Somerset and Mineral Point.....					50		10
South Mountain Iron Company's.....	9, 188			4, 441			31, 667
Southwark.....							
Stony Creek.....							
Sullivan and Erie coal and.....							
Summit Branch.....	512, 502						
Sunbury and Lewistown.....							

Susquehanna, Gettysburg and Potomac.....	5,878	885				1,025
Toga.....	788	845,116	119	282	55	18
Tresckow.....						
Tyrone and Clearfield.....						
Wellsboro' and Lawrenceville		9,826				
West Chester						
West Chester and Philadelphia.....	44,482					
Western Pennsylvania						
Wilmington and Reading	68,267	43,153	17,121		39,650	28,049
Wilmington and Western	612				123	
	29,577,404	12,670,406	2,768,638	1,634,691	785,286	941,611
						3,909,558

* For five months and nineteen days.

† For two months.

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

Name of company.	Anthracite coal.....	Bituminous coal.....	Petroleum and other oils.....	Pig iron	Railroad iron.....	Other iron or castings.	Iron and other ores....
Pennsylvania and New York canal and.....	650, 650	376, 941	.....	5, 346	13, 791	.....	257
Pennsylvania and Delaware.....	.....	.....	.....	.....	.....	.....	.....
Perkiomen.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Newtown.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Baltimore Central.....	21, 998	2, 804	212	.....	.....	7, 258	2, 132
Philadelphia and Erie.....	782, 295	83, 885	119, 244	23, 499	62, 512	25, 364	13, 169
Philadelphia and Reading.....	6, 420, 511	507, 175	70, 165	299, 799	80, 058	212, 515	639, 051
Philadelphia, Germantown and Norristown.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Trenton.....	.....	435, 222	453, 616	46, 546	15, 897	.....	87, 916
Philadelphia, Wilmington and Baltimore.....	32, 892	.....	5, 102	10, 932	20, 754	79, 802	5, 431
Pickering Valley.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Cincinnati and St. Louis.....	.....	432, 226	.....	.....	13, 661	.....	45, 799
Pittsburg and Connellsville.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Fort Wayne and Chicago.....	.....	511, 012	.....	.....	69, 880	.....	194, 274
Pittsburg, Virginia and Charleston.....	.....	.....	.....	4, 860	330	10, 655	1, 170
Plymouth.....	.....	.....	.....	.....	.....	.....	.....
Reading and Columbia.....	196, 397	.....	.....	.....	.....	.....	.....
Schuylkill and Susquehanna.....	*200, 865	.....	.....	.....	.....	.....	.....
Schuylkill Valley navigation and.....	.....	.....	.....	.....	.....	.....	.....
Shamokin Valley and Pottsville.....	654, 991	.....	1	705	345	897	44
Shenango and Allegheny.....	.....	52, 460	.....	.....	.....	.....	.....
Somerset and Mineral Point.....	.....	.....	.....	.....	50	.....	10
South Mountain Iron Company's.....	9, 188	.....	.....	4, 441	.....	.....	31, 667
Southwark.....	.....	.....	.....	.....	.....	.....	.....
Stony Creek.....	.....	.....	.....	.....	.....	.....	.....
Sullivan and Erie coal and.....	.....	.....	.....	.....	.....	.....	.....
Summit Branch.....	512, 502	.....	.....	.....	.....	.....	.....
Sunbury and Lewistown.....	.....	.....	.....	.....	.....	.....	.....

Susquehanna, Gettysburg and Potomac.....	5,876	865				1,025
Tioga.....	788	845,116	119	282	55	18
Tresckow.....						
Tyrone and Clearfield.....		9,826				
Wellsboro' and Lawrenceville						
West Chester						
West Chester and Philadelphia.....	44,462					
Western Pennsylvania						
Wilmington and Reading	68,267	43,163	17,121		39,650	28,049
Wilmington and Western	612				123	
	29,577,404	12,670,406	2,768,638	1,634,691	785,286	941,611
						8,909,558

* For five months and nineteen days.

† For two months.

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

x1

AUDITOR GENERAL'S

Name of company.	Lime, limestone, sandstone and slate.....	Agricultural pro- ducts	Merchandise and manufactures...	Live stock	Live stock	Other articles....
Allentown						
Allegheny Valley	46,818	22,695	106,298	868	89,312	66,101
Atlantic and Great Western.....	106,708	261,328	220,265	81,433	91,470	84,070
Bald Eagle Valley.....		1,520	721	946	6,590	228
Barclay coal company.....						
Bedford and Bridgeport.....		1,367	1,289		10,760	3,018
Bellefonte and Snow Shoe.....						
Berks County.....						
Buffalo, Bradford and Pittsburg		2,890	4,990	2,446	6,816	974
Buffalo, Corry and Pittsburg						
Buffalo, New York and Philadelphia.....						
Catasauqua and Fogelsville.....	109,165	2,351	11,329		10,161	3,320
Catawissa	1,519	8,132	21,232	1,607	131,018	163,949
Chartiers.....						
Chester Creek.....						
Chester Valley						
Chestnut Hill						
Cleveland and Pittsburg	41,514	41,709	220,796	22,545	66,773	11,543
Cowanesqua Valley						
Colebrookdale						
Columbia and Port Deposit						
Connecting.....						
Cornwall	12,686					9,091
Cumberland Valley.....	5,651	89,378	54,665	15,935	22,194	19,046
†Danville, Hazleton and Wilkesbarre.....	222		20		331	10
Delaware and Hudson canal and railroad			29,695			
Delaware, Lackawanna and Western.....	50,584	52,062	52,859	5,860	80,942	29,496
Dunkirk, Warren and Pittsburg	800	4,661	14,293	351	2,235	610
East Brandywine and Waynesburg						
East Mahanoy						
East Pennsylvania						

Ebensburg and Cresson.....						
Elmira and Williamsport.....	1,048	62,292	29,981	1,061	26,498	7,540
Erie		791,218	1,047,220	804,599	279,725	151,832
Erie and Pittsburg		11,623	251,728	8,615	80,087	25,650
Fayette County						
Frankford and Holmesburg						
Hanover Branch						
Harrisburg, Portsmouth, Mount Joy and Lancaster.....						
Hempfield						
Huntingdon and Broad Top Mountain.....	24,750	4,477	1,678	560	8,442	
Ironton.....	11,601					2,529
Jamestown and Franklin.....	987	7,835	5,835	181	4,364	7,724
Junction						
Lackawanna and Bloomsburg						308,470
Lake Shore and Michigan Southern	147,736	1,108,090	532,003	420,644	460,942	882,358
Lawrence.....		2,077	55,695	1,549	4,953	25,335
Lehigh and Lackawanna	10,984	400	3,515	15	370	
Lehigh and Susquehanna.....	36,575	9,761	101,073	24	78,555	
Lehigh Valley	92,168			239,061	125,741	766,508
Lewisburg, Centre and Spruce Creek.....						
Little Saw Mill Run						
Littlestown						
Little Schuylkill navigation and.....						
Lykens Valley.....						
Mahanoy and Broad Mountain.....						
Mifflin and Centre County.....						
Mill Creek and Mine Hill navigation and.....						
Mine Hill and Schuylkill Haven.....						
Muncy Creek.....						
Mount Carbon and Port Carbon.....						
Mount Pleasant and Broad Ford.....						
Nesquehoning Valley.....						
New Castle and Beaver Valley.....		5,841	172,542	3,535	10,365	56,404
Newry Branch.....						
Northern Central.....	58,255	238,860	232,378	17,076	223,752	106,786
North Pennsylvania	57,811	80,079	83,613	3,335	47,827	15,905
Oil Creek and Allegheny River.....	2,290	15,786	41,758		27,503	43,440
Pithole Valley						
Peach Bottom						
Pennsylvania	133,925	1,134,517	504,444	395,296	463,889	20,126
Pennsylvania Coal.....			2,692		9,042	
Pennsylvania and New York canal and.....	12,918		163,908		44,716	
Pennsylvania and Delaware.....						

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

Name of company.	Lime, limestone, sandstone and slate	Agricultural pro- ducts	Merchandise and manufactures...	Livestock.....	Lumber.....	Other articles
Perkiomen						
Philadelphia and Baltimore Central.....	5,776	28,430	24,202	1,146	13,054	27,295
Philadelphia and Erie.....	23,676	337,561	116,793	5,453	335,059	100,058
Philadelphia and Reading.....	414,185	244,372	145,082	267,046	221,636	1,459,662
Philadelphia, Germantown and Norristown.....						
Philadelphia and Trenton.....						
Philadelphia, Wilmington and Baltimore.....	80,493	80,234	43,208	28,229	40,849	21,554
Philadelphia and Newtown.....						
Pickering Valley.....						
Pittsburg, Cincinnati and St. Louis.....		364,742	302,054	131,627	34,184	104,822
Pittsburg and Connelleville.....						
Pittsburg, Fort Wayne and Chicago.....		272,589	677,572	369,835	187,233	125,767
Pittsburg, Virginia and Charleston.....	410	550	700		760	2,957
Plymouth.....						
Reading and Columbia.....						143,774
Schuylkill and Susquehanna.....						*51,956
Schuylkill Valley navigation and.....						
Shamokin Valley and Pottsville.....	5,249	4,907	2,775	63	11,977	2,187
Shenango and Allegheny.....		780	2,000		1,000	
Somerset and Mineral Point.....	500	100	4,590	30	2,500	750
South Mountain Iron Company's.....					2,071	6,619
Southwark.....						
Stony Creek.....						
Sullivan and Erie coal and.....						
Summit Branch.....						11,037
Sunbury and Lewistown.....						
Susquehanna, Gettysburg and Potomac.....	2,352	4,550			1,170	3,429
Tioga.....	571	4,032	3,944	51	10,455	
Tresckow.....						
Tyrone and Clearfield.....						

Wellsboro' and Lawrenceville				6,444		10,860
West Chester						
West Chester and Philadelphia	9,539	5,250	22,291		5,841	6,065
Western Pennsylvania						
Wilmington and Reading	22,504	4,704	22,441		17,674	1,010
Wilmington and Western		89	227		140	692
	880,765	5,258,299	5,335,294	2,282,486	3,213,911	4,909,857

* For five months and nineteen days.

† For two months.

TABLE E.—EXPENSES.

Name of company.	Maintaining the road or real estate of the corporation.	Repairs of machinery.	Operating the road.	Total.
Allentown.....				
Allegheny Valley.....	\$381,753 11	\$255,823 35	\$1,9,554 95	\$1,257,133 41
Atlantic and Great Western.....	822,383 72	818,817 15	2,955,023 78	4,596,229 65
Bald Eagle Valley.....				
Barclay coal company.....	32,455 00	21,847 18	60,657 18	104,889 36
Bedford and Bridgeport.....				
Be lefonte and Snow Shoe.....	35,860 49	10,803 62	23,852 89	69,022 00
Berks County.....				
Buffalo, Bradford and Pittsburg.....				
Buffalo, Corry and Pittsburg.....	74,782 72	31,482 11	131,490 64	237,755 47
Buffalo, New York and Philadelphia.....				
Catawugus and Fogelsville.....	42,040 11	7,017 73	24,098 04	77,143 88
Catawugus.....	105,603 31	74,897 90	202,993 06	382,999 27
Chartiers.....	12,899 46	3,645 09	22,871 28	39,416 83
Chester Creek.....				
Chester Valley.....				
Chestnut Hill.....				
Cleveland and Pittsburg.....	433,393 70	307,886 60	881,487 19	1,572,772 49
Cowanessque Valley.....				
Colebrookdale.....				
Columbia and Port Deposit.....				
Connecting.....				
Cornwall.....	80,548 88	3,332 47	3,409 70	87,871 25
Cumberland Valley.....	90,157 31	34,114 54	168,802 76	293,074 61
*Danville, Hazleton and Wilkesbarre.....	2,419 26	799 54	3,218 84	6,437 64
Delaware and Hudson canal and railroad.....	310,644 84	278,700 51	460,888 92	1,050,013 77
Delaware, Lackawanna and Western.....	420,873 39	716,031 66	736,003 42	1,872,908 47
Dunkirk, Warren and Pittsburg.....	49,424 52	10,996 97	46,776 69	107,198 18
East Brandywine and Waynesburg.....				
East Mahanoy.....				
East Pennsylvania.....				
Ebensburg and Cresson.....				
Elmira and Williamsport.....	118,240 18	95,238 52	269,151 64	482,630 35
Erle.....	3,686,964 39	2,294,662 04	7,031,692 87	13,013,219 32
Erle and Pittsburg.....	164,617 11	107,725 33	284,004 02	556,346 46

Fayette County.....	12,002 66	14,836 22	27,877 43	55,316 31
Frankford and Holmesburg.....				
Hanover Branch.....				
Harrisburg, Portsmouth, Mount Joy and Lancaster.....				
Harrisburg and Potomac.....				
Hempfield.....				
Huntingdon and Broad Top Mountain.....	62,820 85	47,806 28	77,562 35	187,688 48
Ironton.....	12,225 04	4,077 10	13,945 53	30,247 67
Jamestown and Franklin.....	162,458 73			162,458 73
Junction.....	66,875 38			66,875 38
Lackawanna and Bloomsburg.....	208,703 04	173,837 48	200,809 19	583,352 71
Lake Shore and Michigan Southern.....	2,294,624 33	1,761,068 55	6,415,336 90	11,471,029 81
Lawrence.....	17,700 98	20,567 06	29,390 42	67,658 46
Lehigh and Lackawanna.....	21,838 88		14,389 65	36,228 53
Lehigh and Susquehanna.....	384,560 24	182,041 49	755,292 31	1,321,894 04
Lehigh Valley.....	1,825,042 04	1,170,087 24	1,374,557 70	3,869,686 98
Lewisburg, Centre and Spruce Creek.....				
Little Saw Mill Run.....	5,666 71	8,446 00	12,776 08	26,888 79
Littlestown.....	5,487 28		1,227 60	6,714 88
Little Schuylkill navigation and.....	185,785 57			185,785 57
Lykens Valley.....				
Mahanoy and Broad Mountain.....				
Mifflin and Center County.....				
Mill Creek and Mine Hill navigation and.....				
Mine Hill and Schuylkill Haven.....				
Muncy Creek.....	3,125 50			3,125 50
Mount Carbon and Port Carbon.....				
Mount Pleasant and Broad Ford.....				
Neesquehoning Valley.....				
New Castle and Beaver Valley.....	23,876 51	83,264 28	58,419 95	115,560 74
Newry Branch.....				
Northern Central.....	454,818 89	666,006 03	1,168,312 56	2,289,136 98
North Pennsylvania.....	183,085 54	144,340 78	417,190 41	744,616 73
Oil Creek and Allegheny River.....	242,805 38	149,017 87	432,200 14	824,023 39
Pithole Valley.....	10,864 13	2,154 05	18,698 80	26,716 98
Peach Bottom.....				
Pennsylvania.....	3,890,145 86	2,934,536 38	6,939,990 85	13,764,673 09
Pennsylvania Coal.....	121,500 00	192,200 00	100,000 00	413,700 00
Pennsylvania and New York canal and.....	218,789 84	126,223 59	826,158 80	1,171,151 73
Pennsylvania and Delaware.....				
Perkiomen.....				
Philadelphia and Newtown.....				
Philadelphia and Baltimore Central.....		190,389 09		190,389 09

TABLE E—EXPENSES—Continued.

XVI

AUDITOR GENERAL'S

Name of company.	Maintaining the road or real estate of the corporation.	Repairs of machinery.	Operating the road.	Total.
Philadelphia and Erie.....	\$1,287,192 33	\$719,206 87	\$1,974,353 67	\$3,980,752 87
Philadelphia and Reading.....	1,397,143 30	1,463,007 02	3,009,335 10	5,869,486 02
Philadelphia, Germantown and Norristown.....				
Philadelphia and Trenton.....				
Philadelphia, Wilmington and Baltimore.....	300,944 08	472,297 65	852,418 47	1,625,660 10
Pickering Valley.....				
Pittsburg, Cincinnati and St. Louis.....	764,781 37	670,896 70	1,561,129 01	2,996,808 08
Pittsburg and Connellsville.....	603,577 79	346,588 76	647,215 06	1,538,381 00
Pittsburg, Fort Wayne and Chicago.....	1,452,420 94	962,714 85	2,857,710 24	5,272,846 05
Pittsburg, Virginia and Charleston.....	5,397 81	600 38	9,558 70	15,556 89
Plymouth.....				
Reading and Columbia.....	91,720 41	29,594 65	99,969 91	221,284 97
Schuylkill and Susquehanna.....	60,608 93		35,003 85	†95,612 78
Schuylkill Valley navigation and.....				
Shamokin Valley and Pottsville.....	57,466 76	31,973 21	95,182 86	184,622 83
Shenango and Allegheny.....	4,921 85	1,267 82	10,016 55	22,206 22
Somerset and Mineral Point.....	3,417 79	600 00	5,138 02	9,155 81
South Mountain Iron company's.....		17,863 47		17,863 47
Southwark.....				
Stony Creek.....				
Sullivan and Erie coal and.....	119,737 88			119,737 88
Summit Branch.....	27,336 76	7,522 16	41,181 61	76,040 43
Sunbury and Lewistown.....				
Susquehanna, Gettysburg and Potomac.....	22,955 22			22,955 22
Toga.....	73,557 83	47,511 61	90,781 08	211,850 62
Tresckow.....				
Tyrone and Clearfield.....				
Wellaboro' and Lawrenceville.....		250,250 00		250,250 00
West Chester.....				
West Chester and Philadelphia.....	65,771 60	20,391 06	100,478 00	186,640 66
Western Pennsylvania.....				
Wilmington and Reading.....	41,964 02	20,215 29	134,926 77	197,106 08
Wilmington and Western.....	1,880 68	739 46	3,668 92	6,248 96
	23,118,181 58	17,994,967 49	45,182,751 15	86,295,900 22

*For two months.

†For five months and nineteen days.

TABLE F.—RECEIPTS.

Name of company.	Passengers.	Freight.	Mail & express.	Use of cars.	Miscellaneous.	Total.
Allentown.....	\$1,020 91	\$768 07				\$1,788 98
Allegheny Valley.....	576,218 78	1,548,050 55	\$33,722 66	\$29,404 72	\$4,092 23	2,191,488 94
Atlantic and Great Western.....	1,119,182 65	4,126,479 00	143,279 23		62,959 02	5,451,899 90
Bald Eagle Valley.....						
Barelay coal company.....	6,625 63	30,308 84				36,934 47
Bedford and Bridgeport.....						
Bellefonte and Snow Shoe.....	8,210 83	57,950 58			113,637 38	179,798 79
Berks County.....						
Buffalo, Bradford and Pittsburg.....						
Buffalo, Corry and Pittsburg.....	79,365 78	142,083 55	6,103 00		547 52	228,099 85
Buffalo, New York and Philadelphia.....						
Catawauqua and Fogelsville.....	4,089 40	115,573 10			80,117 74	149,780 24
Catawissa.....	84,494 63	477,902 19	5,373 29		4,334 65	572,104 76
Chartiers.....	38,549 42	19,375 20	2,490 51		30 90	60,436 03
Chester Creek.....						
Chester Valley.....						
Chestnut Hill.....						
Cleveland and Pittsburg.....	631,468 34	2,797,901 59	90,659 91		34,255 51	3,554,285 35
Cowanesque Valley.....						
Colebrookdale.....						
Columbia and Port Deposit.....						
Connecting.....						
Cornwall.....		97,636 78				97,636 78
Cumberland Valley.....	189,632 89	381,433 15	6,300 00		3,698 53	581,064 67
*Danville, Hazleton and Wilkesbarre.....	2,036 61	8,218 52	66 07		45 00	10,366 20
Delaware and Hudson canal and railroad.....	57,903 03	40,576 34	1,641 19			100,120 56
Delaware, Lackawanna and Western.....	219,627 95	4,266,081 05	33,105 74	222,220 18	5,642 78	4,746,677 70
Dunkirk, Warren and Pittsburg.....	39,876 09	65,496 13	3,871 06		19 17	109,262 45
East Brandywine and Waynesburg.....						
East Mahanoy.....						
East Pennsylvania.....						
Ebensburg and Cresson.....						
Elmira and Williamsport.....	144,745 51	407,306 41	25,285 21		2,962 66	580,299 79
Erie.....	3,329,546 84	18,957,762 29	728,233 52		289,684 76	18,305,027 41
Erie and Pittsburg.....	170,865 37	915,458 95	15,155 16	93,725 33	3,917 51	1,199,112 32
Fayette County.....						
Frankford and Holmesburg.....						

TABLE F.—RECEIPTS—Continued.

Name of company.	Passengers.	Freight.	Mail & express.	Use of cars.	Miscellaneous.	Total.
Hanover Branch	\$18,787 57	\$43,391 71	\$989 28	\$15,487 48	\$3,731 87	\$82,387 91
Harrisburg, Portsmouth, Mount Joy and Lancaster						
Harrisburg and Potomac						
Hempfield						
Huntingdon and Broad Top Mountain	34,442 26	261,415 21	3,686 00		11,891 07	310,914 54
Ironton		48,864 83				48,864 82
Jamestown and Franklin	55,029 53	211,862 85	4,848 67		23 50	270,764 55
Junction	14,536 83	106,531 22	6,780 80		4,635 48	132,384 33
Lackawanna and Bloomsburg	176,510 57	592,585 46	10,687 50	3,244 31	447 43	1,083,475 27
Lake Shore and Michigan Southern	4,163,513 76	12,613,499 35	554,577 47		260,038 88	17,591,629 46
Lawrence	27,278 27	128,195 10	4,180 00			157,653 37
Lehigh and Lackawanna	5,525 15	29,057 76	558 75			35,141 66
Lehigh and Susquehanna	156,167 45	2,274,318 30	805 71			2,431,291 46
Lehigh Valley	428,770 37	1,262,709 15	40,740 38		4,250,729 58	5,982,949 48
Lewisburg, Centre and Spruce Creek						
Little Saw Mill Run		44,813 83			8,714 66	53,523 49
Littlestown	2,636 86	7,457 20	516 25		575 00	11,185 31
Little Schuylkill navigation and		271,435 90				271,435 90
Lykens Valley						
Mifflin and Centre County						
Mill Creek and Mine Hill navigation and						
Mine Hill and Schuylkill Haven						
Muncy Creek	2,257 85	5,235 48				7,493 33
Mount Carbon and Port Carbon						
Mount Pleasant and Broad Ford						
Nesquehoning Valley						
New Castle and Beaver Valley	75,201 19	259,062 47	5,207 00			339,470 66
Newry Branch						
Northern Central	609,279 70	2,161,794 12	100,834 72		223,693 96	3,095,602 50
North Pennsylvania	452,187 26	803,649 93	17,345 25	53,101 97	10,653 95	1,356,938 36
Oil Creek and Allegheny River	814,999 11	932,796 02	23,995 88		13,763 39	1,285,564 40
Pithole Valley	2,836 60	9,100 92	429 72	1,116 12	7,000 00	20,483 36
Peach Bottom						
Pennsylvania	4,262,017 88	16,866,891 41	604,542 13		289,073 85	22,012,525 27
Pennsylvania Coal	2,611 00	20,422 14				23,033 14
Pennsylvania and New York canal and	166,025 47	399,477 57	17,026 17	999,052 69	26,705 07	1,608,286 97

Pennsylvania and Delaware.....						
Perkiomen.....						
Philadelphia and Baltimore Central	130,858 86	156,521 04	6,513 75	1,670 53	295,594 18	
Philadelphia and Erie.....	647,274 09	8,177,548 92	72,491 07	33,438 79	8,980,752 47	
Philadelphia and Reading.....	7,518,114 74	2,688,029 83	1,786,962 37	89,913 15	97,018 02	12,125,038 11
Philadelphia, Germantown and Norristown.....				287,816 30	257,816 30	
Philadelphia and Trenton	1,088,937 35	629,472 06	91,848 73		1,759,758 14	
Philadelphia, Wilmington and Baltimore.....	1,581,909 74	952,031 35	122,703 26	77,491 64	2,734,138 99	
Philadelphia and Newtown						
Pieking Valley.....				4,281 72	4,281 72	
Pittsburg, Cincinnati and St. Louis.....	885,858 72	2,782,650 95	119,915 80	118,223 25	8,858,648 72	
Pittsburg and Connellsville.....	806,687 56	1,113,414 14	17,289 96		1,437,391 66	
Pittsburg, Fort Wayne and Chicago.....	2,561,191 42	6,851,373 85	243,678 00	98,895 20	25,171 88	9,780,310 35
Pittsburg, Virginia and Charleston.....	842 95					842 95
Plymouth						
Reading and Columbia.....	62,198 09	194,692 27	1,424 70	2,291 41	260,606 47	
Schuylkill and Susquehanna.....	15,019 23	32,640 84	45,243 57	737 50	730 25	†94,371 39
Schuylkill Valley navigation and						
Shamokin Valley and Pottsville.....	25,019 85	282,505 57	1,640 00	196 44	309,361 86	
Shenango and Allegheny	12,261 75	44,997 94	1,560 92	28 41	58,849 02	
Somerset and Mineral Point.....	7,364 12	3,772 95	918 03		12,055 15	
South Mountain Iron Company's	5,900 35	81,517 94	408 36		37,828 65	
Southwark						
Stony Creek.....						
Sullivan and Erie coal and				37,180 78	37,180 78	
Summit Branch.....	8,279 34	291,468 44		23,248 22	322,986 00	
Sunbury and Lewistown						
Susquehanna, Gettysburg and Potomac	15,312 61	14,316 30	1,298 46	182 72	31,110 09	
Toga	23,533 48	351,186 95	1,762 50	90,519 43	1,320 33	468,322 69
Trescow						
Tyrone and Clearfield.....						
Wellsboro' and Lawrenceville	11,479 22	1,339 19			12,818 41	
West Chester						
West Chester and Philadelphia	212,892 01	116,195 83	2,312 49	5,538 74	336,939 07	
Western Pennsylvania						
Wilmington and Reading	52,065 93	171,939 98	3,367 75	1,399 59	228,773 25	
Wilmington and Western.....	4,037 04	1,855 43			5,892 47	
	32,745,905 79	88,977,894 98	5,013,878 00	1,646,446 49	6,484,223 66	134,818,848 92

* For two months.

† For five months and nineteen days.

AUDITOR GENERAL'S

TABLE G.—ACCIDENTS.

Name of company.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Allentown.....								
Allegheny Valley.....		21	6	24	8	2	14	47
Atlantic and Great Western.....		1	3	19	4	1	7	21
Bald Eagle Valley.....								
Barclay coal company.....								
Bedford and Bridgeport.....				1	2		2	1
Bellefonte and Snow Shoe.....								
Berks County.....								
Buffalo, Bradford and Pittsburg.....								
Buffalo, Corry and Pittsburg.....								
Buffalo, New York and Philadelphia.....								
Catawauqua and Fogelsville.....								
Catawissa.....			1	2	1		2	2
Chartiers.....								
Chester Creek.....								
Chester Valley.....								
Chestnut Hill.....								
Cleveland and Pittsburg.....			1	4	4	3	5	7
Cowanessque Valley.....								
Colebrookdale.....								
Columbia and Port Deposit.....								
Connecting.....								
Cornwall.....								
Cumberland Valley.....			1	5	2	1	3	6
Danville, Hazleton and Wilkesbarre.....								
Delaware and Hudson canal and R. R.....			6	8	9	2	15	10
Delaware, Lackawanna and Western.....			14	29	6		20	29
Dunkirk, Warren and Pittsburg.....				3	1		1	3
East Brandywine and Waynesburg.....								
East Mahanoy.....								
East Pennsylvania.....								
Ebensburg and Cresson.....								
Elmira and Williamsport.....			3	1	2	3	5	4
Erie.....	2	6	23	55	40	20	70	81
Erie and Pittsburg.....			2	10	2	2	4	12
Fayette County.....								
Frankford and Holmesburg.....								
Hanover Branch.....				1	1		1	1
Harrisburg, Portsmouth, Mount Joy and Lancaster.....								
Harrisburg and Potomac.....								
Hempfield.....								
Huntingdon and Broad Top Mountain.....			7	1	1		8	1
Ironton.....								
Jamestown and Franklin.....			2		2		4	
Junction.....								
Lackawanna and Bloomsburg.....	1		5	3	6	1	12	4
Lake Shore and Michigan Southern.....	1		4	5	4	1	9	6
Lawrence.....						1		1
Lehigh and Lackawanna.....								
Lehigh and Susquehanna.....	1	32	4	10	12	2	17	44
Lehigh Valley.....	7	18	24	45	18	21	49	84
Lewisburg, Centre and Spruce Creek.....								
Little Saw Mill Run.....								
Littlestown.....								
Little Schuylkill navigation and.....								
Lykens Valley.....								
Mifflin and Centre County.....								
Mill Creek and Mine Hill navigation and.....								

RAILROAD REPORT.

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TABLE G.—ACCIDENTS—Continued.

Name of company.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Mine Hill and Schuylkill Haven.....								
Muncy Creek.....								
Mount Carbon and Port Carbon.....								
Mount Pleasant and Broad Ford.....								
Nesquehoning Valley.....								
New Castle and Beaver Valley.....	1			1	3		4	1
Newry Branch.....								
Northern Central.....	2		9	20	8	3	19	23
North Pennsylvania.....		1	4	1	7	2	11	4
Oil Creek and Allegheny River.....	8		1	8	2	9	6	17
Pithole Valley.....		2						2
Peach Bottom.....								
Pennsylvania.....	10	50	67	189	69	75	146	314
Pennsylvania Coal.....			1	2	1		2	2
Pennsylvania and New York canal and Pennsylvania and Delaware.....			8	14	2	3	10	17
Perkiomen.....								
Philadelphia and Baltimore Central.....		1	2	4	1		3	5
Philadelphia and Erie.....	3	26	20	41	5	4	28	71
Philadelphia and Reading.....	2		9	26	23	27	34	53
Philadelphia, Germantown and Norristown.....								
Philadelphia and Trenton.....								
Philadelphia, Wilmington and Baltimore.....			4	3	15	6	19	9
Philadelphia and Newtown.....								
Pickering Valley.....								
Pittsburg, Cincinnati and St. Louis.....		2	3	42	8	8	11	52
Pittsburg and Conneleville.....			10	14	6	1	16	15
Pittsburg, Fort Wayne and Chicago.....			3	12	6	8	9	20
Pittsburg, Virginia and Charleston.....					1		1	
Plymouth.....								
Reading and Columbia.....				7				7
Schuylkill and Susquehanna.....								
Schuylkill Valley navigation and Shamokin Valley and Pottsville.....				1				1
Shenango and Allegheny.....								
Somerset and Mineral Point.....								
South Mountain Iron Company's.....				1				1
Southwark.....								
Stony Creek.....								
Sullivan and Erie coal and.....								
Summit Branch.....					1	1	1	1
Sunbury and Lewistown.....								
Susquehanna, Gettysburg and Potomac Toga.....					2		2	
Trescow.....								
Tyrone and Clearfield.....								
Wellsboro' and Lawrenceville.....								
West Chester.....								
West Chester and Philadelphia.....			1			2	1	2
Western Pennsylvania.....								
Wilmington and Reading.....			1	3		4	1	7
Wilmington and Western.....								
	33	160	254	615	285	213	672	988

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

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AUDITOR GENERAL'S

Name of Company.	1868.	1869.	1870.	1871.	1872.
Allentown.....				\$567,544 47	\$568,744 47
Allegheny Valley.....		\$2,169,550 00	\$2,258,300 00	2,258,350 00	2,258,400 00
Atlantic and Great Western.....		29,598,695 38	29,598,695 38	29,598,695 38	24,000,000 00
Bald Eagle Valley.....	\$550,000 00	550,000 00	550,000 00	550,000 00	550,000 00
Barclay coal company.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Bedford and Bridgeport.....			75,455 00	241,924 70	353,880 80
Belleville and Snow Shoe.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Berks County.....					92,955 00
Buffalo, Bradford and Pittsburg.....	2,286,000 00	2,286,000 00	2,286,000 00	2,286,000 00	2,286,000 00
Buffalo, Corry and Pittsburg.....	428,717 50	428,717 50	428,717 50	428,717 50	428,717 50
Buffalo New York and Philadelphia.....					1,600,707 74
Catasauqua and Fogelsville.....	402,675 00	428,900 00	428,900 00	428,900 00	428,900 00
Catawissa.....	3,859,500 00	3,859,500 00	3,859,500 00	3,859,500 00	4,859,500 00
Chartiers.....			524,270 07	635,855 01	638,060 00
Chester Creek.....		159,500 00	167,200 00	180,400 00	185,000 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.....	5,958,625 00	6,300,475 00	7,482,225 00	7,867,950 00	11,223,200 00
Cowanessque Valley.....					
Colebrookdale.....	11,105 00	45,185 00	46,900 00	47,165 00	47,185 00
Columbia and Port Deposit.....	203,172 11	203,172 11	203,172 11	203,172 11	203,172 11
Connecting.....	100,000 00	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00
Cornwall.....	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Cumberland Valley.....	1,316,900 00	1,316,900 00	1,325,625 00	1,326,650 00	1,494,250 00
Danville, Hazleton and Wilkesbarre.....		413,150 00		584,235 00	684,235 00
Delaware and Hudson canal and railroad.....					
Dillsburg and Mechanicsburg.....					
Delaware, Lackawanna and Western.....	14,100,600 00	14,100,600 00	18,808,850 00	18,858,850 00	20,000,000 00
Dunkirk, Warren and Pittsburg.....				1,075,000 00	1,266,000 00
East Brandywine and Waynesburg.....	89,800 00	89,800 00	89,800 00	89,800 00	136,196 23
East Mahanoy.....	392,550 00	392,550 00	392,550 00	392,550 00	392,550 00
East Pennsylvania.....	654,600 00	1,309,200 00	1,309,200 00	1,309,200 00	1,309,200 00
Ebensburg and Cresson.....		42,000 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	1,000,000 00
Erie.....	46,302,210 00	78,538,910 00	83,538,910 00	86,538,910 00	86,538,910 00
Erie and Pittsburg.....		999,600 00	1,099,250 00	1,099,450 00	1,099,550 00
Fayette County.....	180,000 00	126,000 00	126,000 00	125,895 71	125,895 71

Frankford and Holmesburg.....			40,000 00	100,000 00	100,000 00
Hanover Branch.....	118,850 00	118,850 00	118,850 00	118,850 00	118,850 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
Harrisburg and Potomac.....					102,720 00
Hempfield.....					
Homer, Cherrytree and Susquehanna.....					8,544 60
Huntingdon and Broad Top Mountain.....	889,380 03	708,540 03	834,850 00	870,950 00	1,800,000 00
Ironton.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Jamestown and Franklin.....	602,827 50	603,077 50	604,777 50	604,777 50	605,027 50
Jefferson.....			2,095,700 00	2,095,700 00	2,095,700 00
Junction.....	180,250 00	180,250 00	180,250 00	185,250 00	185,250 00
Lancaster and Reading Narrow Gauge.....					15,672 00
Lackawanna and Bloomsburg.....	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00	1,335,000 00
Lake Shore and Michigan Southern.....		35,000,000 00	34,938,000 00	34,938,000 00	50,000,000 00
Lawrence.....	150,400 00	200,450 00	200,250 00	200,050 00	289,750 00
Lehigh and Lackawanna.....	375,100 00	375,100 00	375,100 00	375,100 00	375,100 00
Lehigh and Susquehanna.....					
Lehigh Valley.....	16,058,150 00	16,060,650 00	18,159,400 00	18,158,600 00	21,468,800 00
Lewisburg, Centre and Spruce Creek.....					187,048 65
Little Saw Mill Run.....	83,745 95	83,000 00	100,000 00	100,000 00	100,000 00
Littlestown.....	46,225 00	46,225 00	46,225 00	34,850 00	34,850 00
Little Schuylkill navigation and.....	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00	2,646,100 00
Lykens Valley.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Mifflin and Centre County.....	62,212 50	63,519 00	65,426 00	65,526 00	65,650 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.....	3,775,600 00	3,856,450 00	3,856,450 00	3,905,600 00	3,969,100 00
Muncy Creek.....				52,000 00	123,600 00
Mount Carbon and Port Carbon.....	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Mount Pleasant and Broad Ford.....				111,150 00	112,550 00
Nesquehoning Valley.....	63,980 00	369,495 00	1,000,000 00	1,250,000 00	1,300,000 00
New Castle and Beaver Valley.....	268,668 67	605,000 00	605,000 00	605,000 00	605,000 00
Newry Branch.....			11,025 00	11,150 00	11,150 00
Northern Central.....	4,798,900 00	5,000,000 00	5,000,000 00	5,601,700 00	5,842,000 00
North Pennsylvania.....	3,150,000 00	3,150,000 00	3,150,000 00	3,802,600 00	3,473,500 00
Oil Creek and Allegheny River.....	4,259,450 00	4,259,450 00	4,259,450 00	4,259,450 00	4,959,450 00
Pithole Valley.....					250,000 00
Peach Bottom.....				16,000 00	32,841 05
Pennsylvania.....	27,040,762 50	33,493,112 50	33,850,000 00	41,839,475 00	53,271,937 50
Pennsylvania Coal.....	3,200,000 00	3,200,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Pennsylvania and New York canal and.....		1,061,700 00	2,811,700 00	3,061,700 00	3,561,700 00
Pennsylvania and Delaware.....			101,939 38	132,412 00	483,297 50
Perkiomen.....	37,305 00	37,650 00	37,890 00	37,890 00	37,890 00
Philadelphia and Baltimore Central.....	218,000 00	218,000 00	220,606 11	220,606 11	220,606 11

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

Name of company.	1868.	1869.	1870.	1871.	1872.
Philadelphia and Erie.....	\$8,004,200 00	\$8,004,300 00	\$8,404,300 00	\$8,450,000 00	\$8,450,000 00
Philadelphia and Reading.....	28,801,351 74	29,023,100 28	30,401,600 28	31,566,575 28	34,236,175 28
Philadelphia, Germantown and Norristown.....	1,687,700 00	1,595,750 00	1,628,250 00	2,231,900 00	2,231,900 00
Philadelphia and Trenton.....	1,259,120 00	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia, Wilmington and Baltimore.....	9,034,300 00	9,520,850 00	9,562,660 00	10,997,900 00	11,486,750 00
Philadelphia and Newtown.....					74,760 00
Pickering Valley.....				90,855 00	92,125 00
Pittsburg, Cincinnati and St. Louis.....		5,423,200 00	5,423,360 00	5,424,350 00	8,433,550 00
Pittsburg and Connellsville.....	1,793,928 43	1,794,576 43	1,794,576 43	1,959,976 43	1,960,682 45
Pittsburg, Fort Wayne and Chicago.....	11,500,000 00	19,583,947 71	19,714,285 71	19,714,285 71	22,214,285 71
Pittsburg, Virginia and Charleston.....				277,188 11	618,564 11
Plymouth.....			12,050 00	12,050 00	12,050 00
Reading and Columbia.....	505,848 09	506,848 09	507,288 09	507,288 09	507,288 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 Selinsgrove and North Branch.....	576,050 00	576,050 00	576,050 00	576,050 00	576,050 00
Shamokin Valley and Pottsville.....	869,450 00	869,450 00	869,450 00	869,450 00	869,450 00
Shenango and Allegheny.....			157,837 00	159,925 00	199,000 00
Somerset and Mineral Point.....				54,290 00	55,000 00
Southwark.....	58,468 00	58,468 00	58,468 00	58,468 00	58,468 00
Stony Creek.....					134,675 00
Mullivan and Erie coal and Summit Branch.....	2,500,000 00	2,502,250 00	2,502,250 00	2,502,250 00	2,502,250 00
Sunbury and Lewistown.....				500,000 00	500,000 00
Susquehanna, Gettysburg and Potomac.....				1,500,000 00	1,500,000 00
Tioga.....	576,400 00	580,900 00	580,900 00	580,900 00	580,900 00
Trescow.....			65,000 00	130,000 00	130,000 00
Tyrone and Clearfield.....	510,000 00	510,000 00	510,000 00	510,000 00	510,000 00
Uniontown and West Virginia.....					
Wellsboro' and Lawrenceville.....			248,980 00	1,000,000 00	1,000,000 00
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
West Chester and Philadelphia.....	684,035 83	684,045 83	684,045 83	681,650 00	681,100 00
West Chester and Phoenixville.....					13,000 00
Western Pennsylvania.....	1,022,450 00	1,022,450 00	1,022,450 00	1,022,450 00	1,022,450 00
Wilmington and Reading.....	413,290 00	734,812 07	754,717 37	757,728 74	759,062 88
Wilmington and Western.....					244,380 00
					439,864,345 82

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AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown				\$579,081 28	\$413,082 50
Allegheny Valley		\$4,396,938 74	\$4,258,819 59	4,463,437 19	4,825,202 80
Atlantic and Great Western		*29,999,900 00	*29,999,000 00	*29,999,900 00	56,992,240 00
Bald Eagle Valley	\$482,000 00	479,000 00	471,200 00	480,900 00	454,900 00
Barclay coal company	134,500 00	119,000 00	107,000 00	93,000 00	79,000 00
Bedford and Bridgeport				500,000 00	1,010 000 00
Bellefonte and Snow Shoe	99,000 00	99,000 00	99,000 00	99,000 00	99,000 00
Berks County					
Buffalo, Bradford and Pittsburg	580,000 00	583,500 00	583,500 00	583,500 00	583,000 00
Buffalo, Corry and Pittsburg	1,076,234 17	1,074,315 43	1,143,463 60	1,183,673 96	1,248,229 97
Buffalo, New York and Philadelphia					2,307,271 08
Catawauqua and Fogelsville					
Catawissa	371,000 00	445,350 00	441,850 00	1,740,350 00	1,740,350 00
Chartiers			266,649 17	460,494 39	500,000 00
Chester Creek		185,000 00	185,000 00	185,000 00	185,000 00
Chester Valley	920,000 00	937,500 00	955,000 00	972,500 00	990,000 00
Chestnut Hill					
Cleveland and Pittsburg	4,197,000 00	3,883,500 00	3,772,500 00	3,869,500 00	3,825,500 00
Cowanesqua Valley					
Colebrookdale	60,200 73	490,978 88	604,361 61	641,077 47	673,709 84
Columbia and Port Deposit	83,000 00	101,460 57	186,597 30	355,409 09	660,457 52
Connecting	2,078,300 00	1,000,000 00	1,000,000 00	996,000 00	991,000 00
Cornwall					
Cumberland Valley	352,400 00	352,300 00	352,300 00	352,300 00	352,300 00
Danville, Hazleton and Wilkesbarre		510,000 00		1,564,000 00	1,560,000 00
Delaware and Hudson canal and railroad					
Dillsburg and Mechanicsburg					100,000 00
Delaware, Lackawanna and Western	4,691,161 95	5,498,000 00	5,958,000 00	7,063,917 90	9,633,544 73
Dunkirk, Warren and Pittsburg				1,245,000 00	1,589,907 65
East Brandywine and Waynesburg	170,000 00	177,000 00	177,000 00	177,000 00	117,000 00
East Mahanoy					
East Pennsylvania	506,900 00	495,900 00	495,900 00	495,900 00	495,900 00
Ebensburg and Cresson		80,000 00	80,000 00	80,000 00	80,000 00
Elmira and Williamsport	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00	1,620,000 00
Erle	28,242,535 81	23,398,800 00	23,398,300 00	26,398,800 00	28,912,301 26
Erie and Pittsburg	2,521,235 32	2,577,504 06	2,577,000 00	3,177,000 00	3,327 000 00
Fayette County					

RAILROAD REPORT.

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COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—Continued.

Name of company.	1868.	1869.	1870.	1871.	1872.
Frankford and Holmesburg			\$79,632 02	\$50,000 00	\$55,342 36
Hanover Branch					
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	\$700,000 00	\$700,000 00	700,000 00	700,000 00	700,000 00
Harrisburg and Potomac					
Hempfield					4,201 24
Huntingdon and Broad Top Mount. in	1,810,044 94	1,927,614 16	2,008,095 66	2,157,025 66	2,270,941 09
Homer, Cherrytree and Susquehanna					
Ironton	150,000 00	150,000 00	150,000 00	100,000 00	100,000 00
Jamestown and Franklin	1,089,641 71	1,688,228 27	1,852,621 95	1,923,322 59	1,974,436 90
Jefferson			2,300,000 00	2,300,000 00	2,300,000 00
Junction	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lackawanna and Bloomsburg	2,316,709 00	2,325,000 00	2,466,335 00	2,452,270 97	2,449,261 13
Lake Shore and Michigan Southern		23,813,000 00	25,721,553 23	29,929,815 86	35,167,523 53
Lawrence	387,000 00	380,000 00	365,000 00	355,000 00	380,000 00
Lehigh and Lackawanna	320,000 00	340,000 00	340,000 00	300,000 00	300,000 00
Lehigh and Susquehanna					
Lehigh Valley	3,998,563 25	6,516,689 25	6,002,417 16	9,864,142 12	9,754,000 00
Lewisburg, Centre and Spruce Creek					1,545,000 00
Little Saw Mill Run	45,061 72	36,166 67	81,176 90	31,525 45	34,000 66
Littletown		34,836 99	46,150 99	40,686 83	41,500 00
Little Schuylkill navigation and	807,600 00	795,600 00	783,500 00	771,500 00	759,500 00
Lykens Valley					
Mifflin and Centre County	185,000 00	187,500 00	188,500 00	188,500 00	205,242 51
Mill Creek and Mine Hill navigation and					
Mine Hill and Schuylkill Haven					
Muncy Creek				100,000 00	135,000 00
Mount Carbon and Port Carbon					
Mount Pleasant and Broad Ford				43,173 02	43,482 64
Nesquehoning Valley					
New Castle and Beaver Valley	157,500 00	138,300 00	95,300 00	90,300 00	88,300 00
Newry Branch			11,258 00	10,778 99	10,778 99
Northern Central	6,424,455 56	7,598,082 28	8,101,084 27	7,937,327 83	11,580,259 01
North Pennsylvania	3,463,839 00	3,721,915 41	3,952,887 50	4,069,038 72	4,105,894 00
Oil Creek and Allegheny River	3,170,000 00	3,170,000 00	3,170,000 00	3,180,000 00	3,680,000 00
Pitohole Valley				103,247 01	117,131 93
Peach Bottom					
Pennsylvania	14,065,668 00	19,884,015 86	27,682,389 00	30,791,543 23	33,039,846 15

Pennsylvania Coal.....	972,500 00	975,500 00	751,000 00	987,500 00	911,500 00
Pennsylvania and New York canal and.....		3,000,000 00	3,000,000 00	3,415,007 85	3,351,234 23
Pennsylvania and Delaware.....				800,000 00	700,000 00
Perkiomen.....	440,060 87	616,480 85	857,415 46	1,021,700 99	1,159,484 61
Philadelphia and Baltimore Central.....	1,012,500 00	1,001,688 80	1,428,690 20	1,590,288 87	1,553,413 53
Philadelphia and Erie.....	13,328,683 00	12,638,974 00	13,207,564 00	14,149,362 00	15,303,968 00
Philadelphia and Reading.....	7,030,225 17	7,820,190 83	10,154,970 08	21,936,483 00	29,842,169 00
Philadelphia, Germantown and Norristown.....					
Philadelphia and Trenton.....					
Philadelphia, Wilmington and Baltimore.....	2,437,500 00	2,543,000 00	2,612,220 00	1,768,366 56	2,060,303 63
Philadelphia and Newtown.....					
Pickering Valley.....				443,012 92	462,852 67
Pittsburg, Cincinnati and St. Louis.....		10,457,874 46	10,127,020 26	13,474,282 02	11,853,625 34
Pittsburg and Connellsville.....	5,575,554 55	5,500,000 00	6,318,537 91	7,460,775 32	8,243,204 09
Pittsburg, Fort Wayne and Chicago.....	12,702,936 76	13,635,092 67	13,681,229 62	13,680,229 62	13,637,229 62
Pittsburg, Virginia and Charleston.....					
Plymouth.....			267,271 83	274,495 19	274,495 19
Reading and Columbia.....	1,919,749 47	1,952,859 36	2,056,404 83	2,033,742 90	2,093,494 59
Schuylkill and Susquehanna.....	245,577 87	203,120 36	215,987 62	143,069 14	109,767 62
Schuylkill Valley navigation and.....					
Shamokin Valley and Pottsville.....	700,000 00	700,000 00	700,000 00	700,000 00	1,988,000 00
Shenango and Allegheny.....			555,000 00	634,000 00	780,000 00
Somerset and Mineral Point.....				65,000 00	89,889 15
South Mountain Iron Company's.....		369,000 00	381,000 00	381,000 00	377,500 00
Southwark.....					
Stony Creek.....					82,313 62
Sullivan and Erie coal and.....					1,204,631 61
Summit Branch.....	550,523 97	501,000 00	201,000 00	174,000 00	145,000 00
Sunbury and Lewistown.....				1,400,000 00	1,400,000 00
Susquehanna, Gettysburg and Potomac.....					
Tioga.....	250,500 00	246,000 00	243,000 00	248,000 00	243,000 00
Treackow.....				40,417 70	60,003 64
Tyrone and Clearfield.....		401,069 18	479,330 06	387,153 58	332,859 99
Uniontown and West Virginia.....					42,859 10
Wellsville and Lawrenceville.....					
West Chester.....					
West Chester and Philadelphia.....	1,070,799 00	1,055,100 00	1,064,500 00	1,197,300 00	1,189,800 00
Western Pennsylvania.....	2,124,381 30	2,104,412 56	2,648,734 68	2,707,813 36	2,823,554 70
Wilmington and Reading.....	68,200 00	769,300 00	1,775,721 55	2,154,304 28	2,440,910 43
Wilmington and Western.....					552,799 00
					342,076,170 75

* Funded debt only.

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

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....					
Allegheny Valley.....					
Atlantic and Great Western.....					
Bald Eagle Valley.....	6	8	7	6	7
Barclay coal company.....	2	7	\$32 50	\$33 00	7
Bedford and Bridgeport.....					
Bellefonte and Snow Shoe.....	8	8	\$75	\$75	\$81 50
Berks County.....					
Buffalo, Bradford and Pittsburg.....					
Buffalo, Corry and Pittsburg.....					
Buffalo, New York and Philadelphia.....					
Catasauqua and Fogelsville.....	6	6	6	6	6
Catawissa.....	*6	*6½	*7	*7	††2½
Chartiers.....					
Chester Creek.....		6	6	6	6
Chester Valley.....					
Chestnut Hill.....	9	10	12	12	12
Cleveland and Pittsburg.....	4	8	10	10	10-7
Cowanesque Valley.....					
Colebrookdale.....					
Columbia and Port Deposit.....					
Connecting.....		8	6	6	6
Cornwall.....	16	14	16	16	16
Cumberland Valley.....	8	8	8	8	8
Danville, Hazleton and Wilkesbarre.....					
Delaware and Hudson canal and railroad.....					
Delaware, Lackawanna and Western.....	10-†\$3 64½	10	10-†6		10
Dunkirk, Warren and Pittsburg.....					
East Brandywine and Waynesburg.....					
East Mahanoy.....	6	6	6	6	6
East Pennsylvania.....	7-†\$1 00	6	6	6	6
Ebensburg and Cresson.....					
Elmira and Williamsport.....	*7-†5	*7-†5	*7-†5	*7-†5	*5-†7
Erie.....					7
Erie and Pittsburg.....			1½	7	7
Fayette County.....	\$33 75	\$33 80	\$33 80	\$33 90	\$34 00
Frankford and Holmesburg.....				3	3
Hanover Branch.....	10	10	10	10	10
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	7	7	7	7	7
Harrisburg and Potomac.....					
Hempfield.....					
Huntingdon and Broad Top Mountain.....					
Ironton.....					
Jamestown and Franklin.....					8-10
Jefferson.....					
Junction.....					
Lackawanna and Bloomsburg.....					
Lake Shore and Michigan Southern.....		4	†8-†10	†8-†10	8-10
Lawrence.....				7	10
Lehigh and Lackawanna.....					
Lehigh and Susquehanna.....					
Lehigh Valley.....	10	10	10	10	10
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....	7	18	10	10	10
Littlestown.....					
Little Schuylkill navigation and.....	2	7½	6½	7	7
Lykens Valley.....	10	10	10	10	10½
Mifflin and Centre County.....					
Mill Creek and Mine Hill navigation and.....	10	10	10	10	
Mine Hill and Schuylkill Haven.....	8	8	7½	7½	7
Muncy Creek.....					
Mount Carbon and Port Carbon.....	12	12	12	12	12½
Mount Pleasant and Broad Ford.....					
Nesquehoning Valley.....			10		10

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

Name of company.	1868.	1869.	1870.	1871..	1872.
New Castle and Beaver Valley.....	12	11½	10	11	10
Newry Branch					
Northern Central	8	6	6	6	6
North Pennsylvania	¶5	¶5	¶5	¶5	¶5
Oil Creek and Allegheny River.....	5	10	12½	7½	6½
Pithole Valley.....					
Peach Bottom					
Pennsylvania	¶5-8	10	10	10	10
Pennsylvania Coal	20	20	20	20	20
Pennsylvania and New York canal and, Pennsylvania and Delaware					
Perkiomen					
Philadelphia and Baltimore Central					
Philadelphia and Erie					
Philadelphia and Reading	¶10.	5-15	10	10	10
Philadelphia, Germantown and Norris- town					
Philadelphia and Trenton	10	10	10	9	12
Philadelphia, Wilmington & Baltimore, Philadelphia and Newton.....	10	10	10	8	10
Philadelphia and Reading	8	8	8	8	8
Pickering Valley					
Pittsburg, Cincinnati and St. Louis.....					
Pittsburg and Connellsville					
Pittsburg, Fort Wayne and Chicago.....	10	**10-*	7	7	7
Pittsburg, Virginia and Charleston.....					
Plymouth.....					
Reading and Columbia					
Schuylkill and Susquehanna					
Schuylkill Valley navigation and	5	5	5	5	5
Shamokin Valley and Pottsville.....	6	6	6	6	6
Shenango and Allegheny					
Somerset and Mineral Point					
South Mountain iron company					
Southwark	6	6	6	6	6
Stoney Creek					
Sullivan and Erie coal and					
Summit Branch	3	8	6	6	6
Sunbury and Lewistown.....					
Susquehanna, Gettysburg and Potomac, Tioga					
Tresckow					
Tyrone and Clearfield.....					
Wellsboro' and Lawrenceville					
West Chester					
West Chester and Philadelphia.....					
Western Pennsylvania					
Wilmington and Reading.....					
Wilmington and Western.....					

*Scrip dividend and preferred stock. †Per share on scrip, and 5 per cent. on common; 7 per cent. on preferred stock. ‡On common stock, and 5½ per ct. due the State. §Per share. ¶In stock. ¶Scrip. **Three quarters at 10 per cent.; one quarter at 7 per cent. ††Three months.

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

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AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....				\$1,054,287 89	\$1,054,629 89
Allegheny Valley.....		\$7,913,532 20	\$8,316,616 70	9,747,216 05	10,653,410 93
Atlantic and Great Western.....					
Bald Eagle Valley.....	\$1,050,000 00	1,050,000 00	1,050,000 00	1,050,000 00	1,050,000 00
Barclay coal company.....					
Berks County.....					
Bellefonte and Show Shoe.....	442,058 87	442,058 87	442,058 87	442,058 87	457,981 33
Bedford and Bridgeport.....				351,925 00	984,353 36
Buffalo, Bradford and Pittsburg.....	2,866,000 00	2,869,500 00	2,869,500 00	2,869,500 00	2,869,000 00
Buffalo, Corry and Pittsburg.....	1,481,465 78	1,446,967 95	1,498,639 44	1,532,058 11	1,546,930 81
Buffalo, New York and Philadelphia.....					3,064,271 03
Catawissa.....	708,322 17	788,854 42	742,156 64	742,156 64	742,156 64
Catawissa.....	3,744,000 00	3,826,500 00	3,826,500 00	5,126,500 00	6,126,500 00
Chartiers.....			790,919 24	1,065,889 40	1,127,812 66
Chester Creek.....		344,500 00	352,200 00	365,400 00	370,000 00
Chester Valley.....		1,371,900 00	1,371,900 00	1,371,900 00	1,371,900 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Cleveland and Pittsburg.....	10,317,692 18	10,733,780 17	11,137,107 03	11,518,594 09	14,875,931 72
Cowanesque Valley.....					
Crolebrookdale.....	54,601 54	516,099 55	661,002 89	662,332 33	663,976 78
Columbia and Port Deposit.....	160,000 00	304,632 68	369,763 96	558,581 20	868,629 63
Connecting.....	2,178,300 00	2,278,300 00	2,278,300 00	2,278,300 00	2,278,300 00
Cornwall.....	339,020 76	378,890 37	384,228 25	394,724 50	414,877 49
Cumberland Valley.....	1,468,237 05	1,492,204 82	1,459,229 01	1,583,444 79	1,725,142 63
Danville, Hazleton and Wilkesbarre.....		329,510 00		1,056,600 00	1,102,680 00
Delaware and Hudson canal and railroad.....	2,387,577 81	2,938,801 80	3,245,879 99	3,384,306 41	4,331,136 89
Delaware, Lackawanna and Western.....	13,988,875 97	14,500,000 00	18,825,000 00	14,814,981 49	15,512,767 88
Dunkirk, Warren and Pittsburg.....				2,320,000 00	2,770,565 53
East Brandywine and Waynesburg.....	259,000 00	264,800 00	264,800 00	264,800 00	309,557 82
East Mahanoy.....	391,603 93	391,603 93	391,603 93	391,603 93	391,603 93
East Pennsylvania.....	1,912,850 80	1,473,599 12	1,484,290 12	1,484,290 12	1,484,290 12
Ebensburg and Cresson.....		122,000 00	122,000 00	122,000 00	122,000 00
Elmira and Williamsport.....	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00
Erie.....	56,496,805 97	65,181,969 01	78,945,587 02	106,804,362 23	108,807,687 26
Erie and Pittsburg.....	2,900,571 91	3,680,124 86	4,518,978 62	4,771,123 61	4,923,002 51
Fayette County.....	180,000 00	180,000 00		180,000 00	180,000 00
Frankford and Holmesburg.....			159,427 07	159,427 07	159,427 07

Hanover Branch.....	253, 815 92	257, 890 80	257, 890 00	260, 000 00	260, 871 88
Harrisburg, Portsmouth, Mount Joy and Lancaster.....					1, 882, 550 00
Harrisburg and Potomac.....					130, 106 00
Hempfield.....					
Homer, Cherrytree and Susquehanna.....					12, 745 84
Huntingdon and Broad Top Mountain.....	2, 201, 675 24	2, 202, 147 02	2, 738, 811 14	2, 792, 475 16	3, 150, 769 02
Ironton.....	268, 000 00	268, 000 00	268, 000 00	268, 000 00	268, 000 00
Jamestown and Franklin.....	1, 643, 127 69	1, 765, 247 69	2, 414, 816 28	2, 463, 074 15	2, 483, 001 87
Jefferson.....			4, 895, 700 00	4, 895, 700 00	4, 395, 700 00
Junction.....	892, 751 43	898, 324 25	898, 324 25	898, 324 25	898, 324 25
Lackawanna and Bloomsburg.....	3, 755, 744 00	3, 870, 000 00	3, 866, 000 00	3, 866, 678 42	4, 121, 244 12
Lake Shore and Michigan Southern.....		49, 947, 720 24	54, 184, 089 49	58, 778, 875 69	66, 144, 676 24
Lawrence.....	899, 409 66	614, 869 34	619, 944 35	633, 170 10	637, 607 32
Lehigh and Lackawanna.....				675, 100 00	675, 100 00
Lehigh and Susquehanna.....					12, 462, 781 26
Lehigh Valley.....	17, 541, 839 03	17, 987, 658 66	18, 838, 237 93	19, 230, 730 29	19, 750, 426 49
Lewisburg, Centre and Spruce Creek.....					812, 066 65
Little Saw Mill Run.....	91, 011 44	91, 011 44	100, 657 47	100, 657 47	115, 261 48
Littlestown.....	76, 000 00	76, 000 00	86, 240 00	115, 618 00	115, 618 00
Little Schuylkill navigation and.....	1, 466, 233 14	1, 466, 233 14	1, 466, 233 14	1, 416, 187 80	1, 416, 187 80
Lykens Valley.....					595, 727 24
Mifflin and Centre County.....	252, 491 21	253, 406 06	254, 115 32	247, 015 32	264, 243 70
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, 814, 957 42	3, 814, 957 42	3, 906, 800 00	3, 969, 100 00
Muncy Creek.....					148, 640 00
Mount Carbon and Port Carbon.....		282, 815 45	282, 815 45	282, 815 45	282, 815 45
Mount Pleasant and Broad Ford.....				154, 323 02	154, 632 64
Nesquehoning Valley.....	42, 218 21	289, 230 82	1, 004, 624 25	1, 152, 968 23	1, 206, 835 40
New Castle and Beaver Valley.....	426, 007 29	424, 467 91	730, 249 17	731, 885 64	799, 412 39
Newry Branch.....			22, 283 00	22, 657 81	22, 657 81
Northern Central.....	12, 011, 761 18	13, 555, 720 87	14, 097, 097 52	14, 534, 464 66	14, 890, 237 75
North Pennsylvania.....	6, 694, 991 07	7, 025, 092 63	7, 253, 861 29	7, 981, 830 02	8, 295, 709 25
Oil Creek and Allegheny River.....	7, 649, 736 93	7, 660, 390 08	8, 126, 996 49	8, 344, 717 07	9, 562, 877 77
Pithole Valley.....				100, 000 00	100, 000 00
Peach Bottom.....				1, 526 00	25, 263 14
Pennsylvania.....	29, 761, 532 65	32, 392, 866 71	33, 806, 907 00	34, 610, 180 70	42, 450, 207 68
Pennsylvania Coal.....	2, 000, 000 00	2, 000, 000 00	2, 000, 000 00	2, 000, 000 00	2, 000, 000 00
Pennsylvania and New York canal and.....		2, 449, 079 49		5, 231, 883 39	5, 715, 239 98
Pennsylvania and Delaware.....			100, 625 00	231, 997 70	1, 200, 000 00
Perkiomen.....	417, 332 82	518, 789, 37	578, 579 28	989, 404 26	1, 091, 624 47
Philadelphia and Baltimore Central.....	1, 336, 551 34	1, 415, 975 71	1, 777, 649 94	1, 981, 592 47	1, 985, 952 70
Philadelphia and Erie.....	19, 350, 997 78	19, 391, 972 24	20, 363, 736 00	20, 799, 470 00	21, 130, 470 00
Philadelphia and Reading.....	27, 636, 100 50	29, 815, 067 49	31, 776, 373 07	38, 677, 075 48	42, 293, 340 52

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

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AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Philadelphia, Germantown and Norristown.....	\$1,491,459 08	\$1,454,572 44	\$1,502,042 68	\$1,514,800 01	\$1,514,800 01
Philadelphia and Trenton.....	1,379,164 17	1,438,338 41	1,497,604 53	1,545,950 41	1,534,478 76
Philadelphia, Wilmington and Baltimore.....	11,224,606 95	10,662,226 26	10,374,468 40	11,001,030 05	11,890,738 59
Philadelphia and Newtown.....					
Pickering Valley.....				468,478 64	472,887 77
Pittsburg, Cincinnati and St. Louis.....		15,879,888 40	16,154,804 16	18,025,818 54	18,835,787 08
Pittsburg and Connellsville.....	2,580,070 58	3,090,992 57	3,030,887 94	7,951,446 90	12,286,397 89
Pittsburg, Fort Wayne and Chicago.....	23,247,488 52	24,391,880 09	24,849,198 49	26,475,872 55	26,867,636 80
Pittsburg, Virginia and Charleston.....				145,588 79	709,310 46
Plymouth.....			267,271 83	274,495 19	274,495 19
Reading and Columbia.....	2,134,616 59	2,148,147 42	2,243,124 46	2,280,739 23	2,282,652 94
Schuylkill and Susquehanna.....	1,299,845 54	1,300,701 76	1,288,538 78	1,283,490 25	1,283,490 25
Schuylkill Valley navigation and.....		576,840 94	576,840 94	576,840 94	576,840 94
Shamokin Valley and Pottsville.....		1,569,450 00	1,569,450 00	1,569,450 00	1,569,450 00
Shenango and Allegheny.....			702,495 00	797,925 00	978,240 00
Somersett and Mineral Point.....				130,000 00	140,000 00
South Mountain Iron Company.....		340,525 08	385,464 12	386,803 66	386,803 66
Southwark.....					58,468 00
Stony Creek.....					216,955 36
Sullivan and Erie coal and.....					1,597,718 14
Summit Branch.....	988,902 87	988,902 87	988,902 87	988,902 87	988,902 87
Sunbury and Lewistown.....				1,900,000 00	1,900,000 00
Susquehanna, Gettysburg and Potomac.....				181,000 00	181,000 00
Tioga.....	1,118,428 62	1,178,945 20	1,280,792 06	1,247,198 95	1,285,013 85
Trescow.....			166,080 66	170,417 70	190,003 64
Tyrone and Clearfield.....		914,069 18	989,330 06	897,153 58	842,359 99
Uniontown and West Virginia.....					80,114 50
Wellsville and Lawrenceville.....			154,000 00	628,412 00	918,289 00
West Chester.....		202,886 79	202,886 79	208,486 79	205,486 79
West Chester and Philadelphia.....	1,626,666 95	1,616,359 88	1,496,807 16	1,490,437 16	1,509,317 43
Western Pennsylvania.....	3,049,058 69	3,179,441 44	3,671,184 68	3,730,263 36	3,840,004 90
Wilmington and Reading.....		1,088,732 49	2,312,374 77	2,680,462 51	2,899,229 49
Wilmington and Western.....					682,228 14
					524,395,185 45

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

Name of company.	1866.	1869.	1870.	1871.	1872.
Allentown.....					
Allegheny Valley.....		433,387	507,157	578,084	779,959
Atlantic and Great Western ..	666,824		7026,450	7729,398	913,800
Bald Eagle Valley					
Barclay coal company.....	8,850	*14,690	522,535	18,762	17,175
Berks County.....					
Bellefonte and Snow Shoe.....	24,846	25,478	20,484	17,798	19,683
Bedford and Bridgeport.....					
Buffalo, Bradford and Pittsburg.....					
Buffalo, Corry and Pittsburg.....	69,088	63,122	90,973	89,344	68,476
Buffalo, New York and Philadelphia.....					
Catsauqua and Fogelsville.....	10,294	14,467	21,000	22,430	25,000
Catawissa.....					104,662
Chartiers.....					
Chester Creek					
Chester Valley.....					
Chestnut Hill.....					
Cleveland and Pittsburg.....	582,164	567,465	641,162	608,738	664,758
Cowanesque Valley.....					
Colebrookdale.....					
Columbia and Port Deposit.....					
Connecting					
Cornwall.....					
Cumberland Valley.....	281,184	306,218	287,606	302,894	288,831
El Danville, Hazleton and Wilkesbarre				8,488	2,599
Delaware and Hudson canal and railroad.....	66,957	71,505	101,676	95,781	114,431
Delaware, Lackawanna and Western.....	191,888	189,988	*224,916	234,108	249,578
Dunkirk, Warren and Pittsburg.....				**5,228	65,948
East Brandywine and Waynesburg.....					
East Mahanoy.....					
East Pennsylvania.....					
Ebensburg and Cresson.....					
Elmira and Williamsport	96,421	107,064	105,291	108,714	117,847
Erie.....	2,194,348	2,497,113	3,275,025	3,506,462	3,598,800
Erie and Pittsburg.....					265,985
Fayette County.....					
Frankford and Holmesburg.....			138,916	139,896	

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

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AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Hanover Branch	34,841	35,829	36,010	31,908	34,401
Harrisburg, Portsmouth, Mount Joy and Lancaster					
Harrisburg and Potomac					
Hempfield					
Huntingdon and Broad Top Mountain	27,812	32,254	46,667	52,246	59,126
Ironton					
Jamestown and Franklin				102,577	99,881
Junction	179,720	225,150	*282,680	206,270	215,280
Lackawanna and Bloomsburg	221,641	253,828	*354,585	297,828	362,294
Lake Shore and Michigan Southern		†946,528	2,022,371	1,965,092	1,992,273
Lawrence					72,942
Lehigh and Lackawanna					18,820
Lehigh and Susquehanna					489,713
Lehigh Valley	688,584	753,379	847,096	867,271	967,880
Lewisburg, Centre and Spruce Creek					
Little Saw Mill Run					
Littlestown	5,400	6,353	5,412	4,703	7,618
Little Schuylkill navigation and					
Lykens Valley					
Mifflin and Centre County					
Mill Creek and Mine Hill navigation and					
Mine Hill and Schuylkill Haven					
Muncy Creek					8,483
Mount Carbon and Port Carbon					
Mount Pleasant and Broad Ford					
Nesquehoning Valley					165,266
New Castle and Beaver Valley					
Newry Branch					748,288
Northern Central	687,997	707,278	719,668	783,782	889,571
North Pennsylvania	748,911	771,984	796,457	829,651	559,926
Oil Creek and Allegheny River	*247,507	449,970	*711,314	569,290	
Pithole Valley				8,639	9,800
Peach Bottom					
Pennsylvania	3,747,178	4,229,363	4,552,769	4,699,955	5,250,893
Pennsylvania Coal					3,486
Pennsylvania and New York canal and			163,292	187,119	190,809
Pennsylvania and Delaware					

RAILROAD REPORT.

IXV

Perkiomen.....					
Philadelphia and Baltimore Central.....	180,870	182,980	248,687	254,944	315,515
Philadelphia and Erie.....	639,330	651,038	662,155	694,884	839,798
Philadelphia and Reading.....	1,194,575	1,527,769	2,034,039	5,766,884	6,883,991
Philadelphia, Germantown and Norristown.....	2,756,814	2,777,535	2,806,120	††513,981	
Philadelphia and Trenton.....	963,723	1,110,567	*1,371,840	1,276,782	1,561,080
Philadelphia, Wilmington and Baltimore.....	1,108,372	1,312,991	1,472,846	1,608,033	1,747,195
Philadelphia and Newtown.....					
Pickering Valley.....					
Pittsburg, Cincinnati and St. Louis.....		421,016	437,268	540,516	611,201
Pittsburg and Connellsville.....	422,789	462,124	531,011	700,423	781,994
Pittsburg, Fort Wayne and Chicago.....	1,376,998	1,727,633	1,916,129	1,969,867	2,106,251
Pittsburg, Virginia and Charleston.....					4,000
Plymouth.....					
Reading and Columbia.....	146,464	121,818	121,109	122,523	118,812
Schuylkill and Susquehanna.....	65,049	78,259	48,626	*49,385	||16,961
Schuylkill Valley navigation and.....					
Shamokin Valley and Pottsville.....	41,239	46,444	42,576	41,009	44,597
Shenango and Allegheny.....			11,804	14,087	16,170
Somerset and Mineral Point.....					18,000
South Mountain iron company's.....			24,089	23,615	20,986
Southwark.....					
Stony Creek.....					
Sullivan and Erie coal and.....					
Summit Branch.....	6,673	9,803	12,357	14,517	17,769
Sunbury and Lewistown.....					
Susquehanna, Gettysburg and Potomac.....				23,221	28,477
Tioga.....	73,298	82,680	98,478	100,041	93,170
Trescow.....					
Tyrone and Clearfield.....					
Wellsboro' and Lawrenceville.....					29,141
West Chester.....					
West Chester and Philadelphia.....	653,636	678,463	682,336	737,473	821,911
Western Pennsylvania.....					
Wilmington and Reading.....		††1,041	79,424	126,940	132,365
Wilmington and Western.....					1,813
					35,170,294

* Fourteen months.

** Forty days.

† Five months.

†† Two months.

‡ Eleven months.

‡‡ Three months.

§ Ten months.

§§ Two months.

|| Eight months.

||| Five months and nineteen days.

¶ Nine months.

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

LXVI

AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....					
Allegheny Valley.....		607,763	855,556	1,008,798	1,320,289
Atlantic and Great Western.....	1,746,527		*1,639,817	†2,061,652	2,691,098
Bald Eagle Valley.....					
Berks County.....					
Barclay coal company.....	152,868	176,065	\$322,560	321,273	392,847
Bedford and Bridgeport.....					
Bellefonte and Snow Shoe.....	77,815	107,058	98,673	94,677	85,422
Buffalo, Bradford and Pittsburg.....					
Buffalo, Corry and Pittsburg.....	94,196	80,238	112,588	96,659	93,217
Buffalo, New York and Philadelphia.....					
Catawauqua and Fogelsville.....	234,975	308,814	379,817	321,661	409,669
Catawissa.....	356,554	454,801	472,184	467,452	389,120
Chartiers.....					
Chester Creek.....					
Chester Valley.....					
Chestnut Hill.....					
Cleveland and Pittsburg.....	979,863	1,098,828	1,277,401	1,606,803	1,863,855
Cowanesque Valley.....					
Colebrookdale.....					
Columbia and Port Deposit.....					
Connecting.....					
Cornwall.....	241,532	239,935	\$312,289	292,681	304,508
Cumberland Valley.....	244,480	244,532	297,400	297,967	321,967
Danville, Hazleton and Wilkesbarre.....				28,316	4,048
Delaware and Hudson canal and railroad.....	1,650,147	1,348,239	2,144,635	1,532,649	2,504,009
Delaware, Lackawanna and Western.....	2,123,512	1,993,946	\$3,398,004	2,363,548	3,347,671
Dunkirk, Warren and Pittsburg.....				†1,532	43,036
East Brandywine and Waynesburg.....					
East Mahanoy.....					
East Pennsylvania.....					
Ebensburg and Cresson.....					
Elmira and Williamsport.....	271,649	308,448	288,635	360,870	402,460
Erle.....	3,908,248	4,312,209	4,862,505	4,844,208	5,564,274
Erie and Pittsburg.....					1,141,437
Fayette County.....					
Frankford and Holmesburg.....					

Hanover Branch	85,647	91,591	91,831	84,714	123,424
Harrisburg, Portsmouth, Mount Joy and Lancaster					
Harrisburg and Potomac					
Hempfield					
Huntingdon and Broad Top Mountain	294,885	404,297	394,905	442,232	449,748
Ironton	129,015	102,764	111,949	82,617	115,876
Jamestown and Franklin				311,148	332,481
Junction	1,008,270	1,209,915			
Lackawanna and Bloomsburg	1,058,672	1,648,437	\$2,292,808	1,604,843	2,213,010
Lake Shore and Michigan Southern		\$1,889,600	2,948,108	3,706,425	4,842,243
Lawrence					294,444
Lehigh and Lackawanna					29,824
Lehigh and Susquehanna					2,879,447
Lehigh Valley	4,064,037	3,948,288	5,421,227	4,309,509	6,307,604
Lewisburg, Centre and Spruce Creek					
Little Saw Mill Run	123,642	145,358	**232,508	158,565	157,102
Littlestown	13,179	17,164	14,681	15,635	18,888
Little Schuylkill navigation and					
Lykens Valley					
Mifflin and Centre County					
Mill Creek and Mine Hill navigation and					
Mine Hill and Schuylkill Haven					
Muncy Creek					
Mount Carbon and Port Carbon					
Mount Pleasant and Broad Ford					
Nesquehoning Valley					
New Castle and Beaver Valley					628,352
Newry Branch					
Northern Central	1,506,745	1,496,909	1,796,447	1,904,013	2,062,050
North Pennsylvania	476,334	552,771	827,679	636,476	890,119
Oil Creek and Allegheny River	††399,015	657,039	\$984,496	813,502	674,500
Pithole Valley					12,854
Peach Bottom					
Pennsylvania	4,722,015	4,992,025	5,427,401	6,575,843	7,844,779
Pennsylvania Coal	1,055,006	1,103,030	\$1,340,410	941,863	1,376,772
Pennsylvania and New York canal and			689,849	962,606	1,268,581
Pennsylvania and Delaware					
Perkiomen					
Philadelphia and Baltimore Central	54,025	77,673	96,833	109,939	134,307
Philadelphia and Erie	1,090,845	1,302,041	1,614,287	1,828,491	2,028,568
Philadelphia and Reading	5,143,177	6,016,467	7,449,925	9,465,572	10,981,657
Philadelphia, Germantown and Norristown	468,664	533,326	572,728	†134,063	
Philadelphia and Trenton	312,714	449,490	\$763,016	663,196	1,124,640

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

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AUDITOR GENERAL'S

Name of Company.	1868.	1869.	1870.	1871.	1872.
Philadelphia, Wilmington and Baltimore.....	281,418	320,198	331,498	348,216	449,780
Philadelphia and Newtown.....					
Pinegrove and Lebanon.....					
Pickering Valley.....					
Pittsburg, Cincinnati and St. Louis.....		850,026	918,906	1,236,903	1,429,115
Pittsburg and Connellsville.....	398,502	515,879	580,074	717,299	960,780
Pittsburg, Fort Wayne and Chicago.....	1,459,280	1,659,791	1,740,584	2,047,114	2,408,163
Pittsburg, Virginia and Charleston.....					23,892
Plymouth.....					
Reading and Columbia.....	157,192	222,012	211,612	284,497	340,171
Schuylkill and Susquehanna.....	428,379	409,878	552,023	\$827,079	\$5253,821
Schuylkill Valley navigation and Shamokin Valley and Pottsville.....	573,460	547,846	578,860	750,445	683,631
Shenango and Allegheny.....			29,550	50,996	56,220
Somerset and Mineral Point.....					8,580
South Mountain Iron Company's.....			45,804	50,049	53,987
Southwark.....					
Stony Creek.....					
Sullivan and Erie coal and Summit Branch.....	436,000	439,690	513,347	538,127	523,539
Sunbury and Lewistown.....					
Susquehanna, Gettysburg and Potomac.....				22,906	19,267
Tioga.....	634,257	780,483	704,217	845,885	865,431
Trescow.....					
Tyrone and Clearfield.....					
Wellsboro' and Lawrenceville.....					27,180
West Chester.....					
West Chester and Philadelphia.....	118,417	97,065	78,996	85,273	98,448
Western Pennsylvania.....					
Wilmington and Reading.....		115,512	81,208	178,243	264,573
Wilmington and Western.....					1,998
					75,687,726

* Nine months.
† Eleven months.
‡ Ten months.

§ Fourteen months.
¶ Forty days.
‡ Five months.

** Eighteen months.
†† Eight months.
‡‡ Three months.

§§ Five months and nineteen days.
||| For two months.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....					
Allegheny Valley.....		\$702, 663 60	\$778, 309 53	\$946, 862 13	1, 257, 133 41
Atlantic and Great Western.....	\$2, 983, 751 95		12, 720, 153 29	**3, 510, 861 17	4, 596, 239 65
Bald Eagle Valley.....					
Barclay coal company.....	*51, 108 89	97, 614 78	7114, 009 10	107, 258 40	104, 889 86
Bedford and Bridgeport.....					
Bellefonte and Snow Shoe.....	62, 966 44	69, 162 56	82, 546 70	84, 324 21	69, 022 00
Berks County.....					
Buffalo, Bradford and Pittsburg.....					
Buffalo, Corry and Pittsburg.....	172, 078 84	148, 675 42	186, 802 89	202, 621 82	237, 755 47
Buffalo, New York and Philadelphia.....					
Catawauqua and Fogelsville.....	79, 887 53	70, 125 22	75, 141 67	66, 498 91	77, 143 88
Catawissa.....	370, 125 49	485, 603 87	413, 041 08	440, 573 08	382, 999 27
Chartiers.....					39, 415 88
Chester Creek.....					
Chester Valley.....					
Chestnut Hill.....					
Cleveland and Pittsburg.....	1, 872, 115 22	1, 401, 947 67	1, 448, 895 04	1, 490, 059 80	1, 572, 772 49
Cowanesque Valley.....					
Colebrookdale.....					
Columbia and Port Deposit.....					
Connecting.....					
Cornwall.....	25, 799 14	30, 846 88	736, 785 47	30, 581 50	37, 871 25
Cumberland Valley.....	392, 417 26	347, 076 64	237, 626 01	296, 815 95	293, 074 61
Danville, Hazleton and Wilkesbarre.....				12, 016 65	556, 487 38
Delaware and Hudson canal and railroad.....	583, 273 28	704, 018 02	652, 945 50	745, 481 57	1, 050, 018 77
Delaware, Lackawanna and Western.....	1, 948, 459 15	1, 632, 318 81	72, 565, 519 76	1, 670, 848 80	1, 873, 713 47
Dunkirk, Warren and Pittsburg.....				115, 814 09	107, 198 18
East Brandywine and Waynesburg.....					
East Mahanoy.....					
East Pennsylvania.....					
Ebensburg and Cresson.....					
Elmira and Williamsport.....	483, 235 36	473, 630 06	409, 876 44	481, 608 47	482, 630 33
Erie.....	11, 143, 092 82	13, 259, 296 61	12, 419, 062 52	12, 679, 886 22	13, 013, 219 32
Erie and Pittsburg.....					556, 346 46
Fayette County.....					
Frankford and Holmesburg.....			12, 147 75	10, 620 72	

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

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AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Hanover Branch.....	\$44,331 64	\$50,180 63	\$48,402 61	\$43,808 69	\$55,316 31
Harrisburg, Portsmouth, Mount Joy and Lancaster.....					
Harrisburg and Potomac.....					
Hempfield.....					
Huntingdon and Broad Top Mountain.....	148,336 19	175,792 04	167,022 33	174,214 75	187,688 46
Ironton.....	13,567 57	11,940 78	21,195 05	15,391 06	80,247 67
Jamestown and Franklin.....					162,468 78
Junction.....	34,547 51	45,018 98	765,363 61	65,417 67	66,875 38
Lackawanna and Bloomsburg.....	545,850 87	593,219 53	7301,303 39	430,536 24	583,363 71
Lake Shore and Michigan Southern.....		12,997,122 06	3,639,347 28	9,436,451 82	11,471,029 81
Lawrence.....					67,653 46
Lehigh and Lackawanna.....					36,226 53
Lehigh and Susquebanna.....					1,321,804 04
Lehigh Valley.....	2,569,399 12	2,702,454 87	3,617,407 38	3,463,029 78	3,869,696 98
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....	28,703 05	25,421 51	1152,248 89	29,536 29	26,888 79
Littlestown.....	6,107 25	9,743 73	9,270 58	8,702 42	6,714 88
Little Schuylkill navigation and.....					186,785 57
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill navigation and.....					
Mine Hill and Schuylkill Haven.....					3,125 50
Muncy Creek.....					
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Nequehoning Valley.....					
New Castle and Beaver Valley.....					115,500 74
Newry Branch.....					
Northern Central.....	1,893,765 58	1,885,364 57	1,855,910 66	1,965,150 91	2,289,136 93
North Pennsylvania.....	577,462 88	640,263 31	729,975 85	655,218 50	744,616 73
Oil Creek and Allegheny River.....	1521,891 27	1,001,072 48	1,203,253 99	883,315 74	824,023 39
Pithole Valley.....					26,716 98
Peach Bottom.....					
Pennsylvania.....	11,560,983 88	12,203,267 60	11,290,085 15	11,823,433 34	13,764,873 09
Pennsylvania Coal.....					413,700 00
Pennsylvania and New York canal and.....			687,771 41	957,721 65	1,171,181 78
Pennsylvania and Delaware.....					

Parkinson	186,321 74	187,400 54	246,875 33	187,954 61	180,889 09
Philadelphia and Baltimore Central	2,887,425 01	3,324,218 25	3,144,044 71	3,542,243 73	3,880,752 87
Philadelphia and Erie	4,638,704 25	5,111,886 85	4,769,174 88	5,364,493 87	5,869,486 02
Philadelphia and Reading	320,153 28	355,782 86	342,948 83	382,476 76	
Philadelphia, Germantown and Norristown	663,651 23	755,801 47	71,207,155 26	910,708 96	
Philadelphia and Trenton	1,483,006 05	1,689,207 83	1,647,85 72	1,692,598 42	1,625,660 10
Philadelphia, Wilmington and Baltimore					
Philadelphia and Newtown					
Pickering Valley					
Pittsburg, Cincinnati and St. Louis		1,802,268 61	2,035,009 80	2,365,434 83	2,996,806 08
Pittsburg and Connellsville	811,702 25	384,704 94	452,490 57	747,632 72	1,836,381 60
Pittsburg, Fort Wayne and Chicago	4,793,067 12	4,939,772 53	4,228,064 98	4,356,534 04	5,272,846 05
Pittsburg, Virginia and Charleston					15,566 89
Plymouth					
Reading and Columbia	143,455 46	146,765 60	140,221 63	152,294 77	221,234 97
Schuylkill and Susquehanna	161,278 55	138,120 43	129,095 22	195,937 87	196,612 78
Schuylkill Valley navigation and					
Shamokin Valley and Pottsville	194,252 16	180,850 70	171,893 56	201,995 97	184,622 83
Shenango and Allegheny			26,613 91	20,178 35	22,206 22
Somerset and Mineral Point					9,155 81
South Mountain Iron Company's			16,287 71	12,990 07	17,863 47
Southwark					
Stony Creek					
Sullivan and Erie coal and					119,787 83
Summit Branch	79,929 70	99,874 35	120,550 74	51,083 92	76,040 43
Sunbury and Lewistown					
Susquehanna, Gettysburg and Potomac				27,776 28	22,955 23
Tioga	164,037 35	215,674 55	191,188 28	200,150 00	211,860 62
Trescow					
Tyrone and Clearfield					
Wellsboro' and Lawrenceville					11,250,250 00
West Chester					
West Chester and Philadelphia	186,480 95	215,674 55	171,889 71	170,543 55	186,640 66
Western Pennsylvania					
Wilmington and Reading		51,061 88	88,547 82	165,420 47	197,106 06
Wilmington and Western					6,248 96
					86,295,900 22

* Ten months.
† Eight months.
‡ Five months.

§ Three months.
|| Nine months.
¶ Fourteen months.

** Eleven months.
†† Forty days.
‡‡ Eighteen months.

§§ Two months.
||| Five months and nineteen days.
¶¶ Including construction.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....					\$1,788 98
Allegheny Valley.....		\$1,045,385 00	\$1,662,682 77	\$1,731,012 49	2,191,488 94
Atlantic and Great Western.....	\$4,846,047 99		*3,459,288 33	†4,213,936 81	5,451,899 90
Bald Eagle Valley.....					
Barclay coal company.....	†8,047 92	9,464 81	\$80,290 51	40,871 41	86,984 47
Bedford and Bridgeport.....					
Bellefonte and Snow Shoe.....	96,646 92	108,842 96	103,882 92	102,301 96	179,798 79
Berks County.....					
Buffalo, Bradford and Pittsburg.....					
Buffalo, Corry and Pittsburg.....	223,029 98	225,909 84	264,810 62	249,442 21	228,099 85
Buffalo, New York and Philadelphia.....					
Catasauqua and Fogelsville.....	126,069 89	150,265 08	158,742 49	128,032 05	149,780 24
Catawissa.....	540,542 96	625,181 66	655,812 85	654,328 37	572,104 76
Chartiers.....					60,436 03
Chester Creek.....					
Chester Valley.....					
Chestnut Hill.....					
Cleveland and Pittsburg.....	2,806,286 88	2,883,670 23	2,673,741 29	3,090,647 29	3,554,285 85
Cowanesque Valley.....					
Colebrookdale.....					
Columbia and Port Deposit.....					
Connecting.....					
Cornwall.....	77,830 90	77,965 32	\$91,983 75	79,315 22	87,636 78
Cumberland Valley.....	†570,787 42	523,992 85	555,895 49	557,659 43	581,064 57
§§Danville, Hazleton and Wilkesbarre.....				23,530 10	10,888 20
Delaware and Hudson canal and railroad.....	80,449 78	60,469 47	82,336 81	72,715 50	100,120 56
Delaware, Lackawanna and Western.....	3,743,107 00	2,417,324 81	\$4,106,221 67	3,351,484 86	4,746,677 70
Dunkirk, Warren and Pittsburg.....				†6,402 06	109,262 45
East Brandywine and Waynesburg.....					
East Mahanoy.....					
East Pennsylvania.....					
Ebensburg and Cresson.....					
Elmira and Williamsport.....	523,626 39	562,832 88	500,095 75	541,297 68	580,299 79
Erie.....	14,376,872 27	16,721,500 84	16,179,861 66	17,168,005 16	18,305,027 41
Erie and Pittsburg.....					1,199,112 32
Fayette County.....					
Frankford and Holmesburg.....				10,620 72	

Hanover Branch.....	78,498 87	81,726 42	81,747 86	76,385 84	82,387 91
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	9				
Harrisburg and Potomac.....					
Hempfield.....					
Huntingdon and Broad Top Mountain.....	219,211 02	291,564 28	287,575 16	878,688 79	810,914 54
Ironton.....	87,831 87	32,861 57	85,817 94	84,291 66	48,864 82
Jamestown and Franklin.....				251,185 79	270,764 55
Junction.....	79,082 70	107,612 51	\$154,035 43	127,843 08	132,384 33
Lackawanna and Bloomsburg.....	842,567 15	966,882 52	\$1,219,815 75	874,410 28	1,083,475 27
Lake Shore and Michigan Southern.....		4,897,842 37	13,484,928 28	14,797,975 07	17,591,629 46
Lawrence.....	108,162 95	86,462 65	49,506 80	56,617 95	157,653 87
Lehigh and Lackawanna.....					85,141 66
Lehigh and Susquehanna.....	1,027,418 11	1,945,508 54	2,248,228 75	2,398,245 20	2,451,291 46
Lehigh Valley.....	4,220,535 57	4,986,591 26	6,207,274 08	5,280,724 65	5,982,949 48
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....	45,260 13	52,264 35	**96,089 10	55,447 47	58,523 49
Littlestown.....	7,671 82	9,181 95	7,746 81	10,545 87	11,185 81
Little Schuylkill navigation and.....					271,435 90
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill navigation and.....					
Mine Hill and Schuylkill Haven.....					
Muncy Creek.....					7,493 38
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Nesquehoning Valley.....					
New Castle and Beaver Valley.....					339,470 66
Newry Branch.....					
Northern Central.....	2,907,151 82	2,928,083 28	2,898,628 68	2,976,046 44	3,005,602 50
North Pennsylvania.....	1,015,894 29	1,182,731 14	1,355,508 82	1,178,200 28	1,336,938 86
Oil Creek and Allegheny River.....	††1,197,090 26	2,014,427 34	\$2,718,702 26	1,675,008 56	1,285,554 40
Pithole Valley.....				14,157 18	20,483 36
Peach Bottom.....					
Pennsylvania.....	17,253,497 81	17,260,811 73	17,581,706 82	18,719,836 85	22,012,525 27
Pennsylvania Coal.....					28,083 14
Pennsylvania and New York canal and.....			949,685 86	1,271,225 89	1,608,286 97
Pennsylvania and Delaware.....					
Perkiomen.....					
Philadelphia and Baltimore Central.....	155,746 03	196,672 50	251,579 47	271,205 54	295,594 18
Philadelphia and Erie.....	2,804,250 36	3,282,705 29	3,144,044 71	3,542,263 73	3,960,752 87
Philadelphia and Reading.....	8,791,937 05	11,208,381 18	9,571,867 35	12,562,843 49	12,125,038 11
Philadelphia, Germantown and Norristown.....	642,639 49	697,619 70	700,465 34	408,798 47	287,816 30
Philadelphia and Trenton.....	995,196 35	1,077,558 93	\$1,388,328 17	1,308,498 00	1,759,758 14

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

LXIV

AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Hanover Branch	84, 841	85, 829	86, 010	81, 908	84, 401
Harrisburg, Portsmouth, Mount Joy and Lancaster					
Harrisburg and Potomac.....					
Hempfield.....					
Huntingdon and Broad Top Mountain.....	27, 812	32, 254	46, 667	52, 246	59, 126
Ironton.....					
Jamestown and Franklin.....				102, 577	99, 881
Junction.....	179, 720	226, 150	*232, 680	206, 270	215, 290
Lackawanna and Bloomsburg.....	221, 541	253, 828	*354, 585	297, 828	362, 294
Lake Shore and Michigan Southern.....		†946, 528	2, 022, 371	1, 965, 092	1, 992, 273
Lawrence.....					72, 942
Lehigh and Lackawanna.....					18, 320
Lehigh and Susquehanna.....					488, 718
Lehigh Valley.....	688, 584	753, 379	847, 006	867, 271	867, 860
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....					
Littlestown.....	5, 400	6, 358	5, 412	4, 703	7, 618
Little Schuylkill navigation and.....					
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill navigation and.....					
Mine Hill and Schuylkill Haven.....					
Muncy Creek.....					8, 483
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Nesquehoning Valley.....					165, 296
New Castle and Beaver Valley.....					
Newry Branch.....					746, 288
Northern Central.....	687, 997	707, 278	719, 663	738, 782	889, 571
North Pennsylvania.....	746, 911	771, 984	798, 467	829, 651	559, 926
Oil Creek and Allegheny River.....	*247, 507	449, 970	*711, 314	569, 290	
Pithole Valley.....				8, 689	9, 800
Peach Bottom.....					
Pennsylvania.....	3, 747, 178	4, 229, 363	4, 352, 769	4, 699, 985	5, 250, 898
Pennsylvania Coal.....					8, 498
Pennsylvania and New York canal and.....			163, 292	187, 119	190, 809
Pennsylvania and Delaware.....					

Porktown.....					
Philadelphia and Baltimore Central.....	180,870	182,980	248,667	254,944	315,515
Philadelphia and Erie.....	639,330	651,038	662,155	684,884	839,798
Philadelphia and Reading.....	1,194,575	1,527,769	2,034,089	5,765,934	6,883,991
Philadelphia, Germantown and Norristown.....	2,755,814	2,777,535	2,806,120	††513,981	
Philadelphia and Trenton.....	963,729	1,110,567	*1,871,840	1,276,762	1,561,080
Philadelphia, Wilmington and Baltimore.....	1,108,872	1,312,991	1,472,846	1,608,033	1,747,195
Philadelphia and Newtown.....					
Pickering Valley.....					
Pittsburg, Cincinnati and St. Louis.....		421,016	437,268	540,516	611,201
Pittsburg and Connellsville.....	422,730	462,124	531,011	700,423	781,994
Pittsburg, Fort Wayne and Chicago.....	1,376,998	1,727,633	1,916,129	1,966,867	2,106,251
Pittsburg, Virginia and Charleston.....					4,000
Plymouth.....					
Reading and Columbia.....	146,464	121,818	121,100	122,523	118,812
Schuylkill and Susquehanna.....	65,049	78,259	48,626	*49,385	||16,961
Schuylkill Valley navigation and.....					
Shamokin Valley and Pottsville.....	41,239	46,444	42,576	41,009	44,597
Shenango and Allegheny.....			11,304	14,087	16,170
Somerset and Mineral Point.....					18,000
South Mountain iron company's.....			24,089	22,615	20,986
Southwark.....					
Stony Creek.....					
Sullivan and Erie coal and.....					
Summit Branch.....	6,673	9,805	12,357	14,517	17,769
Sunbury and Lewistown.....					
Susquehanna, Gettysburg and Potomac.....				23,221	28,477
Tioga.....	73,298	82,580	98,478	100,041	93,170
Trescow.....					
Tyrone and Clearfield.....					
Wellsboro' and Lawrenceville.....					29,141
West Chester.....					
West Chester and Philadelphia.....	658,636	678,463	682,336	737,473	821,911
Western Pennsylvania.....					
Wilmington and Reading.....		††1,041	79,424	126,940	182,365
Wilmington and Western.....					1,813
					35,170,294

* Fourteen months.

** Forty days.

† Five months.

†† Two months.

‡ Eleven months.

‡‡ Three months.

§ Ten months.

§§ Two months.

|| Eight months.

||| Five months and nineteen days.

¶ Nine months.

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

LXIV

AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Hanover Branch.....	34,841	35,829	36,010	31,908	34,401
Harrisburg, Portsmouth, Mount Joy and Lancaster.....					
Harrisburg and Potomac.....					
Hempfield.....					
Huntingdon and Broad Top Mountain.....	27,812	32,254	46,667	52,246	59,126
Ironton.....					
Jamestown and Franklin.....				102,577	99,881
Junction.....	179,730	225,150	*232,680	206,270	215,280
Lackawanna and Bloomsburg.....	221,541	253,828	*354,585	297,828	362,294
Lake Shore and Michigan Southern.....		†946,528	2,022,371	1,965,092	1,992,273
Lawrence.....					72,942
Lehigh and Lackawanna.....					13,320
Lehigh and Susquehanna.....					489,718
Lehigh Valley.....	688,584	753,379	847,006	867,271	967,860
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....					
Littlestown.....	5,400	6,353	5,412	4,703	7,618
Little Schuylkill navigation and.....					
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill navigation and.....					
Mine Hill and Schuylkill Haven.....					
Muncy Creek.....					8,483
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Nesquehoning Valley.....					165,266
New Castle and Beaver Valley.....					
Newry Branch.....					746,288
Northern Central.....	687,997	707,278	719,663	788,782	889,571
North Pennsylvania.....	746,911	771,964	798,467	829,651	559,936
Oil Creek and Allegheny River.....	*247,507	449,970	*711,814	569,290	
Pitthole Valley.....				8,639	9,800
Peach Bottom.....					
Pennsylvania.....	3,747,178	4,229,363	4,352,769	4,699,965	5,250,893
Pennsylvania Coal.....					8,486
Pennsylvania and New York canal and.....			163,292	187,119	190,809
Pennsylvania and Delaware.....					

Perkiomen.....					
Philadelphia and Baltimore Central.....	180,870	162,980	248,867	254,944	315,515
Philadelphia and Erie.....	639,820	651,038	662,155	684,884	839,798
Philadelphia and Reading.....	1,194,575	1,527,769	2,034,039	5,766,984	6,833,991
Philadelphia, Germantown and Norristown.....	2,756,814	2,777,535	2,806,120	††513,981	
Philadelphia and Trenton.....	953,722	1,110,567	*1,371,840	1,276,762	1,561,060
Philadelphia, Wilmington and Baltimore.....	1,108,872	1,812,991	1,472,846	1,608,038	1,747,196
Philadelphia and Newtown.....					
Pickering Valley.....					
Pittsburg, Cincinnati and St. Louis.....		421,016	437,263	540,516	611,201
Pittsburg and Connellsville.....	422,789	462,124	531,011	700,423	781,994
Pittsburg, Fort Wayne and Chicago.....	1,576,998	1,727,633	1,916,129	1,969,867	2,106,251
Pittsburg, Virginia and Charleston.....					4,000
Plymouth.....					
Reading and Columbia.....	146,464	121,818	131,109	122,523	118,812
Schuylkill and Susquehanna.....	65,049	78,259	48,626	*49,385	||16,961
Schuylkill Valley navigation and.....					
Shamokin Valley and Pottsville.....	41,239	46,444	42,576	41,009	44,597
Shenango and Allegheny.....			11,304	14,087	16,170
Somerset and Mineral Point.....					18,000
South Mountain Iron company's.....			24,089	23,615	20,996
Southwark.....					
Stony Creek.....					
Sullivan and Erie coal and.....					
Summit Branch.....	6,673	9,803	12,857	14,517	17,769
Sunbury and Lewistown.....					
Susquehanna, Gettysburg and Potomac.....				23,221	28,477
Tioga.....	73,296	82,580	98,478	100,041	93,170
Trescow.....					
Tyrons and Clearfield.....					
Wellsboro' and Lawrenceville.....					29,141
West Chester.....					
West Chester and Philadelphia.....	658,636	678,463	682,836	737,473	821,911
Western Pennsylvania.....					
Wilmington and Reading.....		††1,041	79,424	128,940	132,365
Wilmington and Western.....					1,813
					85,170,294
* Fourteen months.	† Five months.	‡ Eleven months.	§ Ten months.	|| Eight months.	¶ Nine months.
** Forty days.	†† Two months.	‡‡ Three months.	§§ Two months.	|||| Five months and nineteen days.	

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

LXIV

AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Hanover Branch.....	34,841	35,829	36,010	31,903	34,401
Harrisburg, Portsmouth, Mount Joy and Lancaster.....					
Harrisburg and Potomac.....					
Hempfield.....					
Huntingdon and Broad Top Mountain.....	27,812	32,254	46,667	52,246	59,126
Ironton.....					
Jamestown and Franklin.....				102,577	99,881
Junction.....	179,720	225,160	*232,680	206,270	215,290
Lackawanna and Bloomsburg.....	221,541	253,828	*354,585	297,828	362,294
Lake Shore and Michigan Southern.....		†946,528	2,022,371	1,965,092	1,992,273
Lawrence.....					72,942
Lehigh and Lackawanna.....					18,320
Lehigh and Susquehanna.....					489,718
Lehigh Valley.....	688,584	753,379	847,006	867,271	967,860
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....					
Littlestown.....	5,400	6,353	5,412	4,703	7,618
Little Schuylkill navigation and.....					
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill navigation and.....					
Mine Hill and Schuylkill Haven.....					
Muncy Creek.....					8,433
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Nesquehoning Valley.....					165,266
New Castle and Beaver Valley.....					
Newry Branch.....					746,288
Northern Central.....	687,997	707,278	719,668	738,732	889,571
North Pennsylvania.....	746,911	771,984	798,467	829,651	559,926
Oil Creek and Allegheny River.....	*247,507	449,970	*711,314	569,290	
Pithole Valley.....				8,689	9,800
Peach Bottom.....					
Pennsylvania.....	3,747,178	4,229,363	4,352,769	4,699,985	5,250,893
Pennsylvania Coal.....					8,486
Pennsylvania and New York canal and.....			163,293	187,119	190,809
Pennsylvania and Delaware.....					

Porkiomen.....					
Philadelphia and Baltimore Central.....	130,870	162,980	248,667	254,944	315,515
Philadelphia and Erie.....	629,820	661,038	662,155	694,884	839,798
Philadelphia and Reading.....	1,194,575	1,527,769	2,034,039	5,763,934	6,883,991
Philadelphia, Germantown and Norristown.....	2,766,814	2,777,535	2,806,120	††513,981	
Philadelphia and Trenton.....	963,722	1,110,567	*1,371,840	1,276,762	1,561,080
Philadelphia, Wilmington and Baltimore.....	1,108,572	1,312,991	1,472,846	1,608,033	1,747,195
Philadelphia and Newtown.....					
Pickering Valley.....					
Pittsburg, Cincinnati and St. Louis.....		421,016	437,263	540,516	611,201
Pittsburg and Connellsville.....	423,789	462,124	581,011	700,423	781,994
Pittsburg, Fort Wayne and Chicago.....	1,376,998	1,727,633	1,916,129	1,969,867	2,106,251
Pittsburg, Virginia and Charleston.....					4,000
Plymouth.....					
Reading and Columbia.....	146,464	121,818	121,109	122,523	118,812
Schuylkill and Susquehanna.....	65,049	78,259	48,626	*49,385	||16,961
Schuylkill Valley navigation and.....					
Shamokin Valley and Pottsville.....	41,239	46,444	42,576	41,009	44,597
Shenango and Allegheny.....			11,304	14,087	16,170
Somerset and Mineral Point.....					18,000
South Mountain Iron company's.....			24,089	22,615	20,996
Southwark.....					
Stony Creek.....					
Sullivan and Erie coal and.....					
Summit Branch.....	6,673	9,803	12,357	14,517	17,769
Sunbury and Lewistown.....					
Susquehanna, Gettysburg and Potomac.....				23,221	28,477
Tioga.....	73,296	82,590	98,478	100,041	93,170
Trescow.....					
Tyrone and Clearfield.....					
Wellsboro' and Lawrenceville.....					29,141
West Chester.....					
West Chester and Philadelphia.....	653,636	678,463	682,336	737,473	821,911
Western Pennsylvania.....					
Wilmington and Reading.....		††1,041	79,424	128,940	132,365
Wilmington and Western.....					1,813
					35,170,294
* Fourteen months.	† Five months.	† Eleven months.	§ Ten months.	|| Eight months.	¶ Nine months.
** Forty days.	†† Two months.	†† Three months.	§§ Two months.	||| Five months and nineteen days.	

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

LXVI

AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown					
Allegheny Valley		607,763	855,556	1,008,798	1,320,289
Atlantic and Great Western	1,746,527		*1,639,817	†2,061,652	2,691,098
Bald Eagle Valley					
Berks County					
Barclay coal company	152,868	176,065	\$322,560	321,273	392,847
Bedford and Bridgeport					
Belleville and Snow Shoe	77,815	107,083	98,673	94,677	85,422
Buffalo, Bradford and Pittsburg					
Buffalo, Corry and Pittsburg	94,196	80,238	113,538	96,650	93,217
Buffalo, New York and Philadelphia					
Catawauqua and Fogelsville	234,975	303,814	379,817	321,661	409,690
Catawissa	356,554	454,801	472,154	457,452	389,120
Chartiers					
Chester Creek					
Chester Valley					
Chestnut Hill					
Cleveland and Pittsburg	979,863	1,098,828	1,277,401	1,606,908	1,688,955
Cowanessque Valley					
Colebrookdale					
Columbia and Port Deposit					
Connecting					
Cornwall	241,532	289,985	\$312,289	292,681	304,508
Cumberland Valley	244,480	244,532	297,400	297,387	321,967
Danville, Hazleton and Wilkesbarre				28,316	4,048
Delaware and Hudson canal and railroad	1,650,147	1,848,239	2,144,636	1,532,549	2,504,009
Delaware, Lackawanna and Western	2,123,512	1,993,946	\$3,398,004	2,363,568	3,847,671
Dunkirk, Warren and Pittsburg				11,532	43,036
East Brandywine and Waynesburg					
East Mahanoy					
East Pennsylvania					
Ebensburg and Cresson					
Elmira and Williamsport	271,649	308,448	299,635	360,870	402,460
Erie	3,908,243	4,312,209	4,852,505	4,844,208	5,564,274
Erie and Pittsburg					1,141,437
Fayette County					
Frankford and Holmesburg					

Hanover Branch	85,647	91,591	91,831	84,714	123,424
Harrisburg, Portsmouth, Mount Joy and Lancaster					
Harrisburg and Potomac					
Hempfield					
Huntingdon and Broad Top Mountain	294,895	401,297	394,905	442,292	449,748
Ironton	129,015	102,754	111,949	82,617	115,876
Jamestown and Franklin				311,148	332,481
Junction	1,008,270	1,209,915			
Lackawanna and Bloomsburg	1,058,672	1,648,437	\$2,292,308	1,604,843	2,213,010
Lake Shore and Michigan Southern		\$1,389,600	2,948,108	3,705,425	4,342,243
Lawrence					294,444
Lehigh and Lackawanna					29,823
Lehigh and Susquehanna					2,879,447
Lehigh Valley	4,064,037	3,945,285	5,421,227	4,509,559	6,307,604
Lewisburg, Centre and Spruce Creek					
Little Saw Mill Run	123,642	145,358	**232,503	158,565	157,102
Littlestown	13,179	17,164	14,581	15,635	18,888
Little Schuylkill navigation and					
Lykens Valley					
Mifflin and Centre County					
Mill Creek and Mine Hill navigation and					
Mine Hill and Schuylkill Haven					
Muncy Creek					
Mount Carbon and Port Carbon					
Mount Pleasant and Broad Ford					
Nesquehoning Valley					
New Castle and Beaver Valley					628,352
Newry Branch					
Northern Central	1,506,745	1,496,909	1,736,447	1,964,013	2,062,060
North Pennsylvania	476,334	552,771	827,679	686,476	890,119
Oil Creek and Allegheny River	†399,015	657,039	\$984,496	813,502	674,500
Pithole Valley					12,854
Peach Bottom					
Pennsylvania	4,722,015	4,992,025	5,427,401	6,575,843	7,844,779
Pennsylvania Coal	1,055,006	1,103,030	\$1,340,410	941,863	1,376,772
Pennsylvania and New York canal and			639,849	862,606	1,268,531
Pennsylvania and Delaware					
Perkiomen					
Philadelphia and Baltimore Central	53,025	77,673	96,833	109,959	134,307
Philadelphia and Erie	1,090,845	1,302,041	1,614,287	1,828,491	2,023,568
Philadelphia and Reading	5,143,177	6,016,467	7,449,925	9,465,572	10,981,667
Philadelphia, Germantown and Norristown	468,664	533,326	572,728	†134,063	
Philadelphia and Trenton	312,714	449,490	\$763,015	663,196	1,124,640

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

lxviii

AUDITOR GENERAL'S

Name of Company.	1868.	1869.	1870.	1871.	1872.
Philadelphia, Wilmington and Baltimore.....	281,418	320,198	331,493	348,216	449,780
Philadelphia and Newtown.....					
Pinegrove and Lebanon.....					
Pickering Valley.....					
Pittsburg, Cincinnati and St. Louis.....		850,026	918,806	1,236,803	1,429,115
Pittsburg and Connellsville.....	398,502	515,879	580,074	717,299	980,780
Pittsburg, Fort Wayne and Chicago.....	1,459,280	1,669,791	1,740,684	2,047,114	2,408,163
Pittsburg, Virginia and Charleston.....					22,892
Plymouth.....					
Reading and Columbia.....	157,192	222,012	211,612	294,497	340,171
Schuykill and Susquehanna.....	428,379	409,878	532,022	\$827,079	\$525,821
Schuykill Valley navigation and.....					
Shamokin Valley and Pottsville.....	573,460	547,846	573,900	750,445	683,631
Shenango and Allegheny.....			29,550	50,996	56,220
Somerset and Mineral Point.....					8,580
South Mountain Iron Company's.....			45,804	50,049	53,987
Southwark.....					
Stony Creek.....					
Sullivan and Erie coal and.....					
Summit Branch.....	436,000	439,690	513,347	533,127	523,539
Sunbury and Lewistown.....					
Susquehanna, Gettysburg and Potomac.....				22,906	19,237
Tioga.....	634,237	730,483	764,217	845,385	865,431
Trescow.....					
Tyrone and Clearfield.....					
Wellsboro' and Lawrenceville.....					27,130
West Chester.....					
West Chester and Philadelphia.....	118,417	97,065	78,996	85,273	93,448
Western Pennsylvania.....					
Wilmington and Reading.....		115,512	81,208	173,243	284,573
Wilmington and Western.....					1,998
					75,687,726

* Nine months.
† Eleven months.
‡ Ten months.

§ Fourteen months.
¶ Forty days.
‡ Five months.

** Eighteen months.
†† Eight months.
‡‡ Three months.

§§ Five months and nineteen days.
||| For two months.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....					
Allegheny Valley.....		\$703,663 60	\$778,309 88	\$946,832 18	1,257,133 41
Atlantic and Great Western.....	\$2,988,781 95		112,720,153 29	**3,510,861 17	4,696,229 65
Bald Eagle Valley.....					
Barclay coal company.....	*51,108 89	97,614 78	114,009 10	107,258 40	104,889 36
Bedford and Bridgeport.....					
Bellefonte and Snow Shoe.....	63,966 44	69,162 56	82,546 70	84,324 21	69,022 00
Berks County.....					
Buffalo, Bradford and Pittsburg.....					
Buffalo, Corry and Pittsburg.....	172,073 84	148,676 42	186,802 89	202,621 83	237,755 47
Buffalo, New York and Philadelphia.....					
Catawauqua and Fogelsville.....	79,837 83	70,125 22	75,141 67	65,496 91	77,143 88
Catawissa.....	370,125 49	435,603 87	413,041 08	440,573 08	382,999 27
Chartiers.....					39,415 88
Chester Creek.....					
Chester Valley.....					
Chestnut Hill.....					
Cleveland and Pittsburg.....	1,872,115 22	1,401,947 67	1,448,395 04	1,490,059 80	1,572,772 49
Cowanesque Valley.....					
Colebrookdale.....					
Columbia and Port Deposit.....					
Connecting.....					
Cornwall.....	25,759 14	30,846 88	183,785 47	30,551 50	57,571 26
Cumberland Valley.....	392,417 26	347,076 64	237,626 01	296,815 95	293,074 61
Danville, Hazleton and Wilkesbarre.....				12,016 65	556,487 38
Delaware and Hudson canal and railroad.....	553,273 28	704,018 02	652,945 50	745,451 57	1,050,018 77
Delaware, Lackawanna and Western.....	1,948,459 15	1,632,318 81	1,565,519 76	1,670,848 80	1,873,713 47
Dunkirk, Warren and Pittsburg.....				115,814 09	107,198 18
East Brandywine and Waynesburg.....					
East Mahanoy.....					
East Pennsylvania.....					
Ebensburg and Cresson.....					
Elmira and Williamsport.....	483,235 86	478,690 06	409,876 44	481,608 47	482,630 38
Erie.....	11,143,092 82	13,259,266 61	12,419,062 52	12,679,886 22	13,013,219 32
Erie and Pittsburg.....					556,346 46
Fayette County.....					
Frankford and Holmesburg.....			12,147 75	10,620 72	

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

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AUDITOR GENERAL'S

Name of company.	1866.	1869.	1870.	1871.	1872.
Hanover Branch.....	\$44,831 64	\$50,180 63	\$48,402 61	\$48,808 69	\$55,316 31
Harrisburg, Portsmouth, Mount Joy and Lancaster.....					
Harrisburg and Potomac.....					
Hempfield.....					
Huntingdon and Broad Top Mountain.....	148,536 19	175,792 04	167,022 83	174,214 75	187,688 46
Ironton.....	18,567 57	11,940 78	21,195 06	15,391 06	30,247 67
Jamestown and Franklin.....					162,458 78
Junction.....	34,547 51	45,018 98	765,863 61	65,417 67	64,875 38
Lackawanna and Bloomsburg.....	545,850 37	593,219 58	7801,302 39	480,536 24	583,862 71
Lake Shore and Michigan Southern.....		\$2,997,122 06	8,689,847 28	9,485,431 82	11,471,029 81
Lawrence.....					67,658 46
Lehigh and Lackawanna.....					36,226 58
Lehigh and Susquehanna.....					1,321,894 04
Lehigh Valley.....	2,509,589 13	2,702,454 87	3,617,407 38	3,462,029 78	3,869,686 98
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....	28,703 05	25,421 51	\$152,248 89	29,536 29	26,888 79
Littlestown.....	6,107 25	9,743 73	9,470 58	8,702 42	6,714 88
Little Schuylkill navigation and.....					185,785 57
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill navigation and.....					
Mine Hill and Schuylkill Haven.....					
Muncy Creek.....					3,125 50
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Nequehoning Valley.....					
New Castle and Beaver Valley.....					115,560 74
Newry Branch.....					
Northern Central.....	1,893,765 58	1,885,364 57	1,855,910 66	1,965,150 91	2,299,136 93
North Pennsylvania.....	577,462 88	640,232 31	729,975 85	655,218 80	744,616 78
Oil Creek and Allegheny River.....	\$521,891 27	1,001,072 48	\$1,208,253 99	833,315 74	824,023 39
Pithole Valley.....					26,716 98
Peach Bottom.....					
Pennsylvania.....	11,660,983 88	12,203,267 60	11,230,065 15	11,823,433 34	13,764,673 09
Pennsylvania Coal.....					413,700 00
Pennsylvania and New York canal and.....			637,771 41	937,721 65	1,171,151 73
Pennsylvania and Delaware.....					

Perkiomen.....	186,831 74	187,400 54	245,675 88	187,954 61	180,889 09
Philadelphia and Baltimore Central.....	2,887,425 01	3,324,218 25	3,144,044 71	3,542,293 78	3,980,782 87
Philadelphia and Erie.....	4,684,704 25	5,111,956 85	4,769,174 88	5,349,495 87	5,898,486 02
Philadelphia and Reading.....	320,153 28	356,782 36	342,988 83	382,476 76	.....
Philadelphia, Germantown and Norristown.....	663,651 23	755,801 47	71,207,155 28	910,708 96	.....
Philadelphia and Trenton.....	1,485,006 05	1,689,207 83	1,647,85 72	1,692,598 42	1,625,660 10
Philadelphia, Wilmington and Baltimore.....	.....	.....	.....	.....	.....
Philadelphia and Newtown.....	.....	.....	.....	.....	.....
Pickering Valley.....	.....	.....	.....	.....	.....
Pittsburg, Cincinnati and St. Louis.....	.....	1,902,288 61	2,005,009 80	2,365,434 83	2,906,806 08
Pittsburg and Connellsville.....	811,762 25	884,704 94	452,490 57	747,632 72	1,536,881 60
Pittsburg, Fort Wayne and Chicago.....	4,793,067 12	4,939,772 53	4,228,064 98	4,356,534 04	5,272,846 08
Pittsburg, Virginia and Charleston.....	.....	.....	.....	.....	15,556 89
Plymouth.....	.....	.....	.....	.....	.....
Reading and Columbia.....	143,455 46	146,765 60	140,221 63	152,294 77	231,284 97
Schuylkill and Susquehanna.....	161,278 55	138,120 43	129,095 22	7195,937 87	1195,612 78
Schuylkill Valley navigation and.....	.....	.....	.....	.....	.....
Shamokin Valley and Pottsville.....	194,252 16	180,850 70	171,893 56	201,995 97	184,622 83
Shenango and Allegheny.....	.....	.....	26,613 91	20,178 35	22,206 22
Somerset and Mineral Point.....	.....	.....	.....	.....	8,155 81
South Mountain Iron Company's.....	.....	.....	16,287 71	12,990 07	17,863 47
Southwark.....	.....	.....	.....	.....	.....
Sony Creek.....	.....	.....	.....	.....	.....
Sullivan and Erie coal and.....	.....	.....	.....	.....	119,787 83
Summit Branch.....	79,929 70	99,874 85	120,550 74	81,053 92	76,040 43
Sunbury and Lewistown.....	.....	.....	.....	.....	.....
Susquehanna, Gettysburg and Potomac.....	164,087 85	215,674 55	191,166 28	27,776 28	22,955 22
Tioga.....	.....	.....	200,150 00	.....	211,850 62
Trescow.....	.....	.....	.....	.....	.....
Tyrone and Clearfield.....	.....	.....	.....	.....	.....
Wellsboro' and Lawrenceville.....	.....	.....	.....	.....	77250,280 00
West Chester.....	.....	.....	.....	.....	.....
West Chester and Philadelphia.....	186,480 95	215,674 55	171,899 71	170,543 55	186,640 66
Western Pennsylvania.....	.....	.....	.....	.....	.....
Wilmington and Reading.....	.....	51,061 88	88,547 82	166,420 47	197,106 06
Wilmington and Western.....	.....	.....	.....	.....	6,248 96
.....	.....	.....	.....	.....	86,295,900 22

* Ten months.
† Eight months.
‡ Five months.

§ Three months.
|| Nine months.
¶ Fourteen months.

** Eleven months.
†† Forty days.
‡‡ Eighteen months.

§§ Two months.
||| Five months and nineteen days.
¶¶ Including construction.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

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AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....					\$1,788 98
Allegheny Valley.....		\$1,045,385 00	\$1,662,682 77	\$1,731,012 49	2,191,488 94
Atlantic and Great Western.....	\$4,846,047 99		\$3,459,288 33	\$4,213,936 81	5,451,899 90
Bald Eagle Valley.....					
Barclay coal company.....	\$8,047 92	9,464 31	\$80,290 51	40,571 41	36,934 47
Bedford and Bridgeport.....					
Bellefonte and Snow Shoe.....	96,646 92	108,842 96	103,882 92	102,801 96	179,796 79
Berks County.....					
Buffalo, Bradford and Pittsburgh.....					
Buffalo, Corry and Pittsburg.....	223,029 98	225,909 84	264,810 62	249,442 21	228,099 85
Buffalo, New York and Philadelphia.....					
Catasauqua and Fogelsville.....	126,059 89	150,265 08	158,742 49	128,032 05	149,780 24
Catawissa.....	540,542 95	626,181 66	655,812 85	654,328 37	572,104 76
Chartiers.....					60,436 08
Chester Creek.....					
Chester Valley.....					
Chestnut Hill.....					
Cleveland and Pittsburg.....	2,806,236 88	2,883,670 23	2,673,741 29	3,090,647 29	3,554,285 85
Cowanesque Valley.....					
Colebrookdale.....					
Columbia and Port Deposit.....					
Connecting.....					
Cornwall.....	77,830 90	77,965 32	\$91,983 75	79,315 22	87,636 78
Cumberland Valley.....	\$570,787 42	523,992 85	555,895 49	557,689 43	581,064 57
55Danville, Hazleton and Wilkesbarre.....				28,530 10	10,368 20
Delaware and Hudson canal and railroad.....	30,449 78	60,469 47	82,536 61	72,715 50	100,120 56
Delaware, Lackawanna and Western.....	3,743,107 00	2,417,324 81	\$4,106,221 67	3,851,494 86	4,746,677 70
Dunkirk, Warren and Pittsburg.....				76,402 06	109,262 45
East Brandywine and Waynesburg.....					
East Mahanoy.....					
East Pennsylvania.....					
Ebensburg and Cresson.....					
Elmira and Williamsport.....	523,626 39	562,932 88	500,095 75	541,297 63	580,299 79
Erie.....	14,376,872 27	16,721,500 84	16,179,361 66	17,168,005 16	18,305,027 41
Erie and Pittsburg.....					1,199,112 32
Fayette County.....					
Frankford and Holmesburg.....				10,620 72	

Hanover Branch.....	78,498 87	81,726 42	81,747 86	76,885 84	82,887 91
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	9				
Harrisburg and Potomac.....					
Hempfield.....					
Huntingdon and Broad Top Mountain.....	219,211 02	291,564 28	287,575 16	373,683 79	310,914 54
Ironton.....	57,321 87	33,361 57	35,817 94	84,291 66	48,864 82
Jamestown and Franklin.....				251,185 79	270,764 55
Junction.....	79,032 70	107,612 51	\$134,035 43	127,843 06	132,384 33
Lackawanna and Bloomsburg.....	842,567 15	963,832 52	\$1,219,815 75	874,410 28	1,083,475 27
Lake Shore and Michigan Southern.....		4,897,342 37	13,484,926 28	14,797,975 07	17,591,629 46
Lawrence.....	108,162 95	86,462 65	49,506 80	56,617 95	157,653 37
Lehigh and Lackawanna.....					35,141 66
Lehigh and Susquehanna.....	1,027,418 11	1,945,508 54	2,248,228 75	2,893,245 20	2,431,291 46
Lehigh Valley.....	4,220,535 57	4,936,591 26	6,207,274 08	5,290,724 65	5,962,949 48
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....	45,250 13	52,264 35	**96,089 10	55,447 47	53,528 49
Littlestown.....	7,671 82	9,181 95	7,746 81	10,545 87	11,185 31
Little Schuylkill navigation and					271,435 90
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill navigation and					
Mine Hill and Schuylkill Haven					
Muncy Creek.....					7,493 33
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Nesquehoning Valley.....					
New Castle and Beaver Valley.....					339,470 66
Newry Branch.....					
Northern Central.....	2,907,151 82	2,928,063 28	2,698,623 68	2,976,044 44	3,096,602 50
North Pennsylvania.....	1,015,394 29	1,132,731 14	1,555,508 82	1,178,200 28	1,336,938 86
Oil Creek and Allegheny River.....	††1,197,090 26	2,014,427 34	\$2,718,702 26	1,675,008 56	1,285,554 40
Pithole Valley.....				14,157 13	20,483 36
Peach Bottom.....					
Pennsylvania.....	17,233,497 31	17,260,811 73	17,531,706 82	18,719,836 85	22,012,525 27
Pennsylvania Coal.....					23,083 14
Pennsylvania and New York canal and			949,635 86	1,271,225 89	1,608,236 97
Pennsylvania and Delaware.....					
Perkiomen.....					
Philadelphia and Baltimore Central.....	155,746 03	196,672 50	251,579 47	271,205 54	295,594 18
Philadelphia and Erie.....	2,804,250 36	3,262,705 29	3,144,044 71	3,542,263 73	3,980,752 87
Philadelphia and Reading.....	8,791,937 05	11,208,381 18	9,571,367 35	12,582,843 49	12,125,038 11
Philadelphia, Germantown and Norristown.....	642,639 49	697,619 70	700,465 34	408,798 47	287,816 30
Philadelphia and Trenton.....	995,196 35	1,077,558 93	\$1,889,328 17	1,308,498 00	1,759,768 14

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

IXIV

AUDITOR GENERAL'S

Name of company.	1868.	1869.	1870.	1871.	1872.
Philadelphia, Wilmington and Baltimore.....	\$2,393,897 52	\$2,565,802 31	\$2,577,146 89	\$2,678,865 06	\$2,734,138 99
Philadelphia and Newtown.....					
Pickering Valley.....					4,281 72
Pittsburg, Cincinnati and St. Louis.....		2,434,101 21	2,821,124 64	3,284,148 94	3,856,648 72
Pittsburg and Connellsville.....	508,625 92	608,918 69	655,736 11	964,989 18	1,437,391 64
Pittsburg, Fort Wayne and Chicago.....	7,955,800 58	8,131,531 42	7,863,573 80	8,487,822 05	9,790,810 85
Pittsburg, Virginia and Charleston.....					842 95
Plymouth.....					
Reading and Columbia.....	178,447 15	207,799 19	201,680 28	237,346 64	260,606 47
Schuylkill and Susquehanna.....	167,517 63	172,493 61	207,263 67	\$269,533 98	||94,371 39
Schuylkill Valley navigation and Shamokin Valley and Pottsville.....	277,763 49	281,317 04	273,564 74	334,066 34	308,361 86
Shenango and Allegheny.....			37,096 82	51,207 75	88,849 02
Somerset and Mineral Point.....					12,055 15
South Mountain Iron company.....			81,293 41	86,463 61	37,823 65
Southwark.....					
Stony Creek.....					
Sullivan and Erie coal and.....					37,180 78
Summit Branch.....	237,928 48	238,149 92	188,167 17	323,682 69	322,966 00
Sunbury and Lewistown.....					
Susquehanna, Gettysburg and Potomac.....				85,766 46	31,110 09
Tioga.....	337,060 86	395,440 00	420,622 66	455,949 87	464,322 69
Treackow.....					
Tyrone and Clearfield.....					
Wellsboro' and Lawrenceville.....					12,818 41
West Chester.....					
West Chester and Philadelphia.....	350,181 01	330,571 14	288,566 13	326,127 70	336,930 07
Western Pennsylvania.....					
Wilmington and Reading.....		††1,253 82	87,739 25	167,791 97	228,773 25
Wilmington and Western.....					5,892 47
					134,818,848 92

* Nine months.
† Eleven months.
‡ Ten months.
§ Fourteen months.

|| \$29,922 69 was for transportation of previous year.
† Forty days.
** Eighteen months.
†† Eight months.

‡‡ Three months.
§§ For two months.
||| Five months and nineteen days.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

RAILROAD REPORT.

LXXV

Name of company.	1868.		1869.		1870.		1871.		1872.	
	Killed	Injured.....	Killed	Injured....	Killed	Injured....	Killed.....	Injured....	Killed	Injured.....
Allentown.....										
Allegheny Valley.....			4	8	10	13	11	11	14	47
Atlantic and Great Western.....	23	58			17	34	27	103	7	21
Bald Eagle Valley.....										
Barclay coal company.....										
Bedford and Bridgeport										
Bellefonte and Snow Shoe.....		1	1						2	1
Berks County.....										
Buffalo, Bradford and Pittsburg.....		1		1	1					
Buffalo, Corry and Pittsburg.....										
Buffalo, New York and Philadelphia.....										
Catasauqua and Fogelsville.....			1		2					
Catawissa.....	4	4			1	3	1	2	2	2
Chartiers.....										
Chester Creek.....										
Chester Valley.....										
Chestnut Hill.....										
Cleveland and Pittsburg.....	8	23	9	21	12	11	3	3	5	7
Cowanesque Valley.....										
Colebrookdale.....										
Columbia and Port Deposit										
Connecting.....										
Cornwall.....										
Cumberland Valley.....						2	2	1	3	6
Danville, Hazleton and Wilkesbarre.....								1		
Delaware and Hudson canal and railroad.....	7	4	4	4	7	6	10	4	15	10
Delaware, Lackawanna and Western.....	9	9	7		10	4	6	2	20	29
Dunkirk, Warren and Pittsburg									1	3
East Brandywine and Waynesburg										
East Mahanoy.....										
East Pennsylvania.....										

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—Continued.

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AUDITOR GENERAL'S

Name of company.	1868.		1869.		1870.		1871.		1872.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Ebensburg and Cresson.....				2		2	1	2	5	4
Elmira and Williamsport.....	104	157	76	114	55	43	82	131	70	81
Erie.....									4	12
Erie and Pittsburg.....										
Fayette County.....										
Frankford and Holmesburg.....									1	1
Hanover Branch.....										
Harrisburg, Portsmouth, Mount Joy and Lancaster.....										
Harrisburg and Potomac.....										
Hempfield.....										
Huntingdon and Broad Top Mountain.....	6	9			2	1	1		8	1
Ironton.....										
Jamestown and Franklin.....							2	1	4	
Junction.....					1	3	1	3		
Lackawanna and Bloomsburg.....	6	11	6	2	12	4	7	1	12	4
Lake Shore and Michigan Southern.....			23	20	1	4	2	7	9	6
Lawrence.....										1
Lehigh and Lackawanna.....										
Lehigh and Susquehanna.....									17	44
Lehigh Valley.....	25	20	18	28	29	24	33	28	49	84
Lewisburg, Centre and Spruce Creek.....										
Little Saw Mill Run.....				1			1	1		
Littlestown.....										
Little Schuylkill navigation and.....										
Lykens Valley.....										
Mifflin and Centre County.....										
Mill Creek and Mine Hill navigation and.....										
Mine Hill and Schuylkill Haven.....										
Muncy Creek.....										
Mount Carbon and Port Carbon.....										
Mount Pleasant and Broad Ford.....										

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—*Continued.*

Name of company.	1868.		1869.		1870.		1871.		1872.	
	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....	Killed.....	Injured....
West Chester and Philadelphia.....									1	2
Western Pennsylvania.....										
Wilmington and Reading.....				2		3	1	4	1	7
Wilmington and Western.....										1
									572	988

**TABULATED RESULTS
COMPILED FROM PASSENGER RAILWAYS.**

TABLE A.—STOCK AND DEBT.

Name of company.	Capital stock as au- thorized by law.....	Amount of stock sub- scribed	Total am't now paid in of capital stock ..	Total amount now of floating and funded debt	Rate per cent. of in- terest on funded debt	Rate per cent. of div- idend
Allentown	Unlimited.	\$36,600 00	\$36,600 00	\$10,000 00	6	6
Citizens', Philadelphia	\$500,000 00	500,000 00	192,750 00			†\$7 00
Coalville	\$50,000 00	53,500 00	53,500 00	1,000 00		
Citizens', Pittsburg	200,000 00	100,000 00	184,000 00	54,000 00	7	5, 6
Empire	600,000 00	600,000 00		153,000 00	7	
Easton and South Easton	75,000 00	29,562 50	29,562 50			5
Erie City	100,000 00	23,800 00	19,807 00	22,341 73	7	
Frankford and Southwark, Philadelphia	700,000 00	492,800 00	498,200 00	290,500 00	7	7
Federal Street and Pleasant Valley	100,000 00	70,000 00	66,250 00	90,000 00	7 3-10	
Germantown, Philadelphia	1,000,000 00	1,000,000 00	307,545 00	350,000 00	7	6
Green and Coates Street, Philadelphia	500,000 00	150,000 00	150,000 00	100,000 00	7	†\$4 00
Harrisburg City	75,000 00	43,475 00	41,994 77	14,104 75		
Hestonville, Mantua and Fairmount, Philadelphia	2,050,000 00	2,050,000 00	299,423 81	127,100 00	7	†\$1 10
Lombard and South Street, Philadelphia	500,000 00	250,000 00	105,000 00	62,500 00	7	11 5-7
Philadelphia City, Philadelphia	750,000 00	750,000 00	225,000 00	229,397 00	6	†\$4 00
Philadelphia and Darby, Philadelphia	1,000,000 00	200,000 00	200,000 00		7	8
Philadelphia and Gray's Ferry, Philadelphia	1,000,000 00	11,607 00	290,175 00	6,500 00	7	†\$2 75
Pittsburg, Allegheny and Manchester	Unlimited.	200,000 00	200,000 00	48,836 00	7	†
Pittsburg and Birmingham, Pittsburg	200,000 00	120,000 00	120,000 00	61,549 55	7 3-10	
Pittsburg, Oakland and East Liberty	150,000 00	150,000 00	130,000 00	72,636 60	7	
Pittsburg and Ormsby	100,000 00	99,750 00	100,000 00	41,616 53	7	
People's Street, Luzerne county	\$80,000 00	125,600 00				2½
People's, Schuylkill county	250,000 00	250,000 00	45,830 00	37,888 76	6	
Ridge Avenue, Philadelphia	600,000 00	600,000 00	336,000 00	89,772 00		†\$4 00
Schuylkill River	500,000 00	500,000 00	50,000 00			10
Second and Third Street, Philadelphia	1,060,200 00	1,010,200 00	621,578 25		7	10
Seventeenth and Nineteenth Street, Philadelphia	500,000 00	500,000 00	160,000 00	110,306 72	6	
Thirteenth and Fifteenth Street, Philadelphia	1,000,000 00	997,700 00	334,529 44			†\$1 50
Union, Philadelphia	1,000,000 00	1,000,000 00	400,000 00	500,000 00	6, 7	5 00

Union Street of Warren.....	50,000 00	20,400 00	16,187 03	.....	.....	.....
West Philadelphia, Philadelphia.....	500,000 00	400,000 00	400,000 00	100,000 00	7	7, 8
Wilkesbarre and Kingston	100,000 00	100,000 00	100,000 00	.....	.....	4
Williamsport.....	50,000 00	40,600 00	40,600 00	4,705 81	.....	.....
	15,840,200 00	12,474,994 50	5,754,530 60	2,577,234 95	.....	.....

* With power to increase.

† Per share.

‡ Stock dividend \$60,000, (contingent fund.)

TABLE B.—CHARACTERISTICS OF ROAD.

Name of company.	Total cost of road and equipment.....	Length of road laid, miles	Length of double track, including sidings	Gauge of road.....	Weight of rail per yd.	No. of car houses, shops and stables...	No. of depots.....	No. of first class passenger cars.....	No. of second class passenger cars.....	No. of other cars.....	No. of horses and mules owned by the company	Value of real estate held, exclusive of roadway.....
Allentown.....	\$33,427 88	3	.....	4 ft. 8½	19 lbs.	2	1	4	1	.....	13	\$15,785 36
Citizens', Philadelphia.....	212,320 14	7½	.....	5 ft. 2	45 lbs.	2	1	46	2	2	350	98,277 00
Coalville.....	45,436 41	2.87	.....	4 ft. 8½	20,45 lbs.	2	.....	3	.....	1	12	3,000 00
Citizens', Pittsburg.....	270,670 80	5½	3½ ft.	5 ft. 2½	43 lbs.	5	2	85	3	2	206	75,000 00
*Empire.....	102,000 00	7¾	.....	5 ft. 2	45 lbs.	.....	.....	.....	.....	.....	.....	.....
Easton and South Easton.....	25,962 50	1¾	½	5 ft. 2	43 lbs.	1	1	8	.....	1	14	3,600 00
Erie City	86,996 98	2½	1,150 ft.	4 ft. 8½	30 lbs.	2	1	6	.....	.....	24	6,000 00
Frankford and Southwark, Philadelphia	844,171 55	13	4.04	5 ft. 2	43,47 lbs.	2	3	56	.....	.....	389	110,000 00
Federal Street and Pleasant Valley.....	32,842 02	3	2½	5 ft. 2½	45 lbs.	3	1	20	2	1	60	35,000 00
Germantown, Philadelphia.....	562,270 00	25	8½	5 ft. 2	45,52 lbs.	9	3	63	1	.....	360	145,500 00
Green and Coates Street, Philadelphia,	244,441 56	7	.25	5 ft. 2	43 lbs.	5	2	37	5	.....	200	64,285 19
Harrisburg City	60,249 55	2	700 ft.	5 ft. 2½	43 lbs.	1	.....	1	8	.....	10	.....
Hestonville, Mantua and Fairmount, Philadelphia.....	388,466 69	11	23 sq.	5 ft. 2	43 lbs.	5	2	44	9	7	378	30,000 00
Lombard and South Street, Philadelphia	170,402 57	4.51	½ m.	5 ft. 2	45 lbs.	2	1	16	1	3	117	12,000 00
Philadelphia City, Philadelphia	454,397 11	12	3	5 ft. 2½	55,43,45	6	3	71	2	2	396	100,000 00
Philadelphia and Darby, Philadelphia,	257,000 00	5	1	5 ft. 2	42 lbs.	3	1	15	.....	1	.....	50,000 00
Philadelphia and Gray's Ferry, Philadelphia	299,126 68	10½	2½	5 ft. 2	44 lbs.	3	1	22	1	.....	144	50,000 00
Pittsburg, Allegheny and Manchester	161,752 24	4¾	4	5 ft. 2	45 lbs.	6	3	36	.....	1	116	100,640 08
Pittsburg and Birmingham, Pittsburg	136,239 01	3¾	3½	5 ft. 2	45 lbs.	3	2	17	.....	2	100	51,164 84
Pittsburg, Oakland and East Liberty..	125,448 81	5	2½	5 ft. 2	43 lbs.	5	1	6	8	1	72	25,000 00
Pittsburg and Ormsby	83,487 08	2½	2½	5 ft. 2	30 lbs.	2	1	18	.....	1	85	33,745 00
People's Street, Luzerne county	140,887 29	9½	800 ft.	4 ft. 8½	28 lbs.	5	.....	10	3	4	40	11,000 00
People's, Schuylkill county	86,724 94	6	2,150 ft.	4 ft. 8½	35,40,45	4	1	10	9	8	22	10,000 00
Ridge Avenue.....	414,512 12	13	.....	5 ft. 1	45 lbs.	2	2	40	.....	.....	254	112,000 00
†Schuylkill River	47,463 54	3.10	¾	5 ft. 2	44 lbs.	.....	.....	.....	.....	.....	.....	.....

Second and Third Street, Philadelphia	706,254 95	38	8½	5 ft. 2½	43,55 lbs.	6	2	75	11	10	580	180,000 00
Seventeenth and Nineteenth Street, Philadelphia	186,693 64	6½	.....	5 ft. 2	55,43 lbs.	4	2	38	2	2	246	112,953 28
Thirteenth and Fifteenth Street, Philadelphia.....	227,326 35	8	½	5 ft. 2	45 lbs.	3	1	29	2	2	198	103,700 00
Union, Philadelphia	1,032,513 66	30	1	5 ft. 2	43 lbs.	.....	3	95	14	9	687	246,704 71
Union Street, Warren county	16,187 03	1½	½	4 ft. 8½	20 lbs.	1	.....	.....	2	.....	4	.....
West Philadelphia, Philadelphia	591,848 36	11½	4	5 ft. 2½	44 lbs.	10	1	74	.....	5	507	241,166 48
Wilkesbarre and Kingston.....	94,833 37	4½	2,000 ft.	5 ft. 2	45,30 lbs.	1	1	4	2	1	16	10,000 00
Williamsport	41,452 21	2½	500 ft.	4 ft. 8½	16 lbs.	1	1	5	.....	.....	17	.....
	8,131,807 04	260.48	48.1020 ft.	.....	.....	106	44	899	83	66	5,597	2,016,521 94

* Operated by Philadelphia and Gray's Ferry Passenger railway company.

† For the purpose of running this road, horses and cars are hired by the Citizens' and Seventeenth and Nineteenth Street Passenger railway.

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

Name of company.	No. of passengers (all classes) carried in cars.	Maintaining the road or real estate of the corporation.	Operating the road.	Total.
Allentown.....	131,249	\$142 60	\$6,699 84	\$6,842 44
Citizens', Philadelphia.....	4,089,857	12,772 43	183,473 10	196,245 53
Coalville.....	99,235	121 33	7,524 09	7,645 42
Citizens', Pittsburg.....	3,232,343	3,427 47	102,505 99	105,933 46
Empire.....	1,712,404	.....	89,583 63	89,583 63
Easton and South Easton.....	179,991	449 28	7,176 63	7,625 91
Erie City.....	242,011	699 86	10,404 15	11,104 01
Frankford and Southwark, Philadelphia.....	5,421,326	21,691 45	255,305 63	276,997 08
Federal Street and Pleasant Valley.....	715,363	577 34	36,068 40	36,645 74
Germantown, Philadelphia.....	5,063,044	18,279 01	228,327 11	246,606 12
Green and Coates Street, Philadelphia.....	2,723,251	7,319 88	129,248 29	136,568 12
Harrisburg City.....	143,703	7,629 81	.....	7,629 81
Hestonville, Mantua and Fairmount, Philadelphia.....	4,228,444	13,060 43	188,108 46	201,168 89
Lombard and South Street, Philadelphia.....	1,450,000	2,243 33	60,956 41	63,199 74
Philadelphia City, Philadelphia.....	5,289,426	19,036 60	220,615 04	239,650 64
Philadelphia and Darby, Philadelphia.....	.....	100 00	.....	100 00
Philadelphia and Gray's Ferry, Philadelphia.....	2,600,000	8,758 10	76,963 95	85,722 05
Pittsburg, Allegheny and Manchester.....	2,630,442	2,680 64	91,664 79	94,345 43
Pittsburg and Birmingham, Pittsburg.....	1,250,024	5,968 02	64,444 39	70,412 41
Pittsburg, Oakland and East Liberty.....	565,404	2,222 33	34,014 61	36,236 94
Pittsburg and Ormsby.....	641,888	3,865 72	40,672 22	44,537 94
People's Street, Luzerne county.....	433,662	.....	23,045 63	23,045 63
People's Schuylkill.....	197,381	164 06	16,904 84	17,068 90
Ridge Avenue, Philadelphia.....	3,850,000	.....	179,174 19	179,174 19
Schuylkill River.....	.....	.....	.....	.....
Second and Third Street, Philadelphia.....	7,653,120	25,811 48	337,460 15	363,271 63
Seventeenth and Nineteenth Street, Philadelphia.....	2,342,373	5,733 95	110,205 43	115,939 38
Thirteenth and Fifteenth Street, Philadelphia.....	2,816,590	7,691 09	110,425 53	118,116 62
Union, Philadelphia.....	9,741,579	.....	597,301 96	597,301 96
Union Street, Warren county.....	.....	.....	.....	.....
West Philadelphia, Philadelphia.....	7,800,000	\$1,670 92	309,577 26	341,188 18
Wilkesbarre and Kingston.....	307,550	2,225 00	12,392 00	14,617 00
Williamsport.....	276,809	195 73	8,421 18	8,616 91
	77,828,469	204,476 81	3,538,664 90	3,743,141 71

TABLE D.—RECEIPTS.

Name of company.	From passengers.	Rent.	Manure.	Other sources.	Total.
Allentown.....	\$10,889 85	\$700			\$11,589 85
Citizens', Philadelphia	245,393 74		\$4,388 40	\$31,242 30	281,024 44
Coalville.....	10,993 31				10,993 31
Citizens', Pittsburg	179,069 49	1,117 00	355 00	3,757 32	184,298 81
Empire.....	102,704 21				102,704 21
Easton and South Easton.....	9,937 95	93 50	97 75	817 34	10,946 54
Erie City	12,939 90	188 79	90 00	89 62	13,288 31
Frankford and Southwark, Philadelphia	361,421 72	367 00	5,716 00	629 97	368,134 69
Federal Street and Pleasant Valley.....	40,475 84	1,755 33		3,606 05	45,737 22
Germantown, Philadelphia	361,645 78		4,406 98	4,722 50	370,775 26
Green and Coates Street, Philadelphia.....	177,072 21		2,290 14	905 95	180,268 30
Harrisburg City.....	7,185 35				7,185 35
Hestonville, Mantua and Fairmount, Philadelphia	264,282 34	589 00	2,930 49	4,808 45	272,610 28
Lombard and South Street, Philadelphia	81,231 83		2,289 20	16,588 12	99,104 15
Philadelphia City, Philadelphia	341,258 72	667 33	3,680 92	1,676 39	347,283 36
Philadelphia and Darby, Philadelphia					
Philadelphia and Gray's Ferry, Philadelphia.....	118,696 90	500 00	1,582 98	3,693 01	124,472 89
Pittsburg, Allegheny and Manchester.....	148,234 37	177 77	340 00	314 00	149,066 14
Pittsburg and Birmingham, Pittsburg.....	70,770 66	291 50			71,062 16
Pittsburg, Oakland and East Liberty	39,578 32	178 00	800 00	2,544 53	42,595 85
Pittsburg and Ormsby.....	36,230 35		75 00	933 07	37,238 42
People's Street, Luzerne county.....	35,292 97		76 50	1,078 14	36,447 61
People's, Schuylkill county.....	9,095 72				9,095 72
Ridge Avenue, Philadelphia.....	244,658 90				244,658 90
Schuylkill River.....					
Second and Third Street, Philadelphia	497,453 10		8,364 74	727 26	506,545 10
Seventeenth and Nineteenth Street, Philadelphia	120,874 19	1,000 00	2,904 00	27,628 00	152,406 19
Thirteenth and Fifteenth Street, Philadelphia.....	151,008 03	2,565 46	2,124 15		155,697 64
Union, Philadelphia.....	609,759 70	3,372 20	7,095 37	2,275 46	622,502 73
Union Street, Warren county					
West Philadelphia, Philadelphia	430,519 32	1,566 16	4,563 02	6,828 87	443,477 37
Wilkesbarre and Kingston.....	23,051 46			500 00	23,551 46
Williamsport	13,836 55				13,836 55
	4,755,562 78	15,104 04	53,670 64	114,261 35	4,938,598 81

TABLE E.—ACCIDENTS.

Name of company.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Allentown.....								
Citizens', Philadelphia.....		1			1		1	1
Coalville.....						1		1
Citizens', Pittsburg.....		1			1	2	1	3
Empire.....								
Easton and South Easton.....								
Erie City.....								
Frankford and Southwark, Philadelphia.....					2	6	2	6
Federal Street and Pleasant Valley.....								
Germantown, Philadelphia.....								
Green and Coates Street, Philadelphia.....								
Harrisburg City.....								
Hestonville, Mantua and Fairmount, Philadelphia.....					1		1	
Lombard and South Street, Philadelphia.....								
Philadelphia City, Philadelphia.....		1	1		1	3	1	5
Philadelphia and Darby, Philadelphia.....								
Philadelphia and Gray's Ferry, Philadelphia.....					1		1	
Pittsburg, Allegheny and Manchester.....		1						1
Pittsburg and Birmingham; Pittsburg.....			1			2	1	2
Pittsburg, Oakland and East Liberty.....								
Pittsburg and Ormsby.....					1		1	
People's Street, Luzerne county.....								
People's, Schuylkill.....								
Ridge Avenue, Philadelphia.....					2	1	2	1
Schuylkill River.....								
Second and Third Street, Philadelphia.....	1	1			3	3	4	4
Seventeenth and Nineteenth Street, Philadelphia.....								
Thirteenth and Fifteenth Street, Philadelphia.....	1				1	1	2	1
Union, Philadelphia.....								
Union Street, Warren county.....								
West Philadelphia, Philadelphia.....								
Wilkesbarre and Kingston.....								
Williamsport.....								
	2	5	1	1	14	19	17	25

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....	\$29,813 75	\$30,313 75	\$30,500 00	\$36,600 00	\$36,600 00
Citizens', Philadelphia	192,750 00	192,750 00	192,750 00	192,750 00	192,750 00
Coalville.....				30,254 94	53,000 00
Citizens', Pittsburg.....	178,000 00	184,000 00	184,000 00	184,000 00	184,000 00
Empire.....					Unknown.
Easton and South Easton.....	26,000 00	29,562 50	29,562 50	29,562 50	29,562 50
Erie City ..		18,550 00	19,807 00	19,807 00	19,807 00
Frankford and Southwark, Philadelphia	491,750 00	491,750 00	491,750 00	491,750 00	498,200 00
Federal Street and Pleasant Valley.....				68,000 00	66,250 00
Germantown; Philadelphia.....	112,245 00	307,545 00	307,545 00	307,545 00	307,545 00
Green and Coates Street, Philadelphia.....	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Harrisburg City.....	41,994 77	41,994 77	41,994 77	41,994 77	41,994 77
Hestonville, Mantua and Fairmount, Philadelphia.....	306,890 36	306,890 36	306,895 03	299,423 61	299,423 61
Lombard and South Street, Philadelphia.....	90,000 00	90,000 00	105,000 00	105,000 00	105,000 00
Philadelphia City, Philadelphia.....	225,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Philadelphia and Darby, Philadelphia.....	160,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Philadelphia and Gray's Ferry, Philadelphia.....	285,307 00	285,307 00	285,307 00	290,175 00	290,175 00
Pittsburg, Allegheny and Manchester	124,000 00	140,000 00	140,000 00	140,000 00	200,000 00
Pittsburg and Birmingham, Pittsburg.....	82,000 00	88,000 00	100,000 00	100,000 00	120,000 00
Pittsburg, Oakland and East Liberty.....				130,000 00	130,000 00
Pittsburg and Ormsby					100,000 00
People's Street, Luzerne county.....	104,028 45	125,230 00	125,500 00	125,500 00	125,500 00
People's, Schuylkill county.....					45,830 00
Ridge Avenue, Philadelphia	120,500 00	120,500 00	120,500 00	158,100 00	336,000 00
Schuylkill River	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Second and Third Street, Philadelphia	573,387 25	573,387 25	573,417 25	573,417 25	621,576 25
Seventeenth and Nineteenth Street, Philadelphia.....	130,000 00	160,000 00	160,000 00	160,000 00	160,000 00
Thirteenth and Fifteenth Street, Philadelphia.....					334,529 44
Union, Philadelphia.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Union Street, Warren county.....					16,187 03
West Philadelphia, Philadelphia.....	375,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Wilkesbarre and Kingston	50,000 00	50,000 00	100,000 00	100,000 00	100,000 00
Williamsport.....		15,600 00	15,600 00	15,600 00	40,600 00
					5,754,530 60

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown	\$12,191 55	\$11,900 00	\$10,738 21	\$10,000 00	\$10,000 00
Citizens', Philadelphia.....					
Coalville.....				15,000 00	1,000 00
Citizens', Pittsburg.....	64,000 00	57,700 00	57,700 00	57,700 00	54,000 00
Empire.....				83,500 00	153,000 00
Easton and South Easton					
Erie City		17,271 73	20,295 73	20,457 73	22,341 73
Frankford and Southwark, Philadelphia.....	200,000 00	198,000 00	217,500 00	307,000 00	290,500 00
Federal Street and Pleasant Valley				25,000 00	90,000 00
Germantown, Philadelphia.....	350,000 00	350,000 00	350,000 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.....	12,012 92	11,904 75	14,104 75	14,104 75	14,104 75
Hestonville, Mantua and Fairmount, Philadelphia.....	168,992 33	165,900 00	165,400 00	133,100 00	127,100 00
Lombard and South Street, Philadelphia.....	73,000 00	73,962 20	62,500 00	62,500 00	62,500 00
Philadelphia City, Philadelphia.....	221,264 71	221,264 71	225,230 54	225,236 79	229,397 00
Philadelphia and Darby, Philadelphia.....	89,000 00	57,000 00	57,000 00	57,000 00	
Philadelphia and Gray's Ferry, Philadelphia.....	5,500 00	5,500 00	5,500 00	5,500 00	6,500 00
Pittsburg, Allegheny and Manchester.....	39,950 00	25,433 57	23,000 00	23,000 00	48,336 00
Pittsburg and Birmingham, Pittsburg.....	40,681 89	55,531 42	63,848 56	67,854 88	61,549 55
Pittsburg, Oakland and East Liberty.....				72,275 01	72,636 60
Pittsburg and Ormsby.....					41,616 53
People's Street, Luzerne county.....					
People's, Schuylkill county.....					37,868 76
Ridge Avenue, Philadelphia	63,300 00	63,300 00	73,300 00	68,300 00	89,772 00
Schuylkill River.....					
Second and Third Street, Philadelphia.....	109,300 00	119,300 00	109,300 00	109,300 00	
Seventeenth and Nineteenth Street, Philadelphia.. ..	37,408 11	7,408 11		121,220 51	110,306 72
Thirteenth and Fifteenth Street, Philadelphia.....					
Union, Philadelphia.....	300,000 00	300,000 00	300,000 00	500,000 00	500,000 00
Union Street, Warren county.....					
West Philadelphia, Philadelphia.....	115,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Wilkesbarre and Kingston.....					
Williamsport.....		20,965 82	25,889 42	27,212 87	5,705 31
					2,577,234 95

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AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF INTEREST ON FUNDED DEBT, AND CASH OR STOCK DIVIDENDS DECLARED FOR FIVE YEARS.

Name of company.	INTEREST ON FUNDED DEBT.					DIVIDENDS DECLARED.				
	1868.	1869.	1870.	1871.	1872.	1868.	1869.	1870.	1871.	1872.
Allentown.....				6	6				*20	6
Citizens', Philadelphia.....						12	14	†\$7 00	†\$7 00	†\$5 00
Coalville.....									*10	
Citizens', Pittsburg.....	7	7	7	7	7	18	18	15	22	6
Empire.....					7					
Easton and South Easton.....							*†50-2½	8	5	5
Erie City.....		7	7	7						7
Frankford and Southwark, Philadelphia.....	7	7	7	7	7	5	6	6	6	7
Federal Street and Pleasant Valley.....					7 3-10					
Germantown, Philadelphia.....	7	7	7	7	7	3	6	6	†3 00	6
Green and Coates Street, Philadelphia.....	7	7	7	7	7	†2 00	†2 50	†3 00	†4 00	†4 00
Harrisburg City.....	7	7	7	7						
Hestonville, Mantua and Fairmount, Philadelphia.....	7	7	7	7	7		†.20	†.50	†1 10	†1 10
Lombard and South Street, Philadelphia.....	7	7	7	7	7			6	11.9	
Philadelphia City, Philadelphia.....	6	6	6	6	6	†3 00	†3 00	†3 00	†3 00	†4 00
Philadelphia and Darby, Philadelphia.....	7	7	7	7	7	4		4	4	8
Philadelphia and Gray's Ferry, Philadelphia.....	7	7	7	7	7	7	8		†2 25	†2 75
Pittsburg, Allegheny and Manchester.....	7	7	7	7	7	*7	4	8	20	
Pittsburg and Birmingham, Pittsburg.....	7	7	7	7	7 3-10	*†3 00	*†3 00	*†6 00		
Pittsburg, Oakland and East Liberty.....				7	7					
Pittsburg and Ormsby.....					7					
People's Street, Luzerne county.....						15	6	10	2½	2½
People's, Schuylkill county.....					6					
Ridge Avenue, Philadelphia.....	6,7	6,7	6,7	6,7				†.50		†4 00
Schuylkill River.....								10	10	
Second and Third Street, Philadelphia.....	7	7	7	7	7	7	6	6	9	10
Seventeenth and Nineteenth Street, Philadelphia.....					6			4		
Thirteenth and Fifteenth Street, Philadelphia.....						1	2	5½	5½	†1 50
Union, Philadelphia.....	6	6	6	6,7	6,7	†2 50	†3 00	†3 00	†4 00	†5 00
Union Street, Warren county.....										
West Philadelphia, Philadelphia.....	7	7	7	7	7	10	10	10	10	15
Wilkesbarre and Kingston.....					4				5	
Williamsport.....										

*Stock.

†Per share.

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

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....	\$27, 673 72	\$27, 739 17	\$30, 118 65	\$31, 452 39	\$33, 427 88
Citizens', Philadelphia.....	179, 635 29	179, 635 29	207, 264 18	212, 320 14	212, 320 14
Coalville				45, 039 41	45, 436 41
Citizens', Pittsburg.....	234, 045 25	234, 437 23	244, 884 90	249, 894 90	270, 670 80
Empire				97, 000 00	102, 000 00
Easton and South Easton.....	24, 275 13	25, 230 13	25, 230 13	25, 963 50	25, 962 50
Erie City		32, 914 99	32, 290 79	36, 957 47	36, 996 98
Frankford and Southwark, Philadelphia.....	766, 490 86	762, 440 86	786, 241 79	830, 364 04	844, 971 55
Federal Street and Pleasant Valley					132, 842 02
Germantown, Philadelphia.....	562, 270 00	562, 270 00	562, 270 00	562, 270 00	562, 270 00
Green and Coates Street, Philadelphia.....	236, 219 95	239, 745 61	243, 615 55	244, 441 66	244, 441 66
Harrisburg City	60, 119 55	60, 119 55	60, 249 55	60, 249 55	60, 249 55
Hestonville, Mantua and Fairmount, Philadelphia.....	472, 688 69	470, 618 69	471, 248 69	388, 018 69	388, 466 69
Lombard and South Street, Philadelphia.....	165, 627 28	166, 567 28	163, 555 16	170, 180 86	170, 402 57
Philadelphia City, Philadelphia.....	446, 264 71	446, 264 71	450, 230 54	450, 236 79	454, 397 11
Philadelphia and Darby, Philadelphia.....	250, 419 53	258, 419 53	257, 000 00	257, 000 00	257, 000 00
Philadelphia and Gray's Ferry, Philadelphia.....	293, 548 14	295, 000 69	299, 126 68	299, 126 68	299, 126 68
Pittsburg, Allegheny and Manchester.....	143, 123 42	144, 118 97	144, 201 97	146, 201 97	161, 752 24
Pittsburg and Birmingham, Pittsburg.....	108, 488 59	114, 661 20	132, 615 46	135, 913 53	136, 239 61
Pittsburg, Oakland and East Liberty.....				121, 805 25	125, 448 81
Pittsburg and Ormsby.....					83, 487 08
People's Street, Luzerne county	110, 906 61	126, 001 29	134, 916 73	138, 260 49	140, 387 29
People's, Schuylkill county					85, 724 94
Ridge Avenue, Philadelphia.....	179, 635 59	179, 635 59	182, 540 47	223, 615 29	414, 512 12
Schuylkill River	47, 463 54	47, 463 54	47, 463 54	47, 463 54	
Second and Third Street, Philadelphia.....	628, 843 00	640, 528 87	644, 143 00	695, 223 00	706, 254 95
Seventeenth and Nineteenth Street, Philadelphia.....	116, 918 06	119, 668 06	119, 821 69	186, 402 95	186, 693 64
Thirteenth and Fifteenth Street, Philadelphia.....					227, 326 36
Union, Philadelphia.....	764, 927 03	787, 340 71	804, 213 51	998, 035 83	1, 032, 513 66
Union Street, Warren county					16, 187 03
West Philadelphia, Philadelphia.....	571, 055 26	549, 906 53	556, 933 53	584, 898 36	591, 348 36
Wilkesbarre and Kingston	92, 832 67	94, 633 37	94, 833 37	94, 833 37	94, 833 37
Williamsport		32, 692 33	38, 580 33	38, 625 33	41, 452 21
					8, 131, 807 04

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AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown			100,692	116,910	131,249
Citizens', Philadelphia	3,646,803	3,902,356	4,101,008	5,092,223	4,089,857
Coalville				101,402	99,235
Citizens', Pittsburg	2,326,088	2,405,709	2,626,130	2,816,073	3,232,343
Empire					1,712,404
Easton and South Easton	163,228	154,114	177,048	170,757	178,991
Erie City		201,274	*270,706	236,743	242,011
Frankford and Southwark Philadelphia	4,385,779	4,540,779	4,867,118	4,964,179	5,421,326
Federal Street and Pleasant Valley				†823,334	715,363
Germantown, Philadelphia	3,900,000	4,050,000	4,826,570	5,090,000	5,063,044
Green and Coates Street, Philadelphia					2,723,251
Harrisburg City	185,444	124,346	119,335	129,785	143,703
Hestonville, Mantua and Fairmount, Philadelphia	3,607,233	3,880,875	3,836,455	4,156,007	4,228,444
Lombard and South Street, Philadelphia	1,300,000	1,450,000	1,450,000	1,450,000	1,450,000
Philadelphia City, Philadelphia	4,175,418	4,261,152	4,400,523	5,350,979	5,289,426
Philadelphia and Darby, Philadelphia					
Philadelphia and Gray's Ferry, Philadelphia	1,700,000	1,700,000	*2,200,000	2,500,000	2,600,000
Pittsburg, Allegheny and Manchester	2,244,598	2,344,545	2,455,026	2,383,822	2,630,442
Pittsburg and Birmingham, Pittsburg	1,157,122	1,281,216	1,359,781	1,401,812	1,250,024
Pittsburg, Oakland and East Liberty				699,086	565,404
Pittsburg and Ormsby					641,888
People's Street, Luzerne county	185,192	290,852	500,822	402,922	433,662
People's, Schuylkill county					197,381
Ridge Avenue, Philadelphia					3,850,000
Schuylkill River					
Second and Third Street, Philadelphia	6,559,148	7,873,497	*9,685,549	7,281,417	7,653,120
Seventeenth and Nineteenth Street, Philadelphia	1,305,946	1,731,483	2,037,624	2,272,609	2,342,373
Thirteenth and Fifteenth Street, Philadelphia	2,586,539	3,069,749	*3,899,538	3,167,312	2,816,590
Union, Philadelphia	6,324,921	7,034,606	7,590,541	8,677,252	9,741,579
Union Street, Warren county					
West Philadelphia, Philadelphia		6,100,000	6,500,000	7,100,000	7,800,000
Wilkesbarre and Kingston	180,000	240,000	*352,800	304,292	307,550
Williamsport					276,809
					77,828,469

* Fourteen months.

† Eleven months.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1 1	1872.
Allentown.....	\$3,680 77	\$6,451 68	\$5,984 45	\$7,228 10	\$6,842 44
Citizens', Philadelphia.....	187,717 93	138,656 26	153,198 68	204,670 18	196,245 13
Coalville.....				9,660 27	7,645 42
Citizens', Pittsburg..	93,596 26	97,116 98	92,198 01	95,164 48	105,933 46
Empire.....					89,583 63
Easton and South Easton ..	6,570 05	6,006 45	7,020 38	8,221 04	8,508 41
Erie City.....		9,761 59	*12,571 14	11,209 92	11,103 01
Frankford and Southwark, Philadelphia.....	226,636 99	233,102 98	246,903 16	243,030 88	276,997 08
Federal Street and Pleasant Valley ..				†33,662 15	36,645 74
Germantown, Philadelphia ..	• 225,802 08	239,205 74	215,996 85	218,240 78	246,606 12
Green and Coates Street, Philadelphia.....	144,505 49	136,118 88	137,097 59	128,169 25	136,568 12
Harrisburg City.....	9,608 43	7,058 45	5,728 69	5,922 00	7,629 81
Hestonville, Mantua and Fairmount, Philadelphia.....	194,683 13	213,555 83	190,669 39	194,785 96	201,168 89
Lombard and South Street, Philadelphia ..	56,734 66	66,055 99	63,493 88	61,033 41	63,199 74
Philadelphia City, Philadelphia.....	183,090 57	171,681 14	230,415 83	248,179 44	239,650 64
Philadelphia and Darby, Philadelphia.....					3,990 00
Philadelphia and Gray's Ferry, Philadelphia.....	67,606 50	61,150 03	*80,096 16	82,851 88	86,722 05
Pittsburg, Allegheny and Manchester.....	95,512 96	82,835 53	85,488 29	91,981 24	94,345 43
Pittsburg and Birmingham, Pittsburg.....	57,908 23	68,186 79	63,589 64	75,369 72	70,412 41
Pittsburg, Oakland and East Liberty ..				43,182 33	36,236 94
Pittsburg and Ormsby ..					44,537 94
People's Street, Luzerne county.....	10,283 36	18,590 79	24,640 63	24,488 44	23,045 63
People's, Schuylkill county.....					17,065 90
Ridge Avenue, Philadelphia.....	34,538 15	31,808 17	39,263 91	*81,422 20	179,174 19
Schuylkill River ..					
Second and Third Street, Philadelphia ..	321,034 24	308,762 02	*347,517 57	315,908 04	363,271 63
Seventeenth and Nineteenth Street, Philadelphia.....	65,908 92	71,294 61	72,843 53	91,189 87	115,939 38
Thirteenth and Fifteenth Street, Philadelphia.....	98,886 37	102,602 79	*139,665 62	128,675 11	113,096 24
Union, Philadelphia.....	334,987 49	368,941 86	382,439 42	365,348 37	597,301 96
Union Street, Warren county.....					
West Philadelphia, Philadelphia ..	258,517 32	275,136 46	282,560 71	294,692 39	341,188 18
Wilkesbarre and Kingston ..	8,001 23	11,801 42	*16,412 00	14,932 00	14,617 00
Williamsport ..		6,080 44	7,762 14	7,578 75	8,616 91
					8,743,141 71

* Fourteen months.

† Eleven months.

Kci

AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Allentown.....	\$6,771 36	\$9,088 72	\$9,569 06	\$10,800 78	\$11,589 85
Citizens', Philadelphia.....	227,369 44	240,298 21	251,778 65	313,002 05	281,024 44
Coalville.....				11,157 75	10,993 31
Citizens', Pittsburg.....	139,863 58	145,568 15	155,156 28	167,771 23	184,298 81
Empire.....					102,704 21
Easton and South Easton.....	10,444 07	8,565 05	9,795 66	9,757 14	10,946 54
Erie City.....		12,443 81	*16,143 15	14,371 55	13,288 31
Frankford and Southwark, Philadelphia.....	299,227 90	308,188 06	329,605 28	335,899 28	368,134 69
Germantown, Philadelphia.....	322,439 51	348,021 09	356,759 38	363,585 63	370,775 26
Green and Coates Street, Philadelphia.....	187,103 17	176,078 35	180,210 98	172,537 09	180,288 30
Harrisburg City.....	9,272 52	7,280 35	5,996 97	6,489 31	7,185 35
Hestonville, Mantua and Fairmount, Philadelphia.....	262,828 96	283,927 07	262,889 74	310,958 48	272,610 28
Lombard and South Street, Philadelphia.....	70,852 72	78,378 30	100,784 77	93,950 47	99,104 15
Philadelphia City, Philadelphia.....	250,556 82	255,815 73	321,866 35	346,982 14	347,283 36
Philadelphia and Darby, Philadelphia.....					
Philadelphia and Gray's Ferry, Philadelphia.....	87,642 72	86,642 22	*116,644 73	120,804 95	124,472 89
Pittsburg, Allegheny and Manchester.....	133,266 37	134,686 06	144,002 91	139,376 72	149,066 14
Pittsburg and Birmingham, Pittsburg.....	70,706 17	81,702 01	84,200 33	84,806 44	71,132 16
Pittsburg, Oakland and East Liberty.....				41,097 87	42,598 85
Pittsburg and Ormsby.....					37,238 42
People's Street, Luzerne county.....	16,005 04	27,721 46	42,294 87	33,073 16	36,447 61
People's, Schuylkill county.....					9,095 72
Ridge Avenue, Philadelphia.....	36,111 30	41,494 62	36,970 25	*83,434 02	244,658 90
Schuylkill River.....					
Second and Third Street, Philadelphia.....	524,810 72	401,156 51	*504,139 40	484,034 28	506,545 10
Seventeenth and Nineteenth Street, Philadelphia.....	79,754 46	105,467 32	111,446 47	134,743 74	152,406 19
Thirteenth and Fifteenth Street, Philadelphia.....	146,241 43	170,503 67	*215,077 67	173,479 40	155,697 64
Union, Philadelphia.....	420,293 53	463,298 49	497,452 73	565,478 35	622,508 73
Union Street, Warren county.....					
West Philadelphia, Philadelphia.....	321,374 46	393,731 63	376,444 82	415,795 70	443,477 37
Wilkesbarre and Kingston.....	13,883 18	19,120 00	*27,714 00	23,600 00	23,551 46
Williamsport.....		8,384 09	9,530 31	10,435 93	13,836 55
					1,938,598 81

*Fourteen months.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

Name of company.	1868.		1869.		1870.		1871.		1872.	
	Killed..	Inj'd..	Killed..	Inj'd..	Killed..	Inj'd..	Killed..	Inj'd..	Killed..	Inj'd..
Allentown.....	1									
Citizens', Philadelphia	1				1	2	2		1	1
Coalville.....										
Citizens', Pittsburg	1	2				1			1	3
Empire.....										
Easton and South Easton										
Erie City						1				
Frankford and Southwark, Philadelphia	1	3		3	1	5		3	2	6
Germantown, Philadelphia	1	1	1	2						
Green and Coates Street, Philadelphia.....		1	1							
Harrisburg City		1				1				
Hestonville, Mantua and Fairmount, Philadelphia	2	2	1	1	2	3			1	
Lombard and South Street, Philadelphia	1	1		1	1	1	1	2		
Philadelphia City, Philadelphia	2		1				1	3	1	5
Philadelphia and Darby, Philadelphia										
Philadelphia and Gray's Ferry, Philadelphia						1	1	1	1	
Pittsburg, Allegheny and Manchester.....			1	3				2		1
Pittsburg and Birmingham, Pittsburg			1			1	1		1	2
Pittsburg, Oakland and East Liberty							1			
Pittsburg and Ormsby.....									1	
People's Street, Luzerne county.....			1	1						
People's, Schuylkill county										
Ridge Avenue, Philadelphia.....	1			1	1				2	1
Schuylkill River										
Second and Third Street, Philadelphia		5	4	3	4	2		7	4	4
Seventeenth and Nineteenth Street, Philadelphia				1		2				
Thirteenth and Fifteenth Street, Philadelphia		1			1	1	2	3	2	1
Union, Philadelphia.....										
Union Street, Warren county.....										
West Philadelphia, Philadelphia	1		2				1	2		
Wilkesbarre and Kingston	1	1								
Williamsport										
									17	25

**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. of interest on funded debt....	Rate per cent. of dividend.....
Delaware and Hudson.....	Unlimited.	†\$15,000,000 00	\$13,000,000 00	.....	\$13,000,000 00	7	10
Delaware Division.....	\$2,400,000 00	1,633,350 00	800,000 00	.....	800,000 00	6	8
Junction.....	400,000 00	399,000 00	.....	.....	.....	.....	.....
Lehigh coal and navigation.....	Unlimited.	8,784,850 00	15,767,655 83	.....	15,767,655 83	6	.....
Monongahela navigation.....	\$1,004,150 00	1,004,150 00	110,000 00	\$8,053 76	118,053 76	6	9
Muncy.....	2,625 00	2,625 00	.....	.....	.....	.....	.....
Pennsylvania.....	5,000,000 00	4,457,150 00	2,588,000 00	1,048,200 00	3,636,200 00	6	.....
Schuylkill navigation.....	Unlimited.	4,385,798 00	8,576,332 53	267,197 86	8,843,530 39	6	1, 2
Susquehanna.....	*\$1,500,000 00	2,002,746 00	2,767,310 58	165,910 60	2,933,221 18	6, 7	.....
Union.....	2,907,860 00	2,907,850 00	3,000,000 00	35,000 00	3,035,000 00	6	.....
West Branch and Susquehanna.....	1,500,000 00	1,100,000 00	748,000 00	295,218 82	1,043,218 82	6	.....
	14,714,625 00	41,677,519 00	47,347,298 99	1,819,481 04	49,166,780 03	.....	.....

*With power to increase.

†Canal and railroad combined.

TABLE B.—CHARACTERISTICS OF CANAL.

Name of company.	Value of real estate held by the company, exclusive of canal.....	Average tonnage of boats.....	No. of boats owned and run by private parties.....	No. of boats owned by the company.....	No. of miles of slack-water.....	No. of aqueducts.....	No. of dams.....	No. of bridges.....	No. of weigh-locks.....	Number of locks.....	Number of houses.....	Number of basins.....	Number of branch or leased canals.....	Length of branch canals owned, (m/s.).....	Length of main line of canal in Pennsylvania, (miles).....	Length of main line of canal, (miles.).....	Cost of canal and fixtures.....
Delaware and Hudson.....	\$52,562 83	127	176	*950	3	22	40	140	2	132	118	.....	.....	.....	25	108	\$7,064,791 17
Delaware Division.....	5,000 00	95	1,000	.....	.....	10	2	88	1	33	24	.....	.....	.....	60	60	2,433,350 00
Junction.....	.....	85	.....	2	7	.....	3	40	.....	11	3	.....	.....	.....	3	18	400,000 00
Lehigh coal and navigation.....	200,000 00	95	769	.....	48	3	9	14	1	53	46	.....	.....	.....	48	48	3,000,000 00
Monongahela navigation.....	23,095 00	.....	.....	4	88	.....	6	.....	.....	8	8	.....	.....	.....	83	83	1,146,038 69
Muncy.....	.....	.....	5 or 6	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.75	.75	6,831 52
Pennsylvania.....	.....	120	685	.....	18	68	26	507	.....	167	153	.....	1	1	358	358	Unknown.
Schuylkill navigation.....	271,466 92	175	.....	700	50	12	31	92	.....	89	67	.....	1	1	108.23	108.23	10,557,125 74
Susquehanna.....	45,000 00	100	.....	8	2	6	1	13	1	43	28	.....	.....	.....	30	45	4,857,104 80
Union.....	25,600 00	90	199	.....	5	17	16	83	2	93	92	.....	1	7	77.64	77.64	5,907,850 00
West Branch Susquehanna.....	.....	120	.....	.....	.....	25	7	188	1	44	46	.....	4	2	123	123	.....
	58,126,644 92	.....	2,834	2,255	216	165	141	1,168	8	673	593	127	11	6	916 62	1,029.62	35,403,091 92

*Owned in part by company.

TABLE C.—TONNAGE, EXPENSES AND RECEIPTS.

Name of company.	TONNAGE.		EXPENSES.			RECEIPTS.
	No. of tons of through frt. on main line.	Gross am't ton- nage, includ- ing branc's & leased canals.	Maintain'g the canal or real estate of the corporation.	Operating the canal.	Total.	Total.
Delaware and Hudson.....		1,869,557	\$203,017 21	\$123,366 14	\$326,383 35	\$36,970 51
Delaware Division.....						
Junction.....						
Lehigh coal and navigation.....	768,755	1,041,891	120,331 76	92,907 84	213,230 60	506,059 99
Monongahela navigation.....			81,317 66	22,408 92	53,726 58	196,149 18
Muncy.....		9,262		34 56	34 56	217 96
Pennsylvania.....	*967,574	*967,574	*627,925 65	*68,672 51	*696,598 16	*556,163 84
Schuylkill navigation.....		1,200,181	185,139 21	114,697 76	299,836 97	661,540 41
Susquehanna.....	426,393		32,953 25	14,957 61	47,910 86	99,151 20
Union.....	17,240	124,961	11,263 69	26,472 37	37,741 06	44,861 76
West Branch and Susquehanna.....						
Wiconisco.....						
Wyoming Valley.....						
	2,179,962	5,213,426	1,211,953 43	463,517 71	1,675,471 14	2,151,114 85

* Including West Branch and Susquehanna canal.

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

Name of company.	Lumber.....	Lath and shingles.....	Anthracite coal..	Bituminous coal..	Pig iron.....	Railroad iron.....	Other iron or castings.....
Delaware and Hudson	73,213		1,578,782	857		5,904	
Lehigh coal and navigation.....	29,840		859,145	800	21,101		62
Muncy.....	2,306	152,000 ft.	5,590				1½
Pennsylvania.....	292,213		500,250	12,446			
Schuylkill navigation.....	20,402		938,773	67	13,144	140	9,195
Susquehanna.....	137,254		225,951	237	689		153
Union.....	23,178		27,544	821	2,668		239
	578,406	152,000	4,136,035	15,228	37,602	140	10,250

TABLE D.—Continued.

Name of company.	Iron and other ores.....	Lime, limestone, and other stone.....	Agricultural products.....	Manufactures & merchandise.....	Cement and cement stone.....	Logs and timber.....	Other articles.....
Delaware and Hudson.....		51,977		25,467	130,558		2,799
Lehigh coal and navigation.....	53,890	36,771	876	1,903			37,498
Muncy.....		58		1		959,427 ft.	195
Pennsylvania.....							162,664
Schuylkill navigation.....	128,820	67,893	7,874	9,004			4,869
Susquehanna.....	2,482	18,678	5,405	3,461			32,083
Union.....	24,677	25,850	487	169		15,771	3,557
	209,869	201,527	14,642	40,005	130,558	975,198	243,667

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Delaware and Hudson	\$14,897,800 00	\$15,000,000 00	\$15,000,000 00	\$15,000,000 00	\$15,000,000 00
Delaware Division	1,633,850 00	1,633,850 00	1,633,850 00	1,633,850 00	1,633,850 00
Junction	398,910 00	399,060 00	399,060 00	399,000 00	399,000 00
Lehigh coal and navigation.....	8,739,800 00	8,739,800 00	8,739,800 00	8,739,800 00	8,784,850 00
Monongahela navigation.....			1,003,600 00	1,003,800 00	1,004,150 00
Muncy	2,625 00	2,625 00	2,625 00	2,625 00	2,625 00
Pennsylvania.....	2,760,000 00	4,300,000 00	4,337,950 00	4,457,150 00	4,457,150 00
Schuylkill navigation.....	4,797,184 75	4,797,184 75	4,797,184 75	4,453,048 00	4,385,798 00
Susquehanna.....	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00
Union.....	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00	2,907,850 00
West Branch and Susquehanna.....	1,100,000 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
					41,677,519 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Delaware and Hudson	\$2,031,000 00	\$3,169,476 00	\$5,000,000 00	\$8,500,000 00	\$800,000 00
Delaware Division	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Junction					
Lehigh coal and navigation.....	14,004,387 48	14,375,891 49	15,662,974 84	15,038,655 88	15,767,655 88
Monongahela navigation.....			110,000 00	118,173 97	118,053 76
Muncy			15 63	50 45	
Pennsylvania.....	701,000 00	1,961,000 00	2,232,000 00	3,274,600 00	3,630,200 00
Schuylkill navigation	8,299,131 07	8,400,725 99	8,839,030 61	8,703,793 66	8,843,530 39
Susquehanna.....	2,777,606 32	2,827,642 82	2,919,183 94	2,906,815 88	2,923,121 18
Union.....	3,000,000 00	3,020,000 00	3,000,000 00	3,000,000 00	3,035,000 00
West Branch and Susquehanna	616,000 00	794,000 00	811,800 00	848,728 40	1,043,218 82
Wiconisco	27,560 00	31,000 00	24,600 00	24,600 00	
					49,166,780 03

AUDITOR GENERAL'S

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

Name of company.	1868.	1869.	1870.	1871.	1872.
Delaware and Hudson	\$6,888,184 52	\$6,899,068 27	\$7,066,899 52	\$7,164,420 14	\$7,064,791 17
Delaware Division	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Junction.....	500,000 00	500,000 00	500,000 00	400,000 00	400,000 00
Lehigh coal and navigation	4,455,000 00	4,455,000 00	4,455,000 00	4,455,000 00	3,000,000 00
Monongahela navigation .....	.....	.....	1,115,452 00	1,132,452 00	1,146,038 69
Muncy	6,182 62	6,182 62	6,510 57	6,795 46	6,831 52
Pennsylvania.....	.....	.....	.....	.....	Unknown.
Schuylkill navigation	10,586,399 30	10,587,125 74	13,206,009 78	13,207,752 17	10,587,125 74
Susquehanna	4,685,266 68	4,741,292 89	4,837,277 96	4,857,104 80	4,857,104 80
Union	5,907,850 00	5,907,850 00	5,907,850 00	5,907,850 00	5,907,850 00
West Branch and Susquehanna .....	.....	.....	.....	.....	Unknown.
Wiconisco.....	500,000 00	512,000 00	512,000 00	512,000 00	.....
					35,403,091 92

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Delaware and Hudson	1,984,088	1,604,654	1,704,566	1,428,755	\$1,869,557 00
Delaware Division .....	.....	.....	.....	.....	.....
Junction.....	91,060	82,011	.....	3,045	.....
Lehigh coal and navigation	*2,360,411	1,046,474	1,123,140	982,188	1,041,891 00
Monongahela navigation.....	.....	.....	2,246,910	1,901,473	9,262 00
Muncy.....	1,664	3,453	4,045	4,213	.....
Pennsylvania	810,832	1,099,476	1,077,970	1,029,286	967,574 00
Schuylkill navigation	1,419,511	1,100,667	†879,743	1,388,681	1,200,181 00
Susquehanna.....	493,586	493,671	483,235	501,674	426,393 00
Union	132,110	127,253	110,760	127,287	124,961 00
West Branch and Susquehanna .....	.....	.....	.....	.....	.....
Wiconisco.....	73,775	116,611	80,319	84,091	.....
					5,213,426 00

* Includes tonnage on leased canals.

† Five months by Schuylkill navigation company ; six months by lessees.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Delaware and Hudson.....	\$473,669 34	\$336,170 02	\$337,296 43	\$280,611 53	\$326,383 35
Delaware Division.....					
Junction.....	16,955 10	18,049 17			
Lehigh coal and navigation.....	187,035 61	182,342 61	163,265 77	220,407 11	213,239 60
Monongahela navigation.....			73,222 50	62,630 57	53,726 58
Muncy.....	43 00	41 86	362 14	284 89	34 66
Pennsylvania.....	227,633 23	476,866 91	466,663 61	591,711 42	696,598 16
Schuylkill navigation.....	156,948 62	139,783 18	*238,333 27	330,437 69	299,836 97
Susquehanna.....	77,403 07	72,394 24	59,957 11	56,795 57	47,910 86
Union.....	55,522 44	58,698 05	55,749 92	36,766 74	37,741 06
West Branch and Susquehanna.....					
Wiconisco.....	9,000 00	14,279 58	6,977 33	6,009 73	
					1,675,471 14

* Five months by Schuylkill navigation company; six months by lessees.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

Name of company.	1868.	1869.	1870.	1871.	1872.
Delaware and Hudson.....	\$97,539 18	\$110,610 38	\$107,947 09	\$111,361 38	\$36,970 51
Delaware Division.....					
Junction.....		13,253 35		2,314 24	
Lehigh coal and navigation.....	380,455 31	405,174 28	344,307 89	578,462 12	506,059 99
Monongahela navigation.....			220,216 06	175,119 70	196,149 18
Muncy.....	193 34	220 29	293 27	223 44	217 96
Pennsylvania.....	258,340 22	735,303 14	609,552 24	649,597 72	556,163 84
Schuylkill navigation.....	1,162,855 04	1,159,035 24	*501,159 56	1,077,079 12	661,540 41
Susquehanna.....	166,589 04	167,435 08	135,161 60	144,098 64	99,151 20
Union.....	60,829 98	43,587 16	59,952 62	58,590 33	44,861 76
West Branch and Susquehanna.....					
Wiconisco.....	9,785 20	11,641 41	8,325 74	9,830 77	
					2,151,114 85

* Five months by Schuylkill navigation company; six months by lessees.

**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 am't of funded and floating debt.	Rate per ct. of int. on fun. debt.	Rate per ct. of divi- dends ...
Atlantic and Ohio.....	\$650,000 00	\$650,000 00	\$650,000 00	None.	None.	None.
Franklin	1,000,000 00	1,060,000 00	1,000,000 00	58,000 00	7	2
Pacific and Atlantic.....	3,000,000 00	1,949,025 00	1,982,900 00	.....	.....	.....
Philadelphia, Reading and Pottsville.....	50,000 00	20,000 00	20,000 00	106,832 62	.....	.....
Western Union.....	41,074,706 00	.....	41,074,700 00	.....	.....	.....
	45,774,700 00	3,619,025 00	44,727,600 00	164,832 62	.....	.....

TABLE B.—CHARACTERISTICS OF LINE.

Name of company.	Cost of line and equip- ment.....	Length of main line in miles	Length of main line in Pennsylvania.....	Number of stations, (en- tire line)	Number of stations in Pennsylvania.....	Number of instruments in use, (entire line).....	Number of instruments in use in Pennsylvania.....	No. of persons employed in operating and main- taining line	No. of persons employed in operat'g and main't'g the line in Penn'a.....	Number of messages sent during the year, (en- tire line).....	Number of messages sent during the year in Penn- sylvania.....	No. of messages received during the year in Penn- sylvania.....	No. of messages received during the year in Penn- sylvania.....
Atlantic and Ohio.....	Unknown.	917	917	87	87	.....	.....	325	325	.....	.....	.....	.....
Franklin.....	\$563,000 00	750	30	40	4	150	15	200	20	709,832	72,305	713,006	80,001
Pacific and Atlantic	2,034,811 05	4,528	875	238	69	.....	.....	572	180	723,262	299,535	723,262	256,631
Phila., Reading & Pottsville,	131,741 56	*101	623	197	197	389	389	268	268	137,563	137,563	137,563	137,563
Western Union.....	.....	63,000	3,500	5,400	425	7,400	.....	8,500	550	†11,516,500	.....	11,516,500	.....
	2,729,552 61	69,296	5,945	5,962	782	7,839	404	9,865	1,343	13,087,157	509,403	13,090,431	474,195

*From Philadelphia to Pottsville.

†Exclusive of regular press reports.

TABLE C.—EXPENSES AND RECEIPTS.

Name of company.	Gross expenses of entire line.	Gross expenses in Pennsylvania.	Gross receipts of en- tire line.	Gross receipts in Pennsylvania.
Atlantic and Ohio.....	*	*	*	*
Franklin	\$198,000 00	\$21,000 00	\$237,656 41	\$22,800 00
Pacific and Atlantic.....	463,492 84	155,000 00	455,193 18	153,000 00
Philadelphia, Reading and Pottsville.....	51,290 48	51,290 48	41,517 58	41,517 58
Western Union.....	5,958,546 49	524,190 93	8,830,168 53	613,698 17
	6,671,329 81	751,481 41	9,564,535 70	831,015 75

*Included in report of Western Union telegraph company, lessees.

TELEGRAPH REPORT.

CV

REPORTS OF COMPANIES.

REPORTS OF COMPANIES.

(No. 1.)

ALLEGHENY VALLEY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Phillips, president, and W. A. Tomlinson, treasurer, of the Allegheny Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

W. PHILLIPS, *President.*

W. TOMLINSON, *Treasurer.*

Sworn and subscribed before me, this }
3d day of March, 1873. }

JAMES M. TAYLOR, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,000,000 00
Amount of stock subscribed.....	2,256,400 00
Amount paid in as by last report.....	2,256,350 00
Total amount now paid in of capital stock.....	2,256,400 00
Funded debt, as per last report.....	3,961,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1875,).....	\$42,000 00
2d mortgage bonds, (date of maturity, October 1, 1893,).....	8,000 00
General mortgage bonds, (date of maturity, March 1, 1896,).....	3,889,000 00
	<hr/> 3,939,000 00

Floating debt, as by last report.....	\$502,437 19
The amount now of floating debt.....	886,202 80
Total amount now of floating and funded debt,....	4,825,202 80
Rate per cent. per annum of interest on funded debt:	
1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; general mortgage, 7 $\frac{1}{2}$ per cent.	
Date and rate per cent. per annum of dividend or dividends—stock, none; cash	
	None.
Number of shares of stock issued.....	45,128
Par value of each share.....	\$50 00
Average market value during the year.....	22 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 and equipment, total cost.....	<u>\$9,747,216 05</u>	<u>\$10,653,410 93</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Pittsburg to Oil City.....	132 miles.
Length of main line road laid from Pittsburg to Oil City.....	132 "
Length of main line of road laid in Pennsylvania..	132 "
Length of double track of road.....	12 "
Length of sidings.....	50.8 "
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by company, and their length, viz: Plum Creek branch.....	8 miles.
Roads worked or leased by the company, viz:.....	None.
Number of engine houses and shops: 4 engine houses, 1 machine, 1 carpenter and 1 blacksmith shop.	
Number of engines.....	48

Number of first class passenger cars, (average cost of each, \$5,000,).....	23
Number of second class passenger cars, (average cost of each, \$3,000,).....	8
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	9
Number of freight cars: House cars, (average cost of each, \$740,) 246; gondolas, (average cost of each, \$575;) 684; total.....	930
Number of coke, ore and stone cars: Ooke, 22; gravel, 33; acid, 5; stone, 23; (average cost of each, \$575,) total.....	83
Number of caboose cars, (average cost of each, \$700,)	20
Number of boiler cars, (average cost of each, \$1,000,)	316
Number of iron bridges, (total length in feet, 961,)	5
Number of wooden bridges, (total length in feet, 2,573,)	17
Number of stone bridges.....	None.
Number of culverts, (total length of feet, 1,165,)..	18
Number of railroads crossed.....	1
Number of stations on main road: Passenger, freight and ticket, 32; freight, ticket, 12; total..	44
Number of wood and water stations on main road,	18
Number of tunnels.....	None.
How is track laid, and on what foundation? Fish plate joint, one-half the line in good ballast, balance in broken stone.	

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

Number of miles run by passenger cars.....	1,431,567
Number of miles run by freight and coal cars....	10,199,385
Number of through passengers for the year on main road.....	14,553
Number of passengers (all classes) carried in cars,	779,959
Number of tons of 2,000 lbs. of through freight for the year on main road.....	66,013

Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,320,289
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.....	18 to 21
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	33 tons.
Weight of freight engines.....	33 and 35 "

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

November, 1871.....	53,912	June, 1872.....	69,507
December, 1871.....	58,760	July, 1872.....	75,960
January, 1872.....	54,092	August, 1872.....	69,223
February, 1872.....	52,706	September, 1872.....	71,488
March, 1872.....	60,444	October, 1872.....	71,097
April 2, 1872.....	71,852		
May, 1872.....	68,943		

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	435,222	Agricultural products.....	22,695
Petroleum and other oils.....	453,616	Merchandise and manufactures..	105,293
Pig iron.....	46,546	Live stock.....	863
Railroad iron.....	15,897	Lumber.....	39,312
Other iron or castings : Included in manufactures.		Other articles.....	66,101
Iron and other ores.....	87,916	Total.....	1,320,289
Stone and lime.....	46,818		

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

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

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

For through freight, per ton per mile.....	2 cents.
For through coal, per ton per mile.....	1½ "
For local freight, per ton per mile.....	3 "
For local coal, per ton per mile.....	3 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$354,521 62
Taxes on real estate.....	27,231 49
Total.....	<u>381,753 11</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$95,472 06
Repairs of passenger and baggage cars.....	38,364 28
Repairs of freight cars.....	66,691 59
Repairs of tools and machinery in shops.....	4,103 17
Incidental expenses, including oil, fuel, clerks, watchman, &c., about shops.....	51,192 25
Total.....	<u>255,823 35</u>

Operating the road :

Office expenses, stationery, &c.....	\$11,239 73
Agents and clerks.....	65,344 95
Labor—loading and unloading freight.....	22,334 63
Porters, watchmen and switch tenders.....	31,390 25
Car cleaning and inspecting, furniture and fixtures.	16,302 20
Wood and water station attendance.....	7,250 65
Conductors, baggage masters and brakemen.....	121,035 70
Engineers and firemen.....	86,379 83
Fuel and cost of preparing for use.....	77,954 28
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	15,293 58
Telegraph, mail and station expenses.....	19,957 38
Loss and damage of goods and baggage.....	11,627 53
Shoveling snow.....	1,347 11
Damage for injuries of persons.....	6,720 79
General superintendence.....	37,750 34
Contingencies.....	87,628 00
Total.....	<u>619,556 95</u>

ALLEGHENY VALLEY

Receipts on construction and equipment account during the year :

From stockholders.....	\$50 00
From other sources.....	906,144 88
Total.....	<u>906,194 88</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
November, 1871	\$42,189 99	\$128,746 78	\$1,548 75	\$301 97	\$112 33	\$170,899 82
December, 1871	40,205 10	97,582 36	1,548 75	363 66	145 83	139,845 20
January, 1872...	37,883 60	115,974 19	1,548 75	6,937 71	976 41	163,300 66
February, 1872..	37,402 35	101,933 64	1,548 75	486 93	103 33	141,475 00
March, 1872.....	41,925 06	104,183 63	1,548 75	4,164 99	92 33	151,914 76
April, 1872.....	54,905 84	120,302 17	14,559 97	2,197 14	1,016 11	192,981 23
May, 1872.....	49,844 60	142,732 21	1,829 43	3,968 49	93 33	108,468 06
June, 1872.....	54,768 79	135,296 30	1,829 43	1,937 67	98 33	193,930 52
July, 1872.....	56,090 12	151,393 98	1,940 02	2,544 41	1,171 74	213,140 27
August, 1872....	53,304 85	164,659 12	1,940 02	1,606 75	94 33	221,605 07
September, 1872	53,826 45	136,184 68	1,940 02	2,946 69	94 33	194,992 17
October, 1872....	53,892 03	151,061 49	1,940 02	1,948 31	94 33	203,936 18
Total.....	576,218 78	1,548,050 55	33,722 66	29,404 72	4,092 23	2,191,488 94

Summary of payments :

For construction and equipment.....	\$906,194 88
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,257,133 41
For interest.....	284,018 93
For miscellaneous: Included in maintaining the road, &c.	
For municipal taxes: Included in maintaining the road, &c.	
For State taxes: Included in maintaining the road, &c.	
For United States taxes: Included in maintaining the road, &c.	

Total..... 2,447,347 22

Total amount of surplus fund..... 381,718 18

Cost of transportation :

What express companies run on your road, and on what terms ?
Union Express Company. \$12,000 per year.

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

ACCIDENTS.

	Killed.	Injured.
Passengers.....	0	21
Employees.....	6	24
Others.....	8	2
Total.....	<u>14</u>	<u>47</u>

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

1870.

November 1. Tim Dunivan, through carelessness, had his foot crushed on lower shift at Dugan's Siding.

November 20. Jas. Masters, hand crushed while coupling cars, on night shift, Lawrenceville.

November 20. Jas. Ward, slightly injured while coupling on crude oil train at Bridge shops.

December 29. ——— Redpath, slightly injured on freight train, caused by a broken rail near Brady's Bend.

1872.

January 6. P. Bennett, killed by explosion of an oil tank on express train at Foster.

January 6. D. Kerr, slightly injured by explosion of an oil tank on express at Foster.

January 6. Frank Haffey, slightly injured by explosion of oil tank on express at Foster.

January 15. M. Curry, slightly injured on express; caused by a broken rail at Ireland.

January 27. H. A. Coffin, injured in the back; caused by a loose tire in engine of accommodation train at Burning Well.

January 27. Mrs. L. C. Hart, slightly hurt on head; caused by a loose tire in engine of accommodation train at Burning Well.

January 27. Thos. King, injured about head; caused by loose tire in engine of accommodation train at Burning Well.

January 27. Thos. Donehue, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. H. S. Gates, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. Thos. O. Skelton, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. W. H. Coulter, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. T. Murwin, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. A. A. Richardson, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. Robt. Bruce, slightly injured; caused by a loose tire in engine of accommodation train at Burning Well.

January 27. G. W. Rockwell, two ribs broken; caused by loose tire in engine of accommodation train at Burning Well.

January 27. ——— Kyle, severely injured; caused by a loose tire in engine of accommodation train at Burning Well.

January 27. I. I. Haight, slightly injured; cause by loose tire in engine of accommodation train at Burning Well.

January 27. J. G. Ball, slightly injured; caused by a loose tire in engine of accommodation train at Burning Well.

January 27. W. M'Nulty, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. W. Wilkinson, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. W. Wilson, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. R. Welsh, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. W. H. Fowler, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. S. Walthour, slightly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. Conn Tarr, badly injured; caused by loose tire in engine of accommodation train at Burning Well.

January 27. W. M'Kee, slightly injured ; caused by loose tire in engine of accommodation train at Burning Well.

February 17. T. R. Power, killed ; caused by getting in front of engine of shifting train at Holmes Siding.

February 21. Jno. Bradley, killed while drunk, by an accommodation train in the Pennsylvania railroad yard.

March 11. Mike Miller, arm broken while coupling an accommodation train at Venango.

March 15. Jno. Coffin, hand crushed while coupling an extra train at Russel Farm.

March 16. Jno. Fahnestock, fingers crushed while tank sliding a shifting train at Keystone Bridge, W. K.

April 6. Little child killed on the track by an accommodation train at Nineteenth street.

April 20. Jno. Isman, killed while walking on the track by a construction train at Kittanning.

April 20. Theo. Clark, fingers crushed while coupling a shifting train at Pike street.

April 27. Wm. King, finger taken off while coupling an accommodation train at Brady's Bend.

May 9. Jas. Rooney, finger taken off by a shifting train at Taylor street ; caused by carelessness.

May 16. Frank Brown, hand crushed while coupling a crude oil train at Sandy creek.

May 17. F. E. Volz, slightly injured ; caused by the collision of an express train at Roberts' Run.

May 17. Jas. Phillips, slightly injured ; caused by the collision of an express train at Roberts' Run.

May 17. C. Snyder, slightly injured ; caused by the collision of an express train at Roberts' Run.

June 13. Unknown, killed while walking on the track by an express train at Cowenshanoo.

June 28. E. G. Robey, badly bruised ; caused by being caught between the cars of an accommodation train at South Oil City.

July 4. Fred. Snyder, leg broken while jumping from the coaches of an accommodation train at Edgewater.

July 11. Wm. Donley, killed while walking on the track, by an accommodation train at Donleys.

July 15. John Callahan, killed while asleep on the track, by an express train at Scrubgrass.

July 17. John M'Carthy, back sprained by an express train at Emlenton; caused by a cow being on the track.

July 30. Wm. M'Laughlin, killed while asleep on the track, by a freight train at Haight's Run.

August 5. T. J. Blackwood, arm bruised, caused by the collision of an accommodation train in the shops.

August 15. Jno. Horn, arm broken; caused by falling off a shifting train at Franklin.

September 16. Wm. Gallagher, killed; caused by a freight train running into the switch at Sandy Creek.

September 19. Jas. Jay, leg and arm broken while stepping from the cars of a special train at Oil City.

September 28. John M'Laren, killed; caused by falling off a freight train at Rattlesnake.

September —. Stranger killed by an accommodation train while lying on the track at Monterey.

October 16. John Scott, killed by an engine at Parkers; caused by whisky.

October 17. O. Householder, foot crushed while poling a coal train at Boundry street.

October 19. John Clark, slightly injured while coupling a crude oil train at Black's Siding.

October 31. John M'Grath, killed by an accommodation train at Sandy Creek; caused by falling on the track.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Phillips.....	Pittsburg.
W. M. Lyon.....	Pittsburg.
Wm. K. Nimick.....	Pittsburg.
B. F. Jones.....	Pittsburg.
Felix Brunot.....	Pittsburg.
James Park, Jr.....	Pittsburg.
J. Patton Lyon.....	Pittsburg.
William Phillips, President.....	Pittsburg.
J. Patton Lyon, Vice President.....	Pittsburg.
William A. Tomlinson, Treasurer and Secretary.....	Pittsburg.
J. J. Lawrence, General Superintendent.....	Pittsburg.
A. T. Rowand, Auditor.....	Pittsburg.

(No. 2.)

ALLENTOWN.

STATE OF PENNSYLVANIA, { s:
Philadelphia County, }

Personally appeared Franklin B. Gowen, president, and John Welsh, treasurer, of the Allentown railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*JOHN WELSH, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1873. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	714,200 00
Amount paid in as by last report.....	567,544 47
Total amount now paid in of capital stock.....	568,744 47
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report.....	579,081 23
The amount now of floating debt.....	613,032 50
Total amount now of floating and funded debt...	613,032 50
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued, full paid.....	8,752
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
Amount of capital stock on which the respective dividends wer edeclared.....	<u>None declared.</u>

COST OF ROAD.

	By last report.	By present report.
Construction	<u>\$1,054,287 39</u>	<u>\$1,054,629 39</u>

Equipment furnished by P. and R. railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road from Port Clinton to Allentown	35.8 miles
Length of main line road laid.....	4.5 "
Length of main line of road laid in Pennsylvania,	4.5 "
Length of double track of road.....	None.
Length of sidings.....	0.3 miles
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	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.....	1
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.....	1
Number of wood and water stations on main road,	None.
Value of real estate held by the company, exclusive of road way.....	\$23,709 43
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross ties and stone ballast.	
Length in miles laid with steel rail.....	None.

Receipts on construction and equipment account during the year :

From stockholders.....	\$1,200 00
From sale of bonds.....	<u>None.</u>

RECEIPTS.

Months.	Passengers.	Freight.	Total.
December, 1871.....	\$55 22	\$48 55	\$103 77
January, 1872.....	68 19	52 42	120 61
February, 1872.....	58 87	39 72	98 59
March, 1872.....	66 59	69 14	135 73
April, 1872.....	81 33	80 51	161 84
May, 1872.....	75 14	68 79	143 93
June, 1872.....	78 79	78 92	157 71
July, 1872.....	71 27	57 41	128 68
August, 1872.....	77 98	78 51	156 49
September, 1872.....	64 04	52 07	116 11
October, 1872.....	250 91	77 99	328 90
November, 1872.....	72 58	64 04	136 62
Total.....	1,020 91	768 07	1,788 98

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$342 00
Interest.....	35,240 25
Miscellaneous.....	1,820 15
State taxes.....	131 28
Total.....	37,533 68

The returns not given in this report are included in the report of the Philadelphia and Reading railroad company.

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.
Charles E. Smith.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary.....	Philadelphia.
John Welsh, Treasurer.....	Philadelphia.

(No. 3.)

ATLANTIC AND GREAT WESTERN.

STATE OF PENNSYLVANIA, }
Crawford County. } ss:

Personally appeared George B. M'Olellan, president, and Jas. B. Hodgskin, treasurer, of the Atlantic and Great Western railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1872, are true, to the best of their knowledge and belief.

(Signed) GEORGE B. M'OLELLAN, *President.*

JAS. B. HODGSKIN, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of January, 1873. }

E. D. DRAPER, *J. P.*

Subscribed and sworn before me, by Geo. }
 B. M'Olellan, January, 20, 1873. }

JAS. W. HALE, *Notary Public.*

This is to certify that it is impossible to furnish the details of the cost of road and equipment of the Atlantic and Great Western railroad company, in the annual report of said company to the Auditor General of the State of Pennsylvania, for the following reasons, to wit:

On or about the 12th day of September, 1871, and at several subsequent dates, prior to December 12, 1871, the Atlantic and Great Western railroad company purchased all the property of the former Atlantic and Great Western railway company from A. G. Thurman, Geo. B. M'Olellan and W. Butler Duncan, trustees, payable in the first, second and third mortgage bonds, and the preferred and common stock of the present company, in such amount of each kind of security as might be requested by the said trustees, to meet their engagements towards the bond, and stockholders of the old company who had consented to exchange the securities of the old company for those of the new. The set-

lements between the trustees aforesaid, and the Atlantic and Great Western railroad company, are not yet completed, and the amounts of securities required to be furnished by the company in payment of the purchase from the trustees cannot, therefore, be given with any degree of accuracy.

STATE OF PENNSYLVANIA, } ss:
Crawford County. }

Personally appeared, Jas. B. Hodgskin, treasurer of the Atlantic and Great Western railroad company, and in due form of law made oath that the above statement is true, to the best of his knowledge and belief.

GEO. B. MCLELLAN, *President.*

JAS. B. HODGKINS, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1873. }

E. D. DRAPER, *Notary Public.*

STATE, CITY, AND COUNTY } ss:
of New York. }

Personally appeared before me, this 1st February, 1873, George B. M'Clellan, president of the above-named railroad, and in due form of law made oath that the above statement is true, to the best of his knowledge and belief.

JAS. W. HALE,

Commissioner for Pennsylvania, in New York.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$40,000,000 00
Preferred stock.....	10,000,000 00
Total amount now paid in of capital stock.....	16,000,000 00
Total amount now paid in of preferred stock.....	8,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of ma- turity, January 1, 1902,).....	\$14,337,859 25
2d mortgage bonds, (date of ma- turity, March 1, 1902,).....	8,705,730 75
2 RAILROAD REP.	

3d mortgage bonds, (date of maturity, May 1, 1902,).....	\$25,002,750 00
1st mortgage Ohio bonds (date of maturity, October 1, 1876,)..	2,753,400 00
Leased line trust rental bonds, (date of maturity, November 1, 1901,).....	5,473,000 00
Re-organization stock, (date of maturity, March 1, 1874,)....	655,500 00
Erie and New York City railroad..	14,000 00
	<hr/>
	\$56,992,240 00
Total amount now of floating and funded debt...	56,992,240 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.; all gold.	
Number of shares of stock issued, (preferred, 160,000; common, 320,000,).....	480,000
Par value of each share.....	\$50 00
Average market value during the year.....	Not known.
Amount paid in on each share.....	<u>Full amount.</u>

COST OF ROAD AND EQUIPMENT.

Owing to the incompleteness of the accounts with the trustees of re-organization, and the non-settlement of the late receivership, it is not possible to answer these questions at this time.

The cost of construction and equipment up to

December 31, 1867, was..... \$58,812,853 59

CHARACTERISTICS OF ROAD.

Length of main line of road from Salamanca to Dayton	387½ miles.
Length of main line road laid.....	387½ "
Length of main line of road laid in Pennsylvania..	92½ "
Length of sidings.....	105 "
Gauge of road, 6 feet upon main line; double gauge from Leavittsburg to Cleveland; 4 feet 9¼ inches from Leavittsburg to Sharon, and Niles to New Lisbon.	

Weight of rail per yard on main track.....	64 and 68 lbs.
Branch roads owned by the company, and their length, viz: Franklin Branch, from Junction to Oil City, 33 miles; Silver Creek Branch, 5.66 miles.	
Roads worked or leased by the company, viz: Mahoning Valley railway, from Cleveland to Sharon, 80 miles; Niles to New Lisbon, 33 miles; Girard to Vienna, 8 miles; Cincinnati, Hamilton and Dayton company, 60 miles.	
Number of engine houses and shops.....	13
Number of engines.....	170
Number of first class passenger cars.....	39
Number of second class passenger cars.....	11
Number of baggage, mail and express cars.....	26
Number of freight cars, (house cars, including stock cars, 1,137; trucks, none,) total.....	1,157
Number of coal, ore and stone cars, (coal, platform, 1,978;) total.....	1,978
Number of caboose cars.....	76
Number of iron bridges, (total length, 436 feet,)...	4
Number of wooden bridges, (total length, 11,318 feet,)	95
Number of culverts, (total length, 18,000 feet,)....	660
Number of railroads crossed.....	22
Number of stations on main road, (passenger, 18; passenger and freight combined, 57; freight, 14; total	89
Number of wood and water stations on main road.	50
Value of real estate held by the company, exclusive of roadway: Impossible to state; have no inventory.	
Number of tunnels.....	None.
How is the track laid, and on what foundation? On cross ties; gravel formation.	
Length in miles laid with steel rail.....	109

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

Number of miles run by passenger trains.....	1,036,011
Number of miles run by freight trains.....	2,708,496
Number of through passengers for the year on main road.....	111,072
Number of passengers (all classes) carried in cars,	913,800
Number of tons of 2,000 lbs. of through freight for the year on main road: Not kept separate from local.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	2,691,098
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)....	18 miles.
Average rate of speed adopted by express trains, including stops.....	26 "
Average rate of speed adopted by freight trains, including stops.....	10 "
Weight of first class passenger engines.....	31 tons.
Weight of freight engines.....	24 "

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

November, 1871.....	64,717	June, 1872.....	71,342
December, 1871.....	60,524	July, 1872.....	79,642
January, 1872.....	54,362	August, 1872.....	80,904
February, 1872.....	52,853	September, 1872.....	108,307
March, 1872.....	61,693	September, 1871.....	76,346
April, 1872.....	72,042	October, 1871.....	<u>64,559</u>
May, 1872.....	66,509		

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	37,037	Stone and lime.....	105,706
Bituminous coal.....	961,825	Agricultural products.....	261,328
Petroleum and other oils.....	167,565	Merchandise and manufactures...	220,265
Pig iron.....	92,225	Live stock.....	31,433
Railroad iron.....	None.	Lumber.....	91,470
Other iron or castings.....	94,024	Other articles.....	<u>84,070</u>
Iron and other ores.....	294,895		

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

For first class through passengers.....	2½ to 3 cents.
For first class way passengers.....	3½ "

For second class through passengers.....	2 to 2½ cents.
For second class way passengers.....	2½ “

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

For through freight.....	1½ to 3 cents.
For through coal.....	1 to 1½ “
For local freight.....	1½ to 5 “
For local coal.....	1 to 3 “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$759,470 66	\$31,643 09	\$677,827 57
Taxes on real estate.....	62,913 06	19,083 62	43,829 44
Total.....	822,383 72	100,726 71	721,657 01
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$370,518 35	\$31,787 61	\$238,730 74
Repairs of passenger and baggage cars.....	92,165 52	92,165 52	
Repairs of freight cars.....	266,409 81		266,409 81
Repairs of tools and machinery in shops.....	30,960 92	9,701 08	21,259 84
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	58,762 55	18,412 26	40,350 29
Total.....	818,817 15	202,066 47	616,750 68
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$26,979 35	\$7,409 32	\$19,560 03
Agents and clerks.....	234,824 06	93,137 62	191,686 44
Labor—loading and unloading freight.....	83,990 20		83,990 20
Porters, watchmen and switch tenders.....	104,819 73	28,825 42	75,994 31
Wood and water station attendance.....	28,926 14	9,401 00	19,525 14
Conductors, baggage masters and brakemen.....	376,138 54	94,285 92	281,852 62
Engineers and firemen.....	378,506 83	94,668 49	283,838 39
Fuel and cost of preparing for use.....	391,125 04	95,970 01	295,155 03
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	52,646 51	11,838 20	40,808 31
Telegraph, mail and station expenses.....	105,020 88	32,672 28	72,348 60
Loss and damage of goods and baggage.....	21,170 62	477 30	20,693 32
Tolls over other roads.....	664,773 02	201,647 81	463,125 21
Use of freight cars.....	169,689 48		169,689 48
Shoveling snow.....	46,499 71	28,118 79	18,380 92
Damage for injury of persons.....	4,846 98		4,846 98
Damage to property, including damage by fire and cattle killed on road.....	4,625 14	2,312 57	2,312 57
General superintendence.....	125,748 65	38,143 75	87,604 90
Contingencies.....	84,697 85	25,691 68	59,006 17
Total.....	2,955,028 78	764,610 18	2,190,418 62

Receipts on construction and equipment account during the year :

From sale of bonds.....	\$2,349,299 09
From other sources.....	725,922 68
Total	<u>3,075,221 77</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
September, 1871....	\$72, 153 45	\$302, 821 30	\$10, 281 00	\$5, 049 77	\$390, 305 52
October, 1871.....	96, 860 53	321, 140 82	11, 185 70	4, 256 87	433, 443 92
November, 1871....	88, 281 85	320, 601 00	11, 804 96	3, 962 44	424, 750 25
December, 1871....	74, 033 99	279, 246 37	12, 923 15	3, 811 51	370, 015 02
January, 1872.....	60, 821 83	277, 103 39	9, 738 77	3, 678 35	351, 342 34
February, 1872....	58, 732 16	263, 460 35	8, 492 40	3, 525 15	334, 210 06
March, 1872.....	65, 762 32	293, 653 40	9, 334 73	3, 646 99	372, 397 44
April, 1872.....	78, 926 97	281, 427 78	9, 530 15	4, 388 73	374, 273 63
May, 1872.....	88, 977 90	337, 601 03	11, 463 74	3, 835 13	441, 877 85
June, 1872.....	87, 087 69	325, 692 15	12, 497 97	3, 710 56	428, 988 37
July, 1872.....	95, 924 18	322, 554 30	10, 451 24	2, 831 98	431, 761 70
August, 1872.....	93, 901 23	358, 897 68	9, 796 47	3, 400 24	465, 995 63
September, 1872...	157, 718 55	442, 279 33	15, 678 95	16, 861 26	632, 538 14
Total.....	1, 119, 182 65	4, 126, 479 00	143, 279 23	62, 959 02	5, 451, 899 90

Summary of payments :

For construction and equipment.....	\$3,483,760 64
For maintaining the road, &c.—repairs of machinery and operating the road.....	*4,596,229 65
For interest.....	155,575 00
For miscellaneous.....	50,848 31
For surplus fund.....	240,708 07
Total.....	<u>8,527,121 67</u>
Total amount of surplus fund.....	<u>240,708 07</u>

Cost of transportation :

Cost per passenger per mile, proximate average...	.0180
Cost per ton freight per mile, proximate average..	<u>.0130</u>

What express companies run on your road, and on what terms ?
 United States express company, paying the company regular first class rates.

*In this amount is included municipal, State and United States taxes.

What transportation or freight companies run on your road, and on what terms? Great Western despatch company and the Erie and Pacific despatch company. These freight lines ship their goods at the regular tariff rates from time to time established, and are in all respects on the same footing as other shippers.

ACCIDENTS.

	Killed.	Injured.
Passengers	0	1
Employees.....	3	19
Others.....	4	1
	<u>7</u>	<u>21</u>
Total.....	<u>7</u>	<u>21</u>

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

1871.

October 6. P. Martin, brakeman, hand badly bruised while coupling cars at Corry, Pennsylvania.

October 8. S. DeBaron, brakeman ; fingers on left hand badly hurt while coupling cars, at Cambridge, Pennsylvania.

October 14. Mrs. J. D. White and Daniel Blan, citizens, both instantly killed west of Venango, Pennsylvania, at a crossing. These parties were in a carriage, and attempted to cross the track ahead of the train.

October 29. John Shields, brakeman, lost his balance in trying to get on the side of an engine, and fell with one leg under the driving wheel, crushing it between the ankle and knee, at Union, Pennsylvania.

October 14. Wm. Bailey, trackman, killed by being run over at Suttons, Pennsylvania, by train, but was not found for some time after the accident occurred.

December 2. A. Tiffany, brakeman ; fingers caught in coupling cars and smashed, at Saegertown, Pennsylvania.

December 4. John Belknap, brakeman ; fore finger smashed while coupling cars at Corry, Pennsylvania ; amputated.

December 21. John Daily, switchman ; finger smashed while coupling, at Meadville, Pennsylvania.

1872.

January 19. Mrs. Mudling, emigrant, received a cut across the nose, caused by the express being thrown from the track between Corry and Concord, Pennsylvania.

January 19. John Sekins, switchman, caught between cars and hurt internally, but not seriously, at Meadville, Pennsylvania.

January 21. Albert Gardner, switchman; right hand badly hurt while switching at Union, Pennsylvania.

February 7. Frank Caryle, brakeman; thumb smashed while turning switch at Venango, Pennsylvania; caught between lever and frame.

February 16. Frank Canfield, brakeman, fell from train at Union, and injured so that he died in about two hours.

February 20. John Belknap, brakeman, injured in Pine Valley by two trains colliding and being caught between the caboose and box car.

March 8. J. Franey, conductor, slipped from top of train near Shenango, Pennsylvania, and hurt his ankle.

April 9. Miss Kate Nixon, of Meadville, Pennsylvania, was accidentally killed while attempting to cross the track in front of an engine in the Meadville yard.

May 4. J. Mecusker, brakeman; part of one thumb taken off while trying to block a car wheel at Union, Pennsylvania.

May 21. John Riley, citizen, slightly cut on the head by being struck by the pilot of an engine at Greenville, Pennsylvania. It is supposed he was under the influence of liquor at the time.

May 29. Wm. Lewis, citizen, received fatal injuries while attempting to cross the track at Union, Pennsylvania, in front of an engine.

May 30. Mike Miller, coal heaver, crushed between a coal platform and an engine at Meadville, Pennsylvania, causing his death.

June 15. E. Brown, brakeman, foot smashed by being caught in the drawhead while coupling at Venango, Pennsylvania; no amputation.

July 17. A. Cowden, brakeman, hand crushed while making coupling at Corry, Pennsylvania.

July 23. John Lyons, trackman, one leg broken, and otherwise injured; caused by being struck by an engine while on the track at Reno, Pennsylvania.

July 26. O. Huber, brakeman, fell in front of an engine; the trucks passed over his left leg, about four inches above the ankle, and crushed his right heel; left leg amputated; at Cambridge, Pennsylvania.

August 6. W. B. Donley, brakeman, finger smashed while coupling cars at Meadville, Pennsylvania.

September 3. George Fairchild, switchman, knee injured severely by stepping between two cars to cut them from train, and was caught by a projecting bar of iron on one of the cars, at Meadville, Pennsylvania.

September 11. Oscar Marley, brakeman, arm hurt by being caught between deadwoods while coupling at Meadville, Pennsylvania.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George B. M'Clellan.....	New York city.
Edward Cooper.....	New York city.
Abram S. Hewitt.....	New York city.
Lloyd Aspinwall.....	New York city.
Laurence Wells.....	New York city.
James H. Fay.....	New York city.
W. W. M'Farland.....	New York city.
Jas. B. Hodgskin.....	New York city.
George B. Wright.....	Meadville, Pa.
H. F. Swether.....	Meadville, Pa.
Reuben Hitchcock.....	Cleveland, Ohio.
John Todd.....	Cleveland, Ohio.
James M'Henry.....	London, England.
George B. M'Clellan, President.....	New York city.
Charles Day, Secretary.....	New York city.
James B. Hodgskin, Treasurer.....	Meadville, Pa.

(No. 4.)

BALD EAGLE VALLEY.

STATE OF PENNSYLVANIA, } ss:
 Clinton County, }

Personally appeared L. A. Mackey, president, and H. T. Beardsley, treasurer, of the Bald Eagle Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed) L. A. MACKEY, *President.*

H. T. BEARDSLEY, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of December, 1872. }

ORVIN T. NOBLE, *Alderman.*

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.....	460,900 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1st, 1881,).....	\$354,900 00
2d mortgage bonds, (date of maturity, July 1st, 1884,).....	100,000 00
	<hr/>
	454,900 00
Total amount now of floating and funded debt...	454,900 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: Cash, January 30th, 1872, 3½ per cent.; cash, July 30th, 1872, 3½ per cent.	

Number of shares of stock issued.....	11,000
Par value of each share.....	\$50 00
Average market value during the year.....	40 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 present report.	By last report.
Construction	\$1,050,000 00	\$1,050,000 00
Total cost.....	<u>1,050,000 00</u>	<u>1,050,000 00</u>

Equipment belongs to the Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road from Lock Haven to the junction with Tyrone and Clearfield railroad, near Tyrone.....	51 $\frac{195}{1000}$ miles.
Length of main line road laid.....	51 $\frac{195}{1000}$ "
Length of main line of road laid in Pennsylvania,	51 $\frac{195}{1000}$ "
Length of double track of road.....	None.
Length of sidings.....	5 $\frac{48}{100}$ miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	45 and 56 lbs.
Branch roads owned by the company, and their length, viz: from Milesburg to Bellefonte.....	2 $\frac{1}{2}$ miles.
Roads worked or leased by the company.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 2,084,).....	56
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road, (passenger and freight,).....	17
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of road way.....	\$11,000 00

Number of tunnels.....	None.
How is track laid, and on what foundation? On oak cross-ties, ballasted with stone.	
Length in miles laid with steel rail.....	<u>None.</u>

Summary of payments :

For dividends.....	\$38,500 00
For interest.....	28,654 00
Miscellaneous	4,059 75
For surplus funds.....	5,376 65
For State taxes.....	3,096 80
For United States taxes.....	1,535 04
Total.....	<u>81,222 24</u>

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

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
L. A. Mackey	Lock Haven, Pa.
Thos. A. Scott	Philadelphia, Pa.
James Gamble.....	Williamsport, Pa.
Wm. P. Wilson.....	Bellefonte, Pa.
C. A. Mayer	Lock Haven, Pa.
A. H. Best.....	Lock Haven, Pa.
Amor C. Noyes	Westport, Pa.
A. Mackey, President.....	Lock Haven, Pa.
H. T. Beardsley, Secretary and Treasurer . . .	Lock Haven, Pa.
Geo. C. Wilkins, Superintendent.....	Tyrone, Pa.

(No. 5.)

BARCLAY COAL 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

E. M. DAVIS, *President.*HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this }
 20th day of December, 1872. }

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.....	93,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds.....	79,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	79,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, March	
June 15, 75 cts.; Sept. 14, \$1; Dec. 14	
Number of shares of stock issued.....	

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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>1,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

This company purchased the "road and equipment" at public sale, with the mines, lands, horses, &c., therefore cannot answer this question.

CHARACTERISTICS OF ROAD.

Length of main line of road from Towanda to Barclay.....	16 miles.
Length of main line road laid.....	16 "
Length of main line of road laid in Pennsylvania,.....	16 "
Length of double track of road.....	None.
Length of sidings.....	5 miles.
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, viz:.....	None.
Roads worked or leased by the company, viz: Coal is transported from Towanda to Waverly, N. Y., over the Pa. and N. Y. canal and railroad, and trackage paid for same.	
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,.....	<u>6</u>

The Barclay coal company's railroad and mines are leased to the Towanda coal company for a term of years. To all unanswered questions, we respectfully refer the Auditor General to the said Towanda coal company's supplemental report.

BARCLAY COAL COMPANY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office address.
J. V. Williamson.....	Philadelphia, Pa.
Edward Lewis.....	Philadelphia, Pa.
Charles W. Trotter.....	Philadelphia, Pa.
J. R. Claghorn.....	Philadelphia, Pa.
Thomas Wilson.....	Baltimore, Md.
William B. Warner.....	Norristown, Pa.
Edward M. Davis.....	President.
Harvey Shaw.....	Secretary and Treasurer.

(No. 6.)

BARCLAY.

[Towanda Coal Company Lessee.]

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

Personally appeared H. D. V. Pratt, superintendent, and Mortimer Smith, treasurer, of the Towanda coal company, lessee of the Barclay railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) H. D. V. PRATT, *Superintendent.*
 MORTIMER SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1873. }

HARSEN H. SMITH,
Notary Public, New York.

CHARACTERISTICS OF ROAD.

Length of main line of road from Towanda to Barclay	16 miles.
Length of main line road laid	16 "
Length of main line of road laid in Pennsylvania ..	16 "
Length of double track of road	None.
Length of sidings	5 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	50 pounds.
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, and pay trackage for same.	
Number of engine houses and shops	2
Number of engines	6

Number of first class passenger cars.....	None.
Number of second class passenger cars, (average cost of each, \$1,000,).....	2
Number of baggage, mail and express cars.....	None.
Number of freight cars, (average cost of each, \$225,)	17
Number of coal cars, (average cost of each, \$225,)..	277
Number of caboose cars, (average cost of each, \$350,)	2
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..	6
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? Oak and hemlock ties, on gravel ballast.	
Length in miles laid with steel rails.....	<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, with passenger cars attached.....	122,670
Number of passengers (all classes) carried in cars..	17,175
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	392,847
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by freight trains, including stops.....	None.
Weight of first class passenger engines.....	None.
Weight of freight engines.....	<u>25 tons.</u>

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

January, 1872.....	962	July, 1872.....	1,729
February, 1872.....	1,110	August, 1872.....	1,676
March, 1872.....	1,417	September, 1872.....	1,837
April, 1872.....	1,382	October, 1872.....	1,577
May, 1872.....	1,380	November, 1872.....	1,362
June, 1872.....	1,292	December, 1872.....	1,451

The amount of freight, specifying the quantity in tons.

Anthracite coal.....	None.	Stone and lime.....	None.
Bituminous coal.....	382,842 net tons.	Agricultural products.....	1,520 net tons.
Petroleum and other oils..	None.	Merchandise and manu-	
Pig iron.....	None.	factures.....	721 "
Railroad iron.....	None.	Live stock.....	946 "
Other iron or castings....	None.	Lumber.....	6,590 "
Iron and other ores.....	None.	Other articles.....	228 "

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

For first class through passengers.....	3 $\frac{11}{100}$ cents.
For first class way passengers.....	3 $\frac{11}{100}$ "
For second class through passengers.....	3 $\frac{11}{100}$ "
For second class way passengers.....	3 $\frac{11}{100}$ "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$29,210 00
Taxes on real estate.....	3,275 00
Total.....	32,485 00

Repairs of machinery:

Repairs of engines and tenders.....	\$8,115 93
Repairs of passenger and baggage cars.....	127 32
Repairs of freight cars.....	10,795 94
Repairs of tools and machinery in shops.....	447 06
Incidental expenses, including oil, fuel, clerks, &c., about shops.....	1,860 93
Total.....	21,317 18

Operating the road :

Office expenses, stationery, &c	\$424 00
Agents and clerks.....	2,400 50
Labor—loading and unloading freight.....	9,140 56
Porters, watchmen and switch tenders.....	720 00
Conductors, baggage masters and brakemen.....	9,129 40
Engineers and firemen.....	9,762 12
Fuel and cost of preparing for use.....	6,800 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,740 00
Telegraph, mail and station expenses.....	750 50
General superintendence.....	2,800 00
Contingencies, (including maintenance of plane,)..	5,890 10
Total.....	50,557 18

RECEIPTS.

Months.	Passengers.	Freight.	Total.
January, 1872	\$374 70	\$1,361 16	\$1,735 86
February, 1872.....	411 15	1,328 64	1,739 79
March, 1872.....	509 35	2,421 60	2,930 95
April, 1872.....	519 00	3,628 79	4,145 79
May, 1872.....	494 46	3,186 20	3,681 66
June, 1872.....	465 95	3,541 68	4,007 63
July, 1872.....	637 70	3,182 13	3,819 83
August, 1872.....	655 35	2,796 54	3,451 89
September, 1872.....	624 47	2,493 18	3,117 65
October, 1872.....	546 55	2,463 76	3,010 31
November, 1872.....	551 05	1,976 62	2,527 67
December, 1872.....	835 90	1,929 54	2,765 44
Total.....	6,625 63	30,308 84	36,934 47

Summary of Payments :

Maintaining the road, &c., repairs of machinery and operating the road.....	\$104,389 36
Rent of railroad.....	30,000 00
Total.....	131,114 36
Accidents.....	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Please refer to the Barclay railroad.

(No. 7.)

BEDFORD AND BRIDGEPORT.

STATE OF PENNSYLVANIA, }
Bedford County, } ss:

Personally appeared John Cessna, president, and John S. Bowers, treasurer, of the Bedford and Bridgeport railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed.)

JOHN CESSNA, *President.*JNO. S. BOWERS, *Treasurer.*

Sown and subscribed before me, this }
 31st day of December, 1872. }

J. W. LINGENFELTER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	410,400 00
Amount paid in as by last report.....	241,924 70
Total amount now paid in of capital stock.....	353,860 60
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, 10th May, 1892,).....	1,000,000 00
2d mortgage bonds, (date of maturity,).....	None.
3d mortgage bonds, (date of maturity,).....	"
Floating debt, as by last report.....	None.
The amount now of floating debt.....	10,000 00
Total amount now of floating and funded debt...	10,000 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 issued.....	7,023
Par value of each share.....	\$50 00
Average market value during the year: No market value; none in market.	
Amount paid in on each share.....	44 33
Amount of capital on which the respective dividends were declared.....	No dividends.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction and equipment.....	\$984,353 36

Equipment furnished by Pennsylvania railroad company, lessee.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Dallas to State Line.....		38 $\frac{9}{10}$ miles.
Length of main line road laid.....		38 $\frac{9}{10}$ "
Length of main line road laid in Pennsylvania....		38 $\frac{9}{10}$ "
Length of double track of road.....		None.
Length of sidings.....		About 1 $\frac{1}{2}$ miles.
Gauge of road.....		4 $\frac{2}{3}$ ft.
Weight of rail per yard on main track.....		52 pounds.
Branch roads owned by the company, and their length, viz: Bridgeport Branch.....		$\frac{7}{10}$ miles.
Roads worked or leased by the company.....		None.
Number of engine houses and shops.....		1
Number of iron bridges.....		None.
Number of wooden bridges, (total length in feet, 1,660,).....		9
Number of stone bridges.....		None.
Number of culverts, (total length in feet, 228,)....		22
Number of railroads crossed.....		None.
Number of stations on main road: Passenger 17; freight, 17; total.....		17
Number of wood and water stations on main road,		5
Number of tunnels.....		None.
How is track laid, and on what foundation? On cross-ties and stone ballast.		
Length in miles laid with steel rail.....		None.

This road is leased to the Pennsylvania railroad company, and operated by them, to whom is referred the unanswered interrogatories in this report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Alsip.....	Bedford, Pa.
George W. Anderson.....	Bedford, Pa.
Josiah Bacon.....	Philadelphia, Pa.
John G. Hartley.....	Bedford, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
John W. Lingenfelter.....	Bedford, Pa.
Isaac Mengel.....	Bedford, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
E. Y. Townsend.....	Philadelphia, Pa.
L. T. Wattson.....	Philadelphia, Pa.
Geo. R. Wood.....	Philadelphia, Pa.
John Cassa, President.....	Bedford, Pa.
Moses A. Points, Secretary.....	Bedford, Pa.
John S. Bowers, Treasurer.....	Bedford, Pa.

(No. 8.)

BELLEFONTE AND SNOW SHOE.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared R. H. Downing, president, and Daniel Rhoades, treasurer, of the Bellefonte and Snow Shoe railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

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

Affirmed and subscribed before me, this }
 21st day of January, 1873. }

Witness my hand and official seal.

THOMAS A. PORTER,
Notary Public.

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
Total amount now of floating and funded debt....	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, 1872, cash dividend of \$1 50 per share.	
Number of shares of stock issued.....	12,000

RAILROAD REPORT.

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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>600,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$323,291 10	\$323,291 10
Equipment	118,767 77	134,690 23
Total cost.....	<u>442,058 87</u>	<u>457,981 33</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Bald Eagle Valley railroad to Snow Shoe.....	21 $\frac{3}{10}$ miles
Length of main line road laid.....	21 $\frac{2}{10}$ "
Length of main line of road laid in Pennsylvania.....	21 $\frac{2}{10}$ "
Length of sidings.....	3 $\frac{3}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 and 56 lbs.
Branch roads owned by the company, and their length, viz: The joint and equal right with the Bald Eagle Valley railroad company, of the road between Snow Shoe intersection and Bellefonte, a distance of 4 miles.	
Number of engine houses and shops.....	3
Number of engines.....	5
Number of first class passenger cars, (average cost of each, \$3,500 00,).....	2
Number of baggage, mail and express cars.....	None.
Number of freight cars, (eight-wheel house cars, 2, four-wheel house cars, 3; trucks, 40; average cost of each: Eight-wheel house cars, \$750 00; four-wheel house cars, \$325 00; trucks, \$635 00,) total	45
Number of coal and lumber cars, (four wheel coal cars, 43; eight-wheel coal cars, 8; lumber cars, 12; average cost of each, \$350 00 and \$200 00,) total	63

Number of caboose cars.....	Not any.
Number of iron bridges.....	None.
Number of wooden bridges, (total length, 4,680 feet,).....	11
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: Assessed value, \$18,859 00.	
Number of tunnels.....	None.
How is track laid, and on what foundation? On oak cross ties, on stone and gravel ballast.	
Length in miles laid with steel rail.....	<u>Not any.</u>

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by freight trains, (passenger car attached,).....	39,905
Number of miles run by coal trains.....	26,097
Number of through passengers for the year on main road.....	6,761
Number of passengers (all classes) carried in cars,	19,633
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	85,422 tons.
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	10
Weight of first class passenger engines.....	<u>27 and 32 tons</u>

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

January, 1872.....	1,394	August, 1872.....	2,038
February, 1872.....	1,284	September, 1872.....	1,548
March, 1872.....	1,415	October, 1872.....	1,598
April, 1872.....	1,888	November, 1872.....	1,783
May, 1872.....	1,368	December, 1872.....	<u>1,580</u>
June, 1872.....	1,632		
July, 1872.....	2,122		

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	68,988
Agricultural products.....	1,367

RAILROAD REPORT.

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Merchandise and manufactures.....	1,289
Lumber	10,750
Other articles.....	<u>3,018</u>

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

For first class through passengers.....	3½ cents
For first class way passengers.....	<u>4 "</u>

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

For through freight.....	10 cents.
For through coal.....	<u>2½ "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$34,796 07
Taxes on real estate.....	564 42
Total.....	<u>35,360 49</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$5,918 35
Repairs of passenger and baggage cars.....	4,890 27
Total.....	<u>10,808 62</u>

Operating the road :

Office expenses, stationery, &c.,.....	\$233 14
Agents and clerks.....	1,645 00
Labor—loading and unloading freight.....	741 66
Porters, watchmen and switch tenders.....	1,508 75
Car cleaning and inspecting, furniture and fixtures.....	1,316 13
Conductors, baggage masters and brakemen.....	6,313 68
Engineers and firemen.....	4,750 65
Fuel and cost of preparing for use.....	1,924 64
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,028 90

Telegraph, mail and station expenses.....	\$173 59
Loss and damage of goods and baggage.....	1 75
Damage to property, including damage by fire and cattle killed on the road.....	65 00
General superintendence.....	3,150 00
Total.....	22,852 89

RECEIPTS.

Months.	Passengers.	Freight.	Miscella- neous.	Total.
January, 1872.....	\$553 10	\$4,901 89	\$9,504 76	.....
February, 1872.....	489 00	5,274 71	11,342 39	.....
March, 1872.....	535 40	5,178 59	8,830 60	.....
April, 1872.....	888 20	4,438 48	9,194 22	.....
May, 1872.....	639 95	4,922 40	8,525 69	.....
June, 1872.....	730 90	4,498 49	8,102 74	.....
July, 1872.....	835 55	4,586 78	8,965 39	.....
August, 1872.....	857 13	4,939 87	5,508 25	.....
September, 1872.....	623 60	4,264 65	8,950 12	.....
October, 1872.....	647 05	5,122 99	11,678 67	.....
November, 1872.....	754 80	5,329 85	11,703 84	.....
December, 1872.....	656 15	4,491 88	11,330 71	.....
Total.....	8,210 83	57,950 58	113,637 38	\$179,798 79

Summary of payments :

For construction and equipment.....	\$15,922 46
Maintaining the road, &c.—repairs of machinery and operating the road.....	69,022 00
Dividends, and State tax on it.....	18,900 00
Interest.....	6,233 05
Miscellaneous.....	61,188 38
State taxes.....	7,271 43
United States taxes.....	282 80

Cost of transportation :

Cost per passenger per mile, proximate average...	2 ¹ / ₅
Cost per ton freight per mile, proximate average..	3 ³ / ₁₀
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.....	0	1
Others.....	2	0
	—	—
Total.....	2	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, viz:

1872.

April 24. Jacob Biehel, in attempting to stop a team of runaway horses at Bellefonte, was killed by engine No. 5.

August 6. Robert Proudfoot, brakeman on train one, had his heel mashed between the bumpers of two cars.

September 23. George Johnson, intoxicated and laying on the tract near Snow Shoe Intersection, was run over and killed by train one.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. H. Downing.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
William Helme.....	Philadelphia, Pa.
John H. Wheeler.....	Philadelphia, Pa.
Robert Valentine.....	Bellefonte, Pa.
Richard H. Downing, President.....	Philadelphia, Pa.
John H. Wheeler, Secretary.....	Philadelphia, Pa.
Daniel Rhoads, Treasurer.....	Bellefonte, Pa.

(No. 9.)

BERKS COUNTY.

STATE OF PENNSYLVANIA, } ss:
Berks County,

Personally appeared Henry Bushong, president, and Frank O. Smink, treasurer, of the Berks County railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed) HENRY BUSHONG, *President.*
 FRANK O. SMINK, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1873. }

WASHINGTON RICHARD, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	200,000 00
Total amount now paid in of capital stock.....	92,955 00
Number of shares of stock issued.....	4,000
Par value of each share.....	\$50 00
Amount paid in on each share, (average amount)..	23 24

CHARACTERISTICS OF ROAD.

Length of main line of road, from one mile below Reading to Slatington.....	44½ miles
Length of main line road laid.....	½ "
Length of main line of road laid in Pennsylvania..	½ "
Length of double track of road.....	None.
Length of sidings.....	None.
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	None.

Roads worked or leased by the company	None.
Number of engine houses and shops, engines, first class passenger cars, second class passenger cars, baggage, mail and express cars, freight cars, coal, ore and stone cars, caboose cars.....	None.
Number of iron bridges, wooden bridges, stone bridges, culverts.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	None.
Number of wood and water stations on main road,	None.
Value of real estate held by the company exclu- sive of road way.....	\$7,250 00
Number of tunnels.....	None.
How is track laid and on what foundation ?	Cinder ballast.
Length in miles laid with steel rail.....	None.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$92,955 00
From other sources (interest).....	131 59
Total.....	<u>93,686 59</u>

RECEIPTS.

None.

Summary of payments :

For construction.....	<u>\$61,907 07</u>
-----------------------	--------------------

Cost of transportation :

Nothing.

NOTE.—The graduation and masonry of one-half of the road is under contract, and will be finished and opened for travel before the 31st day of December next, 1873, and the remaining half will be placed under contract during the present year (1873.)

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Henry Bushong.....	Reading, Pa.
George Lerch.....	Reading, Pa.
J. V. Craig.....	Reading, Pa.
H. S. Eckert.....	Reading, Pa.
Jacob Bushong.....	Reading, Pa.
H. E. Steele.....	Coatesville, Pa.
Charles E. Pennock.....	Coatesville, Pa.
William S. Hilles..	Wilmington, Del.
Edward Betts.....	Wilmington, Del.
Henry Bushong, President.....	Reading, Pa.
Frank C. Smink, Secretary and Treasurer.....	Reading, Pa.

(No. 10.)

BUFFALO, BRADFORD AND PITTSBURG.

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

Personally appeared James W. Hilton, president of the Buffalo, Bradford and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of his knowledge and belief.

(Signed) J. W. HILTON, *President.*

Sworn and subscribed before me, this }
 first day of February, 1873. }

G. W. BRENNAN, *J. P.*

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

Personally appeared Mortimer Smith, 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) MORTIMER SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1873. }

HARSEN SMITH, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$1,100,000 00
Amount of stock by conversion of bonds.....	1,186,000 00
	<hr/>
	\$2,286,000 00
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.....	583,500 00

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

1st mortgage bonds	\$3,000 00	
Mortgage bonds, (date of maturity, 1st January, 1896,).....	580,000 00	\$583,000 00
Floating debt, as by last report		None.
The amount now of floating debt.....		None.
Total amount now of floating and funded debt...		583,000 00
Rate per cent. per annum of interest on funded debt.....		7 per cent.
Date and rate per cent. per annum of dividend or dividends		None.
Number of shares of stock issued.....		\$22,860 00
Par value of each share.....		100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,869,500 00	\$2,869,000 00
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road from Carrollton, N. Y., to Gilesville, Pa.....	26 miles.
Length of main line road laid in New York.....	26 "
Length of main line of road laid in Pennsylvania,	18 "
Length of sidings.....	2 "
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, (passenger and freight,)	8
Number of wood and water stations on main road: One water tank; no wood station.	

Value of real estate held by the company, exclusive of road way \$44,080 00
 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, for the term of four hundred and ninety-nine years, from the first day of January, 1866, and is operated by that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James W. Hilton.....	Bradford, Pa.
Alexander S. Diven.....	New York.
S. L. M. Barlow.....	New York.
W. B. Duncan.....	New York.
John T. Johnston.....	New York.
William R. Travers.....	New York.
Peter H. Watson.....	New York.
T. J. Campbell.....	Bradford, Pa.
John B. Scoville, Pa.....	Susquehanna Station, Pa.
J. T. Cameron.....	Susquehanna Station, Pa.
Theodore Springstein ..	Susquehanna Station, Pa.
Samuel Falkenbury.....	Susquehanna Station, Pa.
P. T. B. Emmons.....	Great Bend, Pa.
James W. Hilton.....	President.
P. H. Watson.....	Vice President.
Mortimer Smith.....	Secretary and Treasurer.

(No 11.)

BUFFALO, CORRY AND PITTSBURG.

STATE OF PENNSYLVANIA, } ss :
Erie County,

Personally appeared H. H. Potter, superintendent of the Buffalo, Corry and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1872, are true to the best of their knowledge and belief.

(Signed)

MATHEW R. BEMUS,
President and Treasurer.
 H. H. POTTER,
Superintendent.

Sworn and subscribed before me, this }
 8th day of March, 1873. }

H. A. BAKER, J. P.

Sworn and subscribed before me, this }
 10th day of March, 1873. }

SHERMAN B. CHAFFEE,
N. P. for the County of New York.

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,) as follows:	
1st mortgage bonds.....	700,000 00
Floating debt as by last report.....	463,673 96
The amount now of floating debt.....	548,229 97
Total amount now of floating and funded debt..	1,248,229 97
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	<u>7 per cent.</u>

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,379,664 08	\$1,386,197 64
Equipment.....	152,394 03	160,733 17
Total cost.....	<u>1,532,058 11</u>	<u>1,546,930 81</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Brocton, N. Y., to Corry, Pa.....	43.20 miles.
Length of main line road laid.....	43.20 "
Length of main line of road laid in Pennsylvania,	6 "
Length of sidings.....	5 "
Gauge of road.....	4 ft. 9½ in.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops.....	2
Number of engines.....	7
Number of first class passenger cars.....	6
Number of baggage, mail and express cars.....	3
Number of freight cars, (trucks,).....	41
Number of wooden bridges.....	3
Number of railroads crossed.....	2
Number of stations on main road.....	8
How is track laid, and on what foundation?	
Wooden cross ties, ballasted with gravel.	

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

Number of miles run by passenger trains.....	70,425
Number of miles run by freight trains.....	84,305
Number of passengers (all classes) carried in cars,	68,476
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	93,217
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.....	12
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	<u>28 "</u>

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal. ...	38,385	Live stock.....	2,446
Petroleum and other oils.....	36,585	Lumber.....	6,816
Pig iron.....	131	Other articles.....	<u>974</u>
Agricultural products.....	2,890		
Merchandise and manufactures.....	4,990		

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

For first class through passengers.....	3.20 cents.
For first class way passengers.....	<u><u>3.20</u></u> "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$74,782 72		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$14,886 99		
Repairs of passenger and baggage cars.....	3,024 17		
Repairs of freight cars.....	7,814 58		
Repairs of tools and machinery in shops.....	1,143 39		
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	4,612 98		
Total	31,482 11		
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,067 77	\$1,587 64	\$1,480 13
Agents and clerks.....	15,509 90	4,952 12	10,557 78
Labor—loading and unloading freight.....	5,914 50		5,914 50
Porters, watchmen, and switch tenders.....	1,836 12	612 04	1,224 08
Wood and water station attendance.....	35 84		
Conductors, baggage masters and brakemen.....	13,488 36	6,582 70	6,905 66
Engineers and firemen.....	13,344 01	3,542 35	9,821 66
Fuel and cost of preparing for use.....	32,347 03	10,782 34	21,564 69
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,791 34		
Loss and damage of goods and baggage.....	285 70	15 81	269 89
Use of freight cars.....	3,946 05		3,946 05
Damage for injury of persons.....	65 00		65 00
Damage to property, including damage by fire and cattle killed on road.....	812 73	706 75	105 98
General superintendence.....	35,615 00	11,871 66	23,743 34
Contingencies	3,411 20	1,491 00	1,920 20
Total.....	131,490 64	42,144 41	87,519 05

RECEIPTS.

Passengers	\$79,345 78
Freight	142,083 55
Mail and express.....	6,103 00
Miscellaneous	547 52
Total	<u>228,099 85</u>

Summary of payments :

For construction and equipment.....	\$14,872 70
For maintaining the road, &c.—repairs of machinery and operating the road.....	237,755 47
Interest	10,604 55
Municipal and State taxes.....	6,341 42
Total.....	<u>269,574 14</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Horace F. Clark.....	New York.
Augustus Schell.....	New York.
Wm. H. Vanderbilt.....	New York.
Aschbil H. Barney.....	New York.
George B. Gates.....	Buffalo.
Daniel Williams.....	Harmony.
Thomas Struthers.....	Warren.
Wm. H. Steward.....	Corry.
M. P. Bemus.....	Mayville.
Wm. P. Whiteside.....	Mayville.
George W. Gifford.....	Mayville.
Amos K. Warren.....	Mayville.
John F. Phelps.....	Mayville.
Matthew P. Bemus, President and Treasurer.....	Mayville, N. Y.
Daniel Williams, Secretary.....	Harmony, N. Y.
H. H. Potter, Superintendent.....	Corry, Pa.

(No. 12.)

BUFFALO, NEW YORK AND PHILADELPHIA.

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

Personally appeared Bronson C. Rumsey, president, and H. L. Lyman, treasurer, of the Buffalo, New York and Philadelphia railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1872, are true, to the best of their knowledge and belief.

(Signed) BRONSON C. RUMSEY, *President.*
 H. L. LYMAN, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of December, 1872. }

B. H. BAGNALL,
Notary Public for Erie Co., State of N. Y.

BUFFALO, N. YORK AND PHILA. RAILWAY CO., }
Buffalo, February 25, 1873. }

HARRISON ALLEN, *Esq.,*

Auditor General, Harrisburg, Pa.:

DEAR SIR:—Herewith I send you annual report, with value of real estate filled in, according to your request.

In explanation, allow me to say that the original copy retained was sent to us by Mr. Hartranft, Auditor General, who marked off for our instruction all that portion of report relating to the operative part of the road, saying that, inasmuch as we were not in operation in the State of Pennsylvania prior to September 30, 1872, he did not wish, and would not require of us, any report of that portion. We followed his instructions to the letter, except as to the matter of value of real estate, which we now furnish you. If you desire us to render a full report, notwithstanding the fact that our road was not operated in Pennsylvania at all during the

last fiscal year, we will comply cheerfully, but would desire some little time in order to compile the necessary statistics.

Please advise us further, and oblige

Yours, very truly,

H. L. LYMAN,

Treasurer.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,000,000 00
Amount of stock subscribed.....	1,651,500 00
Amount paid in as by last report.....	No report.
Total amount now paid in of capital stock.....	1,600,707 74
Funded debt, as per last report.....	No report.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity 1896,)	\$1,876,500 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	<hr/> \$1,876,500 00
Floating debt, as by last report.....	No report.
The amount now of floating debt.....	\$430,605 45
Total amount now of floating and funded debt...	2,307,271 08
Rate per cent. per annum of interest on funded debt, 1st mortgage, (gold)	6 per cent.
Date and rate per cent. per annum of dividend or dividends, (stock and cash).....	None.
Number of shares of stock issued.....	15,741
Par value of each share.....	\$100 00
Average market value during the year. No market quotations.	
Amount paid in on each share.....	100 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.....	No report.	\$2,799,166 09
Equipment	No report.	265,104 94
Total cost.....		<u>3,054,271 03</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Buffalo to Emporium, Pennsylvania.....	117	miles.
Length of main line road laid.....	88	"
Length of main line of road laid in Pennsylvania,	10	"
Length of double track of road.....		None.
Length of sidings.....	5 $\frac{8}{10}$	miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$	inches.
Weight of rail per yard on main track	56, 60 to 62	lbs.
Branch roads owned by the company and their length		None.
Roads worked or leased by the company		None.
Number of engine houses and shops		3
Number of engines.....		9
Number of first class passenger cars, (average cost of each, \$5,250 00,).....		12
Number of second class passenger cars, (average cost of each, \$2,850 00,).....		1
Number of baggage, mail and express cars, (average cost of each, \$2,850 00,).....		3
Number of freight cars, (average cost of each, \$700 00,)		159
Number of coal, ore, stone and caboose cars.....		None.
*Number of wooden bridges, (total length in feet, 2,070,).....		20
Number of stone bridges		None.
Number of culverts, (total length in feet, 1,140,)..		250
Number of railroads crossed		2
Number of stations on main road: Passenger, 9; Freight, (exclusive,) 2.....		11

*Iron and wood combined, known as combination—5 in number. Included in above.

Number of wood and water stations on main road,	6
Value of real estate held by the company, exclusive of road way.....	\$268,932 00
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.

The road was not in operation, in Pennsylvania, prior to September 30, 1872.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. Clark	Buffalo, N. Y.
Jas. Brayley	Buffalo, N. Y.
Myron P. Bush.....	Buffalo, N. Y.
Cyrus Clarke.....	Buffalo, N. Y.
Henry A. Richmond.....	Buffalo, N. Y.
J. F. Schoelkopf.....	Buffalo, N. Y.
C. J. Hamlin.....	Buffalo, N. Y.
Sherman F. Dewitt.....	Buffalo, N. Y.
Bronson C. Rumsey	Buffalo, N. Y.
Jonathan Scoville.....	Buffalo, N. Y.
Walton Cary.....	Buffalo, N. Y.
Wm. C. Sarge.....	Buffalo, N. Y.
A. M. Benton.....	Port Allegheny, N. .
Bronson C. Rumsey, President.....	Buffalo, N. Y.
Henry L. Lyman, Secretary.....	Buffalo, N. Y.
Henry L. Lyman, Treasurer.....	Buffalo, N. Y.

(No. 13.)

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, for the financial year ending September 30, 1872, are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }
 26th day of November, 1872. }

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.....	426,900 00
Total amount now paid in of capital stock.....	426,900 00
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,).....	"
3d mortgage bonds, (date of maturity,)....	"
Date and rate per cent. per annum of dividend or dividends: Cash, November 4, 1872.....	6 per cent.
Number of shares of stock issued.....	17,076
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.....	426,900 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$742,156 64</u>	<u>\$742,156 64</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Catasauqua to Rittenhouse Gap.....	20 miles.
Length of main line of road laid.....	20 "
Length of main line of road laid in Pennsylvania.....	20 "
Length of sidings.....	8 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 19 miles, 50 pounds to a yard, and 5 miles with 57 pounds.	
Branch roads owned by the company, and their length, viz: Trexlertown to Farmington.....	4 miles.
Roads worked or leased by the company, viz:....	None.
Number of engine houses and shops.....	2
Number of engines.....	5
Number of first class passenger cars, (average cost of each \$3,000,).....	3
Number of baggage, mail and express cars, (average cost of each, \$1,000,).....	2
Number of freight cars: Trucks, (average cost of each, \$1,000,).....	61
Number of coal, ore and stone cars: Ore, 364; stone, 215; (average cost of each, \$400,) Total,	579
Number of iron bridges, (total length in feet, 1,306,).....	5
Number of wooden bridges, (total length in feet, 60,).....	2
Number of stone bridges, (total length in feet, 60,).....	3
Number of railroads crossed, (East Pennsylvania,).....	1
Number of stations on main road: Passenger, 16; freight 16; total.....	16
Number of wood and water stations on main road.....	7
Value of real estate held by the company, exclusive of road way.....	\$21,500 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.

Length in miles laid with steel rail..... 2.50 miles.

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.....	40,812
Number of passengers (all classes) carried in cars..	25,000
Gross amount of tonnage for the year, (2,240 lbs. per ton,).....	409,669 $\frac{1}{2}$ tons.
Average rate of speed adopted by ordinary passenger 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.....	<u>35 "</u>

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

For the year..... 25,000

No monthly statement kept.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	52,363.01	Merchandise and manufactures	11,323.08
Bituminous coal.....	7,603.00	Sand.....	4,124.13
Pig iron.....	31,415.00	Lumber and slate.....	10,161.12
Railroad iron.....	8,145.00	Other articles.....	3,320.00
Iron and other ores.....	169,687.05		
Stone and lime.....	109,165.02	Total tons.....	<u>409,669.10</u>
Agricultural products.....	2,351.19		

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.....	<u>3 "</u>

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

For through freight.....	4 cents.
For through coal.. ..	2½ "
For local freight.....	7½ "
For local coal.....	<u>3½ "</u>

EXPENSES.

5 RAILROAD REP.

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	\$41,862 09		
Taxes on real estate	178 02		
Total.....	42,040 11		\$42,040 11
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$4,340 73	\$1,446 91	\$2,893 82
Repairs of passenger and baggage cars.....	1,192 73		1,192 73
Repairs of freight cars	1,484 27		1,484 27
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....			
Total	7,017 73	1,446 91	5,570 82
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$368 08		\$368 08
Agents and clerks.....	549 39	\$519 39	
Wood and water station attendance.....	2,319 86		2,319 86
Conductors, baggage masters and brakemen.....	4,374 40	1,340 01	3,034 39
Engineers and firemen.....	3,499 69	1,166 56	2,333 13
Fuel and cost of preparing for use.....	8,494 93	2,918 30	5,576 63
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,300 49	416 82	883 67
Use of freight cars.....	2,218 33	1,301 22	917 11
General superintendence.....	4,460 87		4,460 87
Total	28,086 04	7,692 30	20,393 74

RAILROAD REPORT.

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RECEIPTS.

Months.	Passengers.	Freight.	Miscellaneous.	Total.
November, 1872.....	\$291 95	\$12,688 13		
December, 187.....	356 80	9,040 80		
January, 187.....	305 65	10,085 54		
February, 187.....	287 65	8,897 18		
March, 187.....	326 10	8,075 44		
April, 187.....	409 00	9,922 45		
May, 187.....	372 65	8,629 14		
June, 187.....	292 20	8,469 94		
July, 187.....	338 40	8,392 30		
August, 187.....	401 05	8,158 05		
September, 187.....	340 50	14,636 35		
October, 187.....	367 45	8,573 78	\$30,117 74	
Total.....	4,089 40	115,573 10	30,117 74	\$149,780 24

Summary of payments:

For maintaining the road, &c,—repairs of machinery and operating the road.....	\$77,143 88
For dividends.....	25,614 00
For municipal taxes.....	178 02
For State taxes: (tonnage, \$5,889 41; gross receipts, 1,027 93; capital stock, 1,280 70;).....	8,198 04
United States taxes.....	1,280 70
Total.....	<u><u>112,414 64</u></u>

ACCIDENTS.

No accidents during the year.

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.
Fisher Hazard.....	Mauch Chunk, 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.

(No. 14.)

CATAWISSA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared M. P. Hutchinson, president and treasurer of the Catawissa railroad company, and in due form of law made oath, that the statements in the within report, for the ten months ending October 31, 1872, are true, to the best of his knowledge and belief.

(Signed) M. P. HUTCHINSON, *Pres. and Treas.*

Sworn and subscribed before me, this }
 12th day of February, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Amount of stock subscribed.....	\$4,359,500 00
Amount paid in as by last report.....	3,359,500 00
Total amount now paid in of capital stock.....	4,359,500 00
Funded debt, as per last report	1,740,350 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1882,).....	\$230,500 00
1st mortgage bonds, (date of maturity, 1900,).....	1,300,000 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
	<hr/>
	1,740,350 00
Total amount now of floating and funded debt...	1,740,350 00
Date and rate per cent. per annum of dividend or dividends: Cash, on preferred stock, May 27, 1873.....	3½ per cent

Number of shares of stock issued: Preferred,
64,000; common, 23,190.

Amount of capital on which the respective dividends were declared \$2,178,900 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment: No separate account kept.		
Total cost.....	<u><u>\$5,126,500 00</u></u>	<u><u>\$6,126,500 00</u></u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Williamsport to Tamanend.....	94 miles.
Length of main line road laid.....	94 "
Length of main line of road laid in Pennsylvania.....	94 "
Length of sidings.....	7 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length.....	4½ miles.
Roads worked or leased by the company.....	2
Number of engine houses and shops: 5 engine houses and 2 shops.	
Number of engines.....	21
Number of first class passenger cars.....	9
Number of baggage, mail and express cars.....	5
Number of freight cars.....	535
Number of coal, ore and stone cars.....	50
Number of iron bridges.....	2
Number of wooden bridges.....	22
Number of stone bridges.....	None.
Number of railroads crossed.....	4
Number of stations on main road: Passenger, 19; freight, 19; total.....	19
Number of wood and water stations on main road.....	14
Value of real estate held by the company, exclusive of road way.....	\$53,150 00

Number of tunnels ; (length of each, 1,400 feet, 400 feet, 200 feet,).....	3
How is track laid, and on what foundation ? Hard wood cross-ties on earth, coal dirt and stone.	
Length in miles laid with steel rail.....	<u>10 miles.</u>

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

Number of miles run by passenger trains.....	79,124
Number of miles run by freight trains	281,043
Number of miles run by coal trains.....	16,293
Number of through passengers for the year on main road.....	17,023
Number of passengers (all classes) carried in cars,	104,662
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	389,120 $\frac{11}{20}$
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	21 miles.
Average rate of speed adopted by freight trains, including stops.....	10 miles.
Weight of first class passenger engines, with ten- der.....	56,000 lbs.
Weight of freight engines, with tender.....	<u>70,000 lbs.</u>

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

January, 1872.....	9,695	July, 1872.....	12, 120
February, 1872.....	7, 131	August, 1872.....	12, 265
March, 1872.....	8, 964	September, 1872.....	11, 040
April, 1872.....	9, 793	October, 1872.....	12, 427
May, 1872.....	10, 824		
June, 1872.....	10, 393	Total.....	<u>104, 662</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	16, 872 13-20	M'chandise and manufactur's,	21, 232 02-20
Pig iron.....	11, 661 09-20	Live stock.....	1, 607 12-20
Railroad iron.....	21, 550 16-20	Lumber.....	131, 018 11-20
Iron and other ores.....	11, 575 13-20	Other articles.....	163, 949 15-20
Stone and lime.....	1, 519 07-20		
Agricultural products.....	8, 132 13-20		<u>389, 120 11-20</u>

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

For first class through passengers, about.....	2½ cents.
For first class way passengers, about.....	3 “
For second class through passengers.....	None.
For second class way passengers.....	None.

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

For through freight, about.....	1½ cents.
For through coal, about.....	1½ “
For local freight, about.....	2½ “
For local coal, about.....	1½ “

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$105,608 31
Total.....	105,608 31

Repairs of machinery :

Repairs of engines and tenders.....	\$32,125 30
Repairs of passenger and baggage cars	3,949 93
Repairs of freight cars	25,833 95
Repairs of tools and machinery in shops.....	5,056 24
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	7,432 48
Total.....	74,397 90

Operating the road :

Office expenses, stationery, &c.....	\$7,852 35
Agents and clerks.....	23,839 39
Porters, watchmen and switch tenders.....	14,506 18
Wood and water station attendance.....	3,912 53
Conductors, baggage masters and brakemen.....	47,889 30

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Engineers and firemen.....	\$22,614 79
Fuel and cost of preparing for use.....	39,301 74
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	7,618 96
Telegraph and station expenses.....	8,350 16
Loss and damage of goods and baggage.....	693 36
Use of freight cars.....	3,625 13
General superintendence.....	5,833 34
Contingencies.....	16,955 83
Total.....	<u>202,993 06</u>

Receipts on construction and equipment account during the year :

From stockholders.....	<u>\$957,900 00</u>
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RECEIPTS.

From passengers	\$84,494 63
From freight.....	477,902 19
From mail.....	5,373 29
Miscellaneous.....	4,334 65
Total.....	<u>572,104 76</u>

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$382,999 27
For State taxes.....	<u>16,228 34</u>

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	2
Others.....	1	0
Total.....	<u>2</u>	<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, viz :

1872.

February 9. Charles Foulke, a freight brakeman, was found dead on the track at Catawissa, supposed to have fallen between hind car and caboose of his train as it was leaving Catawissa yard, bound south ; he was discovered about five o'clock A. M., by the night watchman. Apparently only the caboose had passed over him.

April 10. Samuel Hite, a freight brakeman, was injured about the head while coupling cars at Danville, so that he died April 26.

July 1. A child of Patrick Neenan was run over by engine of P. mail, on curve north of White Deer. The child was about 2½ years old, and was walking alone on the track, and in attempting to get out of way, fell on the track and train passed over it. It died next day.

September 25. Wm. Barton, freight brakeman, had his foot crushed at Danville while coupling cars.

On the first of November, 1872, the railroad of this company, including its branches, the appurtenances, locomotives, cars and other rolling stock, &c., was leased to the Philadelphia and Reading railroad company, for the term of nine hundred and ninety-nine years, who will include in their return the workings subsequent to that date.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. V. Williamson.....	Philadelphia, Pa.
Emmor Weaver.....	Philadelphia, Pa.
Francis K. Shipper.....	Philadelphia, Pa.
Elwood Shannon.....	Philadelphia, Pa.
Charles Camblos.....	Philadelphia, Pa.
Joseph C. Harris.....	Philadelphia, Pa.
M. P. Hutchinson, President and Treasurer.....	Philadelphia, Pa.
R. M. Elliott, Secretary.....	Philadelphia, Pa.

(No. 15.)

CHESTER CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Henry Wood, for 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

H. WOOD, *for President.*J. HUDDELL, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of February, 1873. }

SAMUEL P. HULL, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$185,000 00
Amount paid in as by last report.....	180,400 00
Total amount now paid in of capital stock.....	185,000 00
Funded debt, as per last report.....	185,000 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
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	<hr/>
	185,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	185,000 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: Cash—January 1, 1872, 3 per cent.; July 1, 1872, 3 per cent.	

Number of shares of stock issued.....	3,700
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 1, 1872, \$180,400 00; July 1, 1872, \$185,000 00.	

COST OF ROAD.

	By last report.	By present report.
Construction	<u>\$365,400 00</u>	<u>\$370,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from junction of the Philadelphia, Wilmington and Baltimore rail-road, at Lamoken, to junction of the Philadelphia and Baltimore Central railroad, at Lenni,	7½ miles.
Length of main line road laid.....	7½ "
Length of main line of road laid in Pennsylvania,	7½ "
Length of double track of road.....	None.
Length of sidings.....	¾ of a mile.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length, 450 feet,)	3
Number of railroads crossed.....	1
Number of stations on main road, (passenger, 8; freight, 7,) total.....	15
How is track laid, and on what foundation? With fish joints, gravel and sand.	
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 Henckley.....	Philadelphia.
Abraham R. Perkins.....	Philadelphia.
Jairus Baker.....	Philadelphia.
Joseph Willcox.....	Philadelphia.
Henry Wood.....	Philadelphia.
George H. Huddell.....	Philadelphia.
Samuel A. Croyer.....	Chester, Pa.
A. P. Morgan.....	Chester, Pa.
James M. Broomall.....	Media, Delaware Co., Pa.
David Woelpper.....	Chadd's Ford, Delaware Co., Pa.
Samuel Dickey.....	Oxford, Chester Co., Pa.
Joseph Bringham.....	Wilmington, Delaware.
Samuel F. Felton, President.....	Philadelphia.
William Ward, Secretary.....	Chester, Pa.
Joseph Huddell, Treasurer.....	Philadelphia.

(No. 16.)

CHESTER VALLEY.

STATE OF PENNSYLVANIA, } ss :
Philadelphia County,

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, for the financial year ending November 1, 1872, are true, to the best of their knowledge and belief.

(Signed) JOHN F. GILPIN, *President.*

WILLIAM H. HOLSTEIN, *Treasurer.*

Affirmed and subscribed before me, this }
 10th day of October, 1872. }

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 maturity, May, 1872,)	500,000 00
Floating debt, as by last report, (being unpaid interest,)	472,500 00
The amount now of unpaid interest.....	490,000 00
Total amount now of unpaid interest and funded debt	990,000 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	No dividends.
Number of shares of stock issued.....	17,438

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Par value of each share.....	\$50 00
Average market value during the year: No reported market value.	
Amount paid in on each share.....	<u>50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, total cost.....	<u>\$1,371,000 00</u>	<u>\$1,371,900 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Bridgeport to Downingtown.....	21½ miles.
Length of main line road laid.....	21½ "
Length of main line of road laid in Pennsylvania.....	21½ "
Length of double track of road.....	None.
Length of sidings.....	2 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,441,).....	32
Number of stone bridges, including culverts, (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.	
Length in miles laid with steel rail.....	<u>None.</u>

The Chester Valley railroad is operated by 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.
Franklin B. Gowen.....	Philadelphia.
Coffin Colket.....	Philadelphia.
Charles E. Smith.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
R. P. M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
Wm. H. Holstein.....	Bridgeport, Pa.
John F. Gilpin, President.....	Philadelphia.
Wm. H. Holstein, Secretary and Treasurer.....	Bridgeport, Pa.

(No. 17.)

CHESTNUT HILL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Coffin Colket, president, and H. C. Colket, treasurer, of the Chestnut Hill railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

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

Affirmed, sworn and subscribed before }
 me, this 7th day of January, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock 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.....	None.
The amount now of funded debt.....	None.
1st mortgage bonds.....	None.
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..	None.
Date and rate per cent. per annum of dividend or dividends: Cash, (March 2, June 3, September 3 and December 3, each 3 per cent.).....	12 per cent.
Number of shares of stock issued.....	2,413
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>120,650 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$120,650 00	\$120,650 00
Equipment.....	<u>None.</u>	<u>None.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Germantown to Chestnut Hill.....	4 $\frac{1}{8}$ miles.
Length of main line road laid.....	4 $\frac{1}{8}$ "
Length of main line of road laid in Pennsylvania.....	4 $\frac{1}{8}$ "
Length of double track of road.....	$\frac{1}{2}$ mile.
Length of sidings.....	$\frac{1}{2}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	56 pounds.
Leased to Philadelphia and Reading railroad company.	
Number of engine houses and shops.....	None.
Number of engines.....	None.
Number of first class passenger cars.....	None.
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length, 150 feet,).....	3
Number of stone bridges, (total length, 50 feet,).....	1
Number of culverts.....	None.
Number of railroads crossed.....	None.
Number of stations on main road, (passenger and freight,).....	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.	
Length in miles laid with steel rail.....	None.

The road is now leased to the Philadelphia and Reading railroad company for a term of nine hundred and ninety-nine years, at an annual rental of 12 per cent. on the capital stock of 2,413 shares, at \$50 per share. They took possession December 1, 1870.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joseph Patterson.....	Philadelphia.
W. L. Schaffer.....	Philadelphia.
H. M. Phillips.....	Philadelphia.
William Miller.....	Philadelphia.
F. B. Gowen.....	Philadelphia.
E. H. Well.....	Philadelphia.
H. K. Smith.....	Philadelphia.
W. W. Colket.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
W. S. Wilson.....	Philadelphia.
A. B. Eckel.....	Philadelphia.
Charles H. Gross.....	Philadelphia.
C. Colket.....	President.
H. C. Colket.....	Secretary and Treasurer.

(No. 18.)

CLEVELAND AND PITTSBURG.

STATE OF OHIO, }
Cuyahoga County, } ss :

Personally appeared R. F. Smith, assistant general manager, and George A. Ingersoll, treasurer, of the Cleveland and Pittsburgh railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed) R. F. SMITH, *Ass't Gen'l Manager.*
 G. A. INGERSOLL, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1873. }

L. P. CARR, *Notary Public.*

Sworn and subscribed before me, this }
 7th day of February, 1873. }

JAMES WADE, JR.,
Commissioner in Ohio for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law	\$11,223,200 00
Amount of stock subscribed.....	11,223,200 00
Amount paid in as by last report.....	7,867,950 00
Total amount now paid in of capital stock.....	11,223,200 00
Funded debt, as per last report	3,859,500 00
The amount now of funded debt, (classified and date of maturity), as follows :	
No 1st mortgage outstanding.	
2d mortgage bonds, (date of maturity, September 1, 1873,)....	\$511,500 00
3d mortgage bonds, (date of maturity, May 1, 1875,).....	1,252,000 00

4th mortgage bonds, (date of maturity, January 1, 1892,).....	\$1,096,000 00	
Consolidated sinking fund mortgage, (date of maturity, November 1, 1900,).....	966,000 00	
		\$3,825,500 00
Total amount now of floating and funded debt..		3,825,500 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.; consolidated sinking fund mortgage, 7 per cent.		
Date and rate per cent. per annum of dividend or dividends: Cash, (January 4, 1872, March 1, June 1 and September 1,) 10 per cent.; cash, (March 1, June 1 and September 1,) 7 per cent.		
Number of shares of stock issued		224,464
Par value of each share		\$50 00
Average market value during the year.		45 00
Amount paid in on each share		50 00
Amount of capital on which the respective dividends were declared: \$7,867,950, \$184,600, \$39,500, \$37,150, 10 per cent.; \$10,971,900, \$11,181,250, \$11,185,200, 7 per cent.		

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$8,980,875 10	\$12,337,287 73
Equipment.....	2,537,718 99	2,538,643 99
Total.....	<u>\$11,518,594 09</u>	<u>\$14,875,931 72</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 road laid.	167 "
Length of main line of road laid in Pennsylvania, ..	15 "
Length of double track of road.....	3 "

Length of sidings, (road sidings, 56½ miles ; private sidings, 17 miles,).....	73½ miles.
Gauge of road	4½ feet.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Bayard, O., to New Philadelphia, O., 32 miles.	
Roads worked or leased by the company, viz: Lease of 26 miles of the Pittsburg, Fort Wayne and Chicago railway for joint occupancy of the track from Rochester, Pa., to Pittsburg, Pa.	
Number of engine houses and shops.....	11
Number of engines.....	83
Number of first class passenger cars, (average cost of each, \$3,665,)	36
Number of second class passenger cars, (average cost of each \$1,200,).....	5
Number of baggage, mail and express cars, (average cost of each, \$1,438,).....	22
Number of freight (house) cars, average cost of each, \$788,).....	550
Number of coal, ore and stone cars, (average cost of each, \$580,).....	1,970
Number of caboose cars, (average cost of each, \$1,045,)	38
Number of iron bridges, (total length in feet, 278,)	2
Number of wooden bridges, (total length in feet, 6,045,).....	67
Number of stone bridges, (total length in feet, 1,314,).....	11
Number of culverts, (total length in feet, 1,742,)	35
Number of railroads crossed.....	3
Number of stations on main road : Passenger, 53 ; freight, 46 ; total.....	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, 1,010 feet,).....	1

How is track laid, and on what foundation? T rail, cross ties, gravel sub-structure.....	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of miles run by passenger trains.....	364,086
Number of miles run by freight and coal trains..	1,234,014
Number of miles run by all other trains.....	718,059
Number of through passengers for the year on main road.....	58,760
Number of passengers (all classes) carried in cars,	654,758
Number of tons of 2,000 lbs. of through freight for the year on main road.....	560,449
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,868,955
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	30
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	<u>31 "</u>

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

December, 1871.....	44,385	June, 1872.....	55,114
January, 1872.....	44,369	July, 1872.....	62,416
February, 1872.....	41,960	August, 1872.....	61,175
March, 1872.....	50,250	September, 1872.....	69,536
April, 1872.....	52,400	October, 1872.....	58,088
May, 1872.....	53,395	November, 1872.....	<u>61,670</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	None.	Stone and lime.....	41,814
Bituminous coal.....	904,641	Agricultural products.....	41,709
Petroleum and other oils.....	9,633	Merchandise and manufactures....	220,796
Pig iron.....	100,957	Live stock.....	22,545
Railroad iron.....	72,800	Lumber.....	66,773
Other iron or castings.....	57,295	Other articles.....	<u>11,543</u>
Iron and other ores.....	318,449		

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 "
For second class through passengers	No rates.
For second class way passengers	<u>No rates.</u>

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

01.90 cents per ton per mile is the net average of our rates for through and local business for the year, including coal.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$433,398 70
Total	<u>433,398 70</u>

Repairs of machinery :

Repairs of engines and tenders	\$112,749 66
Repairs of passenger and baggage cars	17,282 46
Repairs of freight cars	95,651 97
Repairs of tools and machinery in shops and inci- dental expenses, including oil, fuel, clerks, watch- men, &c., about shops	82,202 51
Total	<u>307,886 60</u>

Operating the road :

Office expenses, stationery, &c.	\$29,405 78
Agents and clerks, labor, loading and unloading freight, porters, watchmen and switch tenders,	170,023 79
Car cleaning and inspecting, furniture and fixtures,	12,712 91
Wood and water station attendance	24,180 10
Conductors, baggage masters and brakemen	142,885 08
Engineers and firemen	152,998 25
Fuel and cost of preparing for use	119,327 37

Oil and waste for engines and tenders, passenger, baggage and freight cars.....	\$30,550 85
Telegraph, mail and station expenses.....	20,420 54
Loss and damage of goods and baggage.....	1,559 93
Use of freight cars	8,292 05
Damage for injury of persons.....	2,263 87
Damage to property, including damage by fire and cattle killed on road.....	9,439 15
General superintendence	85,947 82
Contingencies.....	21,479 70
Total	831,487 19

Allotted to passenger and freight transportation : We do not make this allotment in our accounts.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Total..... \$3,357,337 63

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
December, 1871.....	\$40,924 75	\$178,590 89	\$7,752 87	1,034 90	\$228,303 41
January, 1872.....	42,280 82	202,557 53	8,826 23	1,083 38	252,727 96
February, 1872.....	38,298 73	193,115 61	8,932 99	1,324 52	239,126 85
March, 1872.....	45,775 82	210,611 74	6,542 19	1,755 21	264,684 96
April, 1872.....	50,912 30	209,816 75	7,335 48	2,379 51	270,444 04
May, 1872.....	52,484 17	249,634 45	7,853 07	1,720 18	311,671 87
June, 1872.....	52,999 08	245,628 95	8,418 89	2,464 00	307,510 92
July, 1872.....	63,398 01	253,791 45	6,680 46	1,884 37	325,754 29
August, 1872.....	63,418 62	286,323 63	6,680 46	1,832 30	358,255 01
September, 1872.....	70,756 21	247,801 43	7,880 84	2,181 07	328,619 55
October, 1872.....	59,546 48	284,743 42	10,816 75	1,860 22	356,966 87
November, 1872.....	50,718 35	235,245 74	9,479 68	2,189 15	297,672 92
Settlement—joint earnings: Pittsburg, Ft. Wayne and Chicago railway.....				12,546 70	12,560 70
Total.....	631,468 84	2,797,901 59	90,659 91	34,255 51	3,554,285 35

Summary of payments :

For construction and equipment.....	\$3,357,337 63
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,572,772 49
For dividends.....	788,306 66
For interest.....	245,473 22

For miscellaneous.....	\$119,128 67
For municipal and State taxes.....	58,635 59
For United States taxes.....	305 65

Total.....	<u>6,141,959 91</u>
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Total amount of surplus fund.....	<u>440,410 75</u>
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Cost of transportation :

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

What express companies run on your road, and on what terms? Union express company, at \$50,000 per annum.

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

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	4
Others	4	3
Total.....	<u>5</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, viz :

1872.

April 1. Gillen Struck, brakeman, hand injured coupling cars, Manchester yard.

April 11. Mrs. Galvin attempted to pass under a train while moving slowly in Manchester yard, was knocked down and foot badly bruised.

April 11. A little child of Charles Thompson, who lives near the switch at Manchester yard, had its hand on rail and was run over, two fingers amputated.

April 13. B. Eberlein, brakeman, hand bruised coupling cars, Manchester yard.

April 15. Benjamin Fillinger, brakeman, caught between two cars in Penn Street yard, Pittsburg, and killed.

May 25. James Wilson, of Allegheny city, aged 14 years, killed by being crushed between two cars in a collision between a passenger and freight train in Allegheny City ; he was stealing a ride.

July 4. An unknown man, riding on freight train without permission, jumped off while passing through Allegheny City and broke one leg.

August 2. Charlotte Dott, an insane woman, was struck by engine of a passenger train while walking on track near Fleming Station ; picked up and taken to Allegheny City, where she died in a few hours.

August 22. John Henry Owen, of New York, in attempting to get on freight train while in motion at Remington Station, fell under the cars and was injured ; he was taken to Rochester and died in a few hours.

October 5. Adam Duckroth, a boy, stealing a ride on passenger train, jumped from rear car while in motion, two or three miles west of Allegheny City, and was killed.

October 24. Emanuel R. Morsbaugh, brakeman, attempted to get on engine while in motion at Manchester yard, fell and was run over ; leg amputated.

November 7. Smith Hunter, brakeman, hand injured while switching at Rochester, Pa.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. M'Cullough.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
Geo. W. Cass.....	Pittsburg, Pa.
Wm. Thaw.....	Pittsburg, Pa.
Thos. A. Scott.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Jay Gould.....	New York.
Henry N. Smith.....	New York.
Wm. Hoge.....	New York.
Chas. Lanier.....	New York.
R. P. Ranney.....	Cleveland, O.
J. V. Painter.....	Cleveland, O.
J. N. M'Cullough, President.....	Pittsburg, Pa.
Geo. A. Ingersoll, Secretary and Treasurer.....	Cleveland, O.

(No. 19.)

COLEBROOKDALE.

STATE OF PENNSYLVANIA, } ss :
Philadelphia County,

Personally appeared Joseph L. Bailey, president, and John Welch, treasurer, of the Colebrookdale railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed) JOSEPH L. BAILEY, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1873. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed.....	50,000 00
Amount paid in as by last report.....	47,165 00
Total mount now paid in of capital stock.....	47,165 00
Funded debt, as per last report.....	584,700 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, June 1, 1898,)	584,700 00
Floating debt, as by last report	56,377 47
The amount now of floating debt.....	89,009 84
Total amount now of floating and funded debt...	673,709 84
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	917
Par value of each share.....	\$50 00

RAILROAD REPORT.

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Amount paid in on each share, (averaged,).....	\$47 16
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>\$662,332 33</u>	<u>\$663,976 78</u>

Equipment furnished by the P. and R. R. Co., lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road from Pottstown to Housensack.....	18.8 miles.
Length of main line road laid.....	12.8 "
Length of main line of road laid in Pennsylvania,.....	12.8 "
Length of double track of road.....	None.
Length of sidings	1.7 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses	1
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 160,).....	2
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	9
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of road way.....	\$14,108 07
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross-ties and stone ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of miles run by passenger trains: Will be included in return made by the P. & R. R. Co., lessees.

Summary of payments:

For construction.....	\$1,644 45
For interest on bonded debt.....	35,052 00
For miscellaneous.....	735 15
For State taxes.....	1,767 69
For United States taxes.....	483 53
Total.....	<u>39,637 82</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. Y. Brendlinger.....	New Berlin, Berks Co., Pa.
Jno. C. Smith.....	Pottstown, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
J. L. Bell.....	Philadelphia, Pa.
D. J. Brown.....	Philadelphia, Pa.
W. A. Church.....	Philadelphia, Pa.
Joseph L. Bailey, President.....	Pine Iron Works P. O., Berks Co., Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welsh, Treasurer.....	Philadelphia, Pa.
John E. Wootten, Gen'l. Supt.....	Reading, Pa.

(No. 20.)

CONNECTING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

EDMUND SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of January, 1873. }

HENRY C. SPACKMAN, *Notary Public.*

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.....	1,278,300 00
Total amount now paid in of capital stock.....	1,278,300 00
Funded debt, as per last report	996,000 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..	\$193,000 00
Series B, September 15, 1901..	199,000 00
Series C, September 15, 1902..	200,000 00
Series D, September 15, 1903..	199,000 00
Series E, September 15, 1904..	200,000 00
	<hr/>
	991,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt..	991,000 00
Rate per cent. per annum of interest on funded debt, first mortgage	6 per cent.

Date and rate per cent. per annum of dividend or dividends: June 30, 1872, December 30, 1872, cash, each.....	3 per cent.
Number of shares of stock issued.....	25,566
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
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>\$2,278,300 00</u>	<u>\$2,278,300 00</u>

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 road laid.....	$6\frac{781}{1000}$ "
Length of main line of road laid in Pennsylvania, Length of double track of road.....	$6\frac{781}{1000}$ "
Length of sidings.....	$2\frac{753}{1000}$ "
Gauge of road.....	4 ft. 9½ in.
Weight of rail per yard on main track.....	67 pounds.
Branch roads owned by the company.....	None.
Value of real estate held by the company, exclusive of railway.....	\$210,000 00
How is track laid and on what foundation? Thomson splice, gravel ballast.	

This road is operated and returns made by the Philadelphia and Trenton railroad company.

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 21.)

CORNWALL.

STATE OF PENNSYLVANIA, } ss:
Lebanon County,

Personally appeared before me, A. Wilhelm, president, and Jacob Weidle, treasurer, of the Cornwall railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

A. WILHELM, *President.*JACOB WEIDLE, *Treasurer.*

Sorwn and subscribed before me, this }
 30th day of January, 1873, }

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
The amount now of funded and floating debts:	
Have no debts.	
Date and rate per cent. per annum of dividend or dividends: January and July 1872, each 4 per cent.; Cash.....	
	8 per centum.
Number of shares of stock issued.....	6,000
Par value of each share.....	\$50 00
Average market value during the year: Not any sold.	
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	300,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$328,553 15	\$335,206 14
Equipment.....	66,171 35	79,671 35
Total.....	<u>394,724 50</u>	<u>414,877 49</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Cornwall to Union canal.....	7 $\frac{41}{100}$ miles.
Length of main line road laid.....	7 $\frac{41}{100}$ "
Length of main line of road laid in Pennsylvania	Entire.
Length of sidings.....	2 $\frac{1}{2}$ miles.
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 and 68 lbs.
Branch roads owned by the company, and their length, viz: One 1,000 feet, one 4,600 feet and the other 1,743 feet, not yet finished.....	3
Roads worked or leased by the company, viz: None but their own.	
Number of engine houses and shops.....	1
Number of engines.....	4
Number of freight cars: House cars, 1; ore cars, 110; trucks, 45; (average cost of each, \$250,) total.....	156
Number of coal, ore and stone cars of all kinds, (average cost of each, \$250,).....	156
Number of iron bridges, (total length in feet, 66 $\frac{1}{2}$,).....	2
Number of wooden bridges, (total length in feet, 150,).....	8
Number of stone bridges, (total length in feet, 30,).....	3
Number of culverts, (total length in feet, 14,)....	4
Number of railroads crossed.....	1
Number of stations on main road, (freight,)....	12
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way	\$600 00

How is track laid, and on what foundation?

Broken limestone and furnace cinders.

Length in miles laid with steel rail. 1,400 yards.

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

Number of miles run by freight trains. About 12,000
 Gross amount of tonnage for the year, (2,000 lbs.
 per ton,) 304,508½
 Average rate of speed adopted by freight trains,
 including stops, 10
 Weight of freight engines: 18, 28, 32 and 35
 tons respectively.

The amount of freight, specifying the quantity in tons.

Anthracite coal	53,558.85	Stone and lime	12,686.35
Pig iron	30,802	Other articles	<u>9,091.15</u>
Iron and other ores	198,369.4		

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

For through freight, (including car service,) From 4 to 5 cts.
 For through coal, (including car service,) About 4 cts.
 For local freight, (including car service,) From 5 to 10 cts.
 For local coal, (including car service,) From 3 to 10 cts.

EXPENSES—FREIGHT TRANSPORTATION.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, in-
 cluding buildings \$24,733 07
 Taxes on real estate and receipts. 5,815 81
\$30,548 88

Repairs of machinery:

Repairs of tools and machinery in shops: Included
 in above.
 Incidental expenses, including oil, fuel, clerks,
 watchmen, &c., about shops. 3,332 67
7 RAILROAD REP.

Operating the road:

Conductors, baggage masters and brakesmen	\$1,833 04	
Engineers and firemen.....	1,656 66	
		<u>\$3,489 70</u>
Loss and damage of goods and baggage: In- cluded in above.		
Use of freight cars: Keep no separate account, included in freight charges.		
Damage for injury of persons.....		None.
Damage to property, including damage by fire and cattle killed on road		None.
General superintendence: Included in above.		
Contingencies: Included in above.		
Total.....		<u><u>\$37,371 25</u></u>

RECEIPTS—FREIGHT.

January, 1872.....	\$6,399 40	September, 1872.....	7,332 04
February, 1872.....	5,616 36	October, 1872.....	7,926 99
March, 1872.....	6,378 54	November, 1872.....	7,601 32
April, 1872.....	7,692 88	December, 1872.....	5,593 72
May, 1872.....	8,612 63		
June, 1872.....	8,002 70	Total.....	<u>87,636 78</u>
July, 1872.....	8,044 92		
August, 1872.....	8,435 78		

Summary of payments:

For construction and equipment.....	\$20,152 52
For maintaining the road, &c—repairs of ma- chinery and operating the road, municipal tax- es, State taxes and United States taxes.....	37,371 15
Dividends.....	24,000 00
Total.....	<u><u>81,523 77</u></u>
Total amount of surplus fund.....	<u><u>6,113 01</u></u>

Cost of transportation :

Cost per ton freight per mile, promimate average. From one to ten 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.

Had no accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. Wilhelm.....	Lebanon, Pa.
Samuel Small.....	York, Pa.
D. S. Hammond.....	Lebanon, Pa.
John W. Mish.....	Lebanon, Pa.
Jacob Weidle.....	Lebanon, Pa.
A. Wilhelm, President.....	Lebanon, Pa.
John W. Mish, Secretary.....	Lebanon, Pa.
Jacob Weidle, Treasurer.....	Lebanon, Pa.

(No. 22.)

COLUMBIA AND PORT DEPOSIT.

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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

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

Sown and subscribed before me, this }
 3d day of February, 1873. }

HENRY C. SPACKMAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed.....	\$225,000 00
Amount paid in as by last report.....	203,172 11
Total amount now paid in of capital stock.....	208,172 11
Funded debt, as per last report.....	160,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1892,).....	160,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
Floating debt, as by last report.....	195,409 09
The amount now of floating debt.....	500,457 52
Total amount now of floating and funded debt..	660,457 52
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.

RAILROAD REPORT.

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Number of shares of stock issued	4,129
Par value of 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>\$558,581 20</u>	<u>\$868,629 63</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Columbia, Pa., to Port Deposit, Md.....	39 $\frac{3}{10}$ miles.
Length of main line road laid.....	4 $\frac{8}{10}$ "
Length of main line of road laid in Pennsylvania,	$\frac{1}{2}$ "
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.
Value of real estate owned by company, exclusive of roadway	<u>\$30,996 84</u>

The Philadelphia, Wilmington and Baltimore railroad company, jointly, with the Philadelphia and Baltimore Central railroad company, lease of the Columbia and Port Deposit railroad company, a small portion of the latter company, lying between the terminus in Port Deposit and a point near and southerly of the mouth of Octorara creek. This company (P., W. & B.) pays \$3,000 per annum as its proportion, being one-half of the whole rent; and the receipts, expenditures and maintenance of the mile or two of track which the Philadelphia, Wilmington and Baltimore railroad company hires of the Columbia and Port Deposit railroad company, being too small and uncertain to be kept separate, are included in the annual report of the Philadelphia, Wilmington and Baltimore railroad company under same heads upon main road.

COLUMBIA AND PORT DEPOSIT

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
J. D. Cameron	Harrisburg, Pa.
Phillip Gossler	Columbia, Pa.
Maris Hoopes	Colemanville, Pa.
W. J. Howard	Philadelphia, Pa.
C. S. Kauffman	Columbia, Pa.
G. B. Roberts	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
Jos. B. Myers	Philadelphia, Pa.
Thomas A. Scott	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
Jacob Tome	Port Deposit, Md.
J. Edgar Thomson, President	Philadelphia, Pa.
Joseph Lesley, Secretary and Treasurer	Philadelphia, Pa.

(No. 23.)

CHARTIERS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared George B. Roberts, president, and Joseph Lesley, treasurer, of the Chartiers railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*JOS. LESLEY, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1873. }

HENRY U. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$800,000 00
Amount of stock subscribed, (this amount is approximated,)	667,155 00
Amount paid in as by last report.....	635,355 01
Total amount now paid in of capital stock.....	638,060 01
Funded debt, as per last report.....	400,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1901,).....	500,000 00
Floating debt, as by last report	60,484 39
The amount now of floating debt: No floating debt.	
Total amount now of floating and funded debt...	500,000 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—stock, none; cash	
	None.

Number of shares of stock issued.....	12,750
Par value of each share	\$50 00
Average market value during the year	None.
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,095,839 40	\$1,127,312 66
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road from Mansfield to Washington.....	22 $\frac{8}{10}$ miles.
Length of main line road laid.....	22 $\frac{8}{10}$ "
Length of main line of road laid in Pennsylvania, Gauge of road.....	22 $\frac{8}{10}$ " 4 $\frac{1}{4}$ feet.
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
Number of engines.....	None.
Number of iron bridges, (total length in feet, 40,)	2
Number of wooden bridges, (total length in feet, 2,105,)	22
Number of stone bridges	None.
Number of stations on main road	13
Number of wood and water stations on main road, Value of real estate held by the company, exclusive of road way.....	2 \$3,390 70
Number of tunnels, (length of each, 300 and 500 feet,).....	2
How is track laid, and on what foundation? Stone ballast.	
Length in miles laid with steel rail	None.

This road is leased to the Pittsburg, Cincinnati and St. Louis railway company, and the returns will be embraced in the annual report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. B. Roberts.....	Philadelphia, Pa.
Wm. K. Nimick.....	Pittsburg, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
W. J. Howard.....	Philadelphia, Pa.
George B. Roberts, President.....	Philadelphia.
Joseph Lealey, Secretary and Treasurer.....	Philadelphia.

(No. 24.)

CHARTIERS.

[Pittsburg, Cincinnati and St. Louis Railway Company, Lessee.]

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared Wm. Thaw, vice president, and Thos. D. Messler, comptroller, of the Chartiers railway, (Pittsburg, Cincinnati and St. Louis railway company, lessee,) and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) W. SHAW, *Vice President.*

THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
 7th day of March, 1873. }

FRANK SEMPLE, N. P.

Stock and debt, cost of road and equipment and characteristics, returned by the Chartiers railway company.

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

Number of miles run by passenger trains, and	
freight trains.....	39,140

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

No record.

The amount of freight, specifying the quantity in tons :

No record.

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	\$12,899 46	\$8,599 64	\$4,299 82
Total.....	12,899 46	8,599 64	4,299 82
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$3,645 09	\$2,430 06	\$1,215 03
Total.....	3,645 09	2,430 06	1,215 03
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$466 76	\$313 81	\$153 45
Agents and clerks.....	3,226 89	2,107 44	1,219 45
Labor, loading and unloading freight.....	783 50		783 50
Porters, watchmen and switch tenders.....	792 42	528 28	264 14
Wood and water station attendance.....	240 00	160 00	80 00
Conductors, baggage masters and brakemen.....	3,326 55	2,398 37	928 18
Engineers and firemen.....	3,708 87	2,472 58	1,236 29
Fuel and cost of preparing for use.....	3,028 66	2,019 14	1,009 52
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	369 79	246 53	123 26
Telegraph, mail and station expenses.....	1,554 45	1,142 46	411 99
Use of freight, passenger and baggage cars.....	5,180 96	4,379 63	801 33
Damage to property, including damage by fire and cattle killed on road.....	92 43		92 43
Total.....	22,871 28	15,767 74	7,103 54

CHARTIERS

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1872.....	\$2,979 69	\$1,492 99	\$1,236 51	\$3 05	\$5,702 24
February, 1872.....	2,567 66	1,697 88	114 00	50	4,380 04
March, 1872.....	2,585 19	1,488 95	114 00	2 50	4,190 64
April, 1872.....	3,048 95	1,317 25	114 00	4 65	4,484 85
May, 1872.....	3,037 76	1,909 35	114 00	3 35	5,064 46
June, 1872.....	3,026 21	1,662 49	114 00	1 05	4,803 75
July, 1872.....	3,268 22	1,520 87	114 00	1 50	4,904 59
August, 1872.....	3,616 30	1,593 02	114 00	.....	5,323 32
September, 1872.....	3,986 23	1,711 22	114 00	2 10	5,813 55
October, 1872.....	3,251 45	1,636 03	114 00	1 00	5,002 53
November, 187-	3,538 37	1,699 99	114 00	2 15	5,354 51
December, 187-.....	3,643 39	1,645 11	114 00	9 05	5,411 55
Total.....	33,549 42	19,375 20	2,480 51	30 90	60,436 03

Summary of payments :

Maintaining the road, &c.—repairs of machinery and operating the road.....	39,415 83
For miscellaneous, amount paid Charters railway company for net earnings.....	20,612 73
For municipal and State taxes.....	407 47

Cost of transportation :

What express companies run on your road, and on what terms? Adams express company—contract not yet consummated.	
What transportation or freight companies run on your road?.....	<u>None.</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Returned by Charters railway company.

(No. 25.)

COWANESQUE.

OFFICE COWANESQUE VALLEY R. R., }
ELKLAND, PA., *January 7, 1873.* }

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

DEAR SIR:—In reply to your circular requesting a report from this company, I would respectfully state, that the capital of the company, as authorized by law, is two hundred thousand dollars, (\$200,000.) The work on the road is progressing as fast as the weather will permit, the road bed having been graded about ten miles, and five miles of iron laid and the bridges finished, but no business as yet has been done on the road. We expect to be in full operation the coming spring.

Yours respectfully,

C. L. PATTISON, *Secretary and Treasurer.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Parkhurst.....	Elkland, Pa.
Philip Tubbs.....	Elkland, Pa.
Benj. Dorrance.....	Elkland, Pa.
Chas. Ryan.....	Elkland, Pa.
Hoyt Tubbs.....	Osceola, Pa.
G. H. Baxter.....	Nelson, Pa.
J. N. Hungerford.....	Corning, N. Y.
S. T. Hayt.....	Corning, N. Y.
A. H. Gorton.....	Corning, N. Y.
C. C. B. Walker.....	Corning, N. Y.
G. B. Bradley.....	Corning, N. Y.
E. F. Branch.....	Lawrenceville, Pa.
Joel Parkhurst, President.....	Elkland, Pa.
S. T. Hayt, Vice President.....	Corning, N. Y.
C. L. Pattison, Secretary and Treasurer.....	Elkland, Pa.

(No. 26.)

CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, { ss:
Cumberland County,

Personally appeared Frederick Watts, president, and E. M. Biddle, treasurer, of the Cumberland Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending 30th September, 1872, are true, to the best of their knowledge and belief.

(Signed) FREDERICK WATTS, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of December, 1872. }

JAS. M. ALLEN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,110,000 00
• Amount of stock subscribed.....	1,494,250 00
Amount paid in as by last report.....	1,326,650 00
Total amount now paid in of capital stock.....	1,494,250 00
Funded debt, as per last report.....	352,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st April, 1904,).....	\$161,000 00
2d mortgage bonds, (date of maturity, 1st April, 1908,).....	109,500 00
Common bonds, (date of maturity, 1st January, 1884,).....	81,800 00
	<hr/>
	352,300 00
Floating 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 per cent. ; 2d mortgage, 8 per cent. ; common.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, April and October.....	8 per cent.
Number of shares of stock issued.....	29,885
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>1,494,250 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment....	<u>\$1,583,444 79</u>	<u>\$1,725,142 63</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Virginia shore of Potomac river, to Harrisburg, and 4 miles in addition allowed by law for bridge over Susquehanna river.....	82 $\frac{2}{10}$ miles.
Length of main line road laid.....	82 $\frac{2}{10}$ miles.
Length of main line of road laid in Pennsylvania,	68 miles
Length of double track of road.....	7 “
Length of sidings.....	11 $\frac{1}{2}$ “
Gauge of road.....	4 ft. 3 in.
Weight of rail per yard on main track : 50, 56 and 60 pounds.	
Branch roads owned by the company, and their length.....	None.
Roads worked or leased by the company, viz : One, Southern Penn'a R. R.	
Number of engine houses and shops.....	5
Number of engines.....	20
Number of first class passenger cars.....	17
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars.....	6
Number of freight cars, (house cars, 146 ; gondola cars, 63 ; total.....	209

Number of coal, ore, stone and stock cars.....	36
Number of caboose cars.....	4
Number of iron bridges, (total length in feet, 864.)	3
Number of wooden bridges, (total length, in feet, 5,115,).....	2
Number of stone bridges, (total length in feet, 100,)	3
Number of railroads crossed.....	2
Number of stations on main road, (passenger, 22; freight, 20; total,).....	42
Number of wood and water stations on main road	6
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? Stone ballast.	
Length in miles laid with steel rails.....	<u>6</u>

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

Number of miles run by passenger trains.....	129,717
Number of miles run by freight trains.....	114,796
Number of miles run by wood and construction trains	10,845
Number of through passengers for the year on main road: No account kept.	
Number of passengers (all classes) carried in cars,	288,831
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	321,967
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 lbs.	
Weight of freight engines.....	<u>50,000</u>

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

October, 1871.....	26,872	May, 1872.....	22,437
November, 1871.....	20,661	June, 1872.....	22,863
December, 1871.....	21,112	July, 1872.....	23,413
January, 1872.....	21,359	August, 1872.....	33,177
February, 1872.....	18,660	September, 1872.....	24,815
March, 1872.....	22,156		
April, 1872.....	24,313	Total.....	<u>288,831</u>

The amount of freight, specifying the quantity in tons :

Anthracite and Bituminous coal ...	99,052	Merchandise and manufactures ...	54,665
Petroleum and other oils.....	417	Live stock.....	15,935
Pig iron.....	7,280	Lumber.....	23,194
Railroad and other iron or castings,	5,402	Other articles.....	19,046
Iron and other ores.....	52,947		
Stone and lime.....	5,651	Total.....	<u>321,976</u>
Agricultural products.....	39,373		

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.....	" 3 "
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 freight, approximate average, per ton, per mile.....	5 cents.
For coal, approximate average, per ton per mile,	3 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$87,940 69
Taxes on real estate.....	2,216 62
Total.....	<u>90,157 31</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$6,714 30
Repairs of passenger and baggage cars.....	5,993 11
Repairs of freight cars.....	10,162 51
Repairs of tools and machinery in shops.....	1,899 95
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	9,344 67
Total.....	<u><u>34,114 54</u></u>

Operating the road :

Office expenses, stationery, &c	\$2,212 50
Agents and clerks	21,955 00
Labor—loading and unloading freight.....	3,652 27
Porters, watchmen and switch tenders.....	4,248 31
Car cleaning and inspecting, furniture and fixtures, Wood and water station attendance.....	1,777 17 568 80
Conductors, baggage masters and brakemen....	15,703 46
Engineers and firemen.....	15,334 24
Fuel and cost of preparing for use.....	28,992 93
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	3,050 14
Telegraph, mail and station expenses.....	670 85
Loss and damage of goods and baggage.....	81 46
Tolls over other roads : Don't pay any.	
Use of freight cars	675 90
Shoveling snow	140 00
Damage for injury of persons.....	None.
Damage to property, including damage by fire and cattle killed on road	2,595 00
General superintendence	3,000 00
Contingencies.....	64,144 73
Total	<u><u>168,802 76</u></u>
Grand total of expenses.....	<u><u>293,074 61</u></u>

Receipts on construction and equipment account during the year :

From stockholders.....	<u><u>\$167,600 00</u></u>
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RAILROAD REPORT.

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RECEIPTS.

Monthly statement of receipts for tolls from October 1, 1871, to 30th September, 1872, inclusive :

1871-72.	Freight and express	Passengers.	Mail.	Total.
October.....	\$40,897 60	\$17,017 65	\$525 00	\$58,430 25
November.....	35,431 27	13,504 58	525 00	49,460 85
December.....	29,934 33	13,272 25	525 00	43,731 58
January.....	31,392 06	13,411 45	525 00	45,328 51
February.....	34,529 87	12,378 26	525 00	47,433 13
March.....	35,039 28	14,325 59	525 00	49,889 87
April.....	32,329 85	16,142 81	525 00	48,997 66
May.....	32,561 70	15,945 50	525 00	49,032 20
June.....	24,308 89	15,922 79	525 00	40,756 68
July.....	22,133 36	17,359 62	525 00	40,017 98
August.....	29,705 36	22,590 34	525 00	53,120 70
September.....	33,179 58	17,462 05	525 00	51,166 63
Total.....	381,433 15	189,632 89	6,300 00	577,366 04
Other sources of revenue.....				3,698 53
				581,064 57

Summary of payments :

For construction and equipment.....	141,697 84
For maintaining the road, &c.—repairs of machinery and operating the road.....	293,074 61
For dividends.....	106,567 67
For interest.....	25,369 33
For miscellaneous.....	23,875 28
For surplus fund.....	115,199 17
Total.....	705,723 90
Total amount of surplus fund.....	137,738 78

Cost of transportation :

Cost per passenger and per ton freight per mile: No account kept of these items.

What express companies run on your road, and on what terms ? Adams express company, at a charge of \$6,669 18 for fiscal year.

What transportation or freight companies run on your road, and on what terms ? Baltimore fast freight line, at regular freight tariff rates.

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	5
Others.....	2	1
	—	—
Total.....	3	6
	=	=

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

1871.

December 6. John L. Wolf, conductor of third freight train, while giving the signal to the engineer to stop the train at Greason Station, was struck on the head by a piece of timber projecting from a car that was standing on the siding; he was knocked off of his train; severely but not fatally injured.

1872.

December 19. Michael Cromer, a conductor on the Southern Pennsylvania railroad company, while coupling cars at Chambersburg station, had his right arm broken and considerably bruised from the wrist to the elbow; recovered.

March 13. Robert P. Zacharias, a boy, attempted to get on one of the freight trains at Mechanicsburg, in doing so, fell on the railroad track, a car ran over his leg, injuring him to such an extent that he died a few days after.

March 23. Mr. William Hade, while crossing the railroad at what is known as the "Waynesboro' Crossing," near Chambersburg, was run into by the accommodation train going west. Mr. Hade was driving two horses attached to a carriage; one of the horses was killed and Mr. Hade severely injured.

April 6. John Kochenour, got on the first freight train at Shippensburg, to ride up to Scotland, but was told by the conductor that he could not ride without a ticket; the conductor cut the train for the purpose of putting cars on the siding; Kochenour jumped from the car he was on to that part of the train that was cut loose; he fell off of the bumper of the car with his leg across the track, the train passed over his leg, crushing it badly; he was taken up and conveyed to his home at Scotland, physicians sent for, but he died that same evening.

April 23. James A. Shoop, brakeman on freight train, had his left hand crushed.

August 13. Jesse V. Shalley, while working at repairs of bridge across the Susquehanna river, was so badly hurt by a plank falling on him that he died the following day.

September 4. R. S. Beatty, brakeman on freight train, while coupling cars at Chambersburg station, had his right hand crushed ; recovered.

September 16. Chas. Bitner, brakeman on freight train, had his hand crushed while coupling cars ; recovered.

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 27.)

DANVILLE, HAZLETON AND WILKESBARRE.

STATE OF PENNSYLVANIA, }
 Northumberland County, } ss:

Personally appeared Simon P. Kase, president, and Simon 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

S. P. KASE, *President.*S. P. WOLVERTON, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of March, 1873. }

THOS. M. PINSEL, *J. P.*

OFFICE OF THE DANVILLE, HAZLETON
 AND WILKESBARRE R. R. Co., }
Danville, March 24, 1873.

HARRISON ALLEN,

Auditor General:

DEAR SIR:—I herewith submit our report for January and February, 1872—two months preceding our leasing or contracting our railroad to the Pennsylvania railroad company.

I have detained sending in said report in consequence of not receiving a detailed statement from the Pennsylvania railroad company of our expenditures and disbursements. They, however, report the gross receipts for the ten months ending on the 31st day of December, 1872, as being \$102,800 00, or thereabouts.

Yours, respectfully,

S. P. KASE, *President.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$800,000 00
Amount of stock subscribed, (\$129,950 00 of this in litigation,).....	685,450 00

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Total amount now paid in of capital stock.....	\$684,235 00
Funded debt, as per last report.....	1,400,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, October 1st, 1887,)	\$1,400,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
	<hr/> 1,400,000 00
Floating debt, as by last report, about.....	154,000 00
The amount now of floating debt, about.....	160,000 00
Total amount now of floating and funded debt, about	1,560,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, none; 3d mortgage, none.	
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, none.	
Number of shares of stock issued.....	13,709
Par value of each share.....	\$50 00
Average market value during the year.....	None in market.
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report. Estimated.	By present report. Estimated.
Construction	\$1,025,350 00	\$1,072,350 00
Equipment.....	30,250 00	30,250 00
Total cost.....	<hr/> 1,055,600 00	<hr/> 1,102,600 00

CHARACTERISTICS OF ROAD.

Length of line of road from Sunbury to Tomhicken,	45 miles.
Length of line road laid.....	45 "
Length of line of road laid in Pennsylvania.....	45 "
Length of double track of road.....	None.

Length of sidings, about	2½ miles.
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:	None.
Roads worked or leased by the company, viz: ...	None.
Number of engine houses and shops	1
Number of engines	• 5
Number of first class passenger cars, (average cost of each, \$5,000,)	2
Number of baggage, mail and express cars, (average cost of each, \$3,000,)	2
Number of freight cars: Trucks, (average cost of each, \$140,)	10
Number of coal cars, (average cost of each, \$650,)	7
Number of caboose cars	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 480,)	2
Number of stone bridges	None.
Number of culverts, (total length in feet, 100,) ...	3
Number of railroads crossed	1
Number of stations on main road: Passenger, 18; freight, 4;) total	22
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of road way, (estimated,)	\$350,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Stone, earth and gravel.	
Length in miles laid with steel rail	<u>½ mile.</u>

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

Number of miles run by passenger trains, (during the months of January and February,)	5,616
Number of miles run by freight trains, (during the months of January and February,)	5,292
Number of through passengers for the two months on main road	2,038

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Number of passengers (all classes) carried in cars,	2,599
Number of tons of 2,000 lbs. of through freight for the two months on main road.....	3,105
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	4,048
Average rate of speed adopted by ordinary passen- ger trains, including stops, (miles per hour,)...	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	24 tons.
Weight of freight engines.....	34 "

Monthly statement of passengers (all classes) carried in cars for two months :

January, 1872..... 1,378 | February, 1872..... 1,221

Leased by Pennsylvania railroad from March 1, 1872.

The amount of freight, specifying the quantity in tons, for two months :

Anthracite coal.....	3,430.00	Stone and lime.....	222.00
Petroleum and other oils.....	5.00	Merchandise and manufactures...	20.00
Pig iron.....	10.00	Lumber.....	331.00
Other iron or castings.....	20.00	Other articles.....	10.00

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

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

EXPENSES.—(TWO MONTHS.)

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	<u>\$2,419 26</u>
---	-------------------

Repairs of Machinery :

Repairs of engines and tenders.....	\$329 17
Repairs of passenger and baggage cars.....	184 00
Repairs of freight cars.....	54 57
Repairs of tools and machinery in shops.....	232 80
Total.....	<u>799 54</u>

Operating the road :

Agents and clerks.....	\$390 00
Porters, watchmen and switch tenders.....	79 80
Car cleaning and inspecting, furniture and fixtures	95 54
Conductors, baggage masters and brakemen....	413 50
Engineers and firemen.....	516 47
Fuel and cost of preparing for use.....	821 00
Tolls over other roads, (passenger transportation, \$224 71)	224 71
Use of freight cars, (freight transportation, 519 56,)	519 56
General superintendence.....	200 00
Contingencies	8 00
Total.....	<u>3,268 58</u>

RECEIPTS.

Months.	Passenger.	Freight.	Mail & express.	Miscellaneous.	Total.
January, 1872.....	\$1,062 03	\$2,982 76	\$29 74	26 00	.....
February, 1872.....	976 58	5,235 76	36 28	19 00	.....
Total.....	2,038 61	8,218 52	66 07	45 00	\$10,368 20

Leased by Pennsylvania railroad from March 1, 1872.

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road, (two months.)	\$6,487 38
For dividends.....	None.
For interest on bonds: Paid by the Pennsylvania railroad company.	

Cost of transportation :

What express companies run on your road, and on what terms? Central, at 25 cents per 100 lbs.

What transportation or freight companies run on your road, and on what terms?.....

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Benj. Henricks.....	Sunbury, Pa.
J. H. Kase.....	Danville, Pa.
M. W. Kase.....	Danville, Pa.
S. P. Wolverton.....	Sunbury, Pa.
A. W. Reynolds.....	Buck Horn, Pa.
J. H. Monroe.....	Catawissa, Pa.
A. F. Porter.....	Norristown, Pa.
S. P. Kase, President.....	Danville, Pa.
M. W. Kase, Secretary.....	Danville, Pa.
S. P. Wolverton, Treasurer.....	Sunbury, Pa.

(No. 28.)

DELAWARE AND HUDSON CANAL.

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

Personally appeared Thomas Dickson, president, and James O. Hartt, treasurer, of the Delaware and Hudson canal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) THOMAS DICKSON, *President.*

JAMES O. HARTT, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of January, 1873. }

JOHN A. PATTISON,

Commissioner for the State of Pennsylvania.

STOCK AND DEBT.

These items are embraced under canal report.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,461,321 41	\$2,404,498 37
Equipment.....	922,985 00	936,638 52
Total cost.....	<u>3,384,306 41</u>	<u>4,331,136 89</u>

CHARACTERISTICS OF ROAD.

Length of main line of road between Scranton and Honesdale	45 miles.
Length of main line road laid.....	45 "
Length of main line of road laid in Pennsylvania,	45 "
Length of double track of road.....	32 "
Length of sidings.....	About 33 "

Gauge of road: 4 feet 3 inches, 4 feet 8½ inches, and 6 feet.	
Weight of rail per yard on main track.....	45 to 56 lbs.
Roads worked or leased by the company, viz: Baltimore Coal and Union railroad from Green Ridge to Mill Creek.....	17 miles.
Number of engine houses and shops: 3 engine houses and 3 shops.	
Number of engines: 16 locomotives and 30 stationary engines.	
Number of first class passenger cars, (average cost of each, \$2,500,).....	3
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	1
Number of freight cars: Trucks, (average cost of each, \$400,) 117; house cars, (average cost of each, \$400,) 50; total.....	167
Number of coal, gravel and stone cars: Coal, 4,009; gravel, 48; stone, 35; (average cost of each, \$225;) total.....	4,092
Number of caboose cars, (average cost of each, \$500,).....	2
Number of wooden bridges, (total length in feet, 1,240,).....	19
Number of stations on main road: Passenger and freight, 9; freight, 4; total.....	19
Number of coal and water stations on main road: 3 coal and 5 water.	
Value of real estate held by the company, exclusive of road way, (for railroad purposes,).....	\$144,411 00
How is track laid, and on what foundation? Earth, gravel, cinder and culm.	
Length in miles laid with steel rail.....	38½

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

Number of miles run by passenger trains between Carbondale and Scranton.....	31,926
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Number of miles run by freight trains between Honesdale and Scranton	30,884
Number of miles run by coal trains: Cannot say, as cars are run up inclined plains, and not in trains.	
Number of through passengers for the year on main road.....	35,695
Number of passengers (all classes) carried in cars,	144,431
Number of tons of 2,000 lbs. of merchandise freight for the year on main road.....	29,695
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	2,504,009
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	23 to 34 "

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

January, 1872.....	10,414	July, 1872.....	13,646
February, 1872.....	10,023	August, 1872.....	13,508
March, 1872.....	10,981	September, 1872.....	12,446
April, 1872.....	11,753	October, 1872.....	13,282
May, 1872.....	11,584	November, 1872.....	13,742
June, 1872.....	11,451	December, 1872.....	11,601

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,474,314	Merchandise and manufactures,	29,695
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The rate of fare for passengers charged for the respective classes per mile, as follows :

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

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:***EXPENSES.**

[Which include expenses of Baltimore Coal and Union railroad company.]

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	<u><u>\$310,644 34</u></u>
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Repairs of machinery:

Repairs of engines and tenders, and wire ropes,	\$150,726 93
Repairs of freight and coal cars.....	127,973 58
Total.....	<u><u>278,700 51</u></u>

Operating the road:

Office expenses, stationery, &c., agents and clerks, labor, loading and unloading freight, porters, watchmen and switch tenders, car clean- ing and inspecting, furniture and fixtures, wood and water station attendance, conductors, bag- gage masters and brakemen, engineers and firemen.....	\$357,790 08
Fuel and cost of preparing for use.....	81,784 95
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	16,105 35
Tolls over other roads.....	4,988 54
Total.....	<u><u>460,668 92</u></u>
Grand total.....	<u><u>1,050,013 77</u></u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of debentures.....	<u><u>\$3,000,000 00</u></u>
Total.....	<u><u>3,000,000 00</u></u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
January, 1872.....	\$4,284 97	\$2,488 58	\$323 58	.....
February, 1872.....	4,066 32	2,024 89	43 35	.....
March, 1872.....	4,399 55	2,572 76	155 71	.....
April, 1872.....	4,685 82	3,468 88	43 31	.....
May, 1872.....	4,615 53	2,975 61	110 90	.....
June, 1872.....	4,638 06	3,607 83	145 98	.....
July, 1872.....	5,545 70	2,263 75	71 14	.....
August, 1872.....	5,583 02	3,016 08	274 30	.....
September, 1872.....	5,134 90	3,919 91	207 59	.....
October, 1872.....	5,273 23	5,741 56	101 46	.....
November, 1872.....	5,116 95	3,933 95	80 30	.....
December, 1872.....	4,558 98	4,562 49	83 57	.....
Total	57,903 03	40,576 34	1,641 19	\$100,120 56

Summary of payments :

No items under this head specially applicable to the railroad account, but applied generally to the canal and railroad accounts of the company, and charged under the head of "Summary of expenses" in canal account.

Cost of transportation :

What express companies run on your road, and on what terms ? Central express company, pay $1\frac{1}{2}$ first class through rate, and \$25 00 per month for messengers' fare.

What transportation or freight companies run on your road, and on what terms ? Central railroad company, of New Jersey, on Baltimore Coal and Union railroad division, at 1 cent a mile for passenger, and $1\frac{1}{2}$ per ton for freight.

ACCIDENTS.

	Killed.	Injured.
Employees.....	6	8
Others.....	9	2
Total.....	15	10

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

January 1. Owen Loftus, a brakeman, had his leg broken while attempting to get on a coal train on the gravity road, at Middle Branch, near Carbondale.

January 17. Charles Wisner had his leg broken at head of plane No. 27, near Archbald, while performing duty as headman.

February 17. John Krauts, an employee, but not in performance of duty, was instantly killed at head of plane No. 3, near Carbondale. He fell from the car, in front, upon the track, and several loaded coal cars passed over him.

February 26. John Sewell, employed in the mines, fell from freight train while intoxicated, and was killed. The accident occurred a short distance below Olyphant.

February 20. Joseph Flora, a boy aged about 17, in attempting to get on a loaded coal train, on the Gravity road, at No. 16, near Prompton, missed his footing, fell, and was dragged some distance by the cars. His foot was badly cut, and he sustained other severe injuries, from the effects of which he died on the 1st of March. He was not an employee.

March 23. Hugh M'Guire, about 17 years of age, in trying to get on coal cars while in motion, at foot of No. 4 plane, near Carbondale, fell, and the cars ran over his left arm.

April 11. Mike Gundenstaff was injured at Erie Pockets, Honesdale, so severely that he died the same night. He was in the rear of one Erie car when another bumped up against it and knocked him off. He fell upon the track and the cars ran upon him.

April 15. Mrs. Ford, who lived at Jessop, was killed just above Providence bridge, while walking on double track, by light coal cars. She stepped off one track on the other, just ahead of the train. The engineer warned her off, but she appeared bewildered.

April 23. Eli Berz, a machinist, had his arm broken while working on machinery at night, at No. 1 engine, near Carbondale.

April 27. Peter Kelley, a man walking on track near Wilkesbarre, was killed by a passing locomotive, by failing to get off the track in time.

May 25. John M'Donald, an old man, was struck by coal cars while walking along the light gravity track, near Honesdale. He was knocked down the bank and injured so severely that he died that night.

On the same day, a lad named John Gaughen, was killed at foot of plane No. 21, at Archbald, in trying to get on while the cars were in motion.

June 1. A boy about twelve years old, named Lisk, attempted to get on the loaded coal cars at Waymart road crossing. He fell, and was dragged, and injured so severely that he died the next day.

June 24. A lad named Charles Bartlett, attempted to cross the gravity tracks at Peckville, while a train was coming each way. After crossing the loaded track he was struck by light cars and killed.

June 26. George Wizard, while preparing the coupling of an Erie loaded car, at the Erie Pockets, Honesdale, with his back toward an approaching car, was struck and caught between the bumpers, and died while being carried home.

June 27. James Guiney, baggage master, had his collar bone broken at Carbondale depot, while in the performance of duty.

July 16. Joseph Herberts, a switch boy, going to his work, in trying to get on the cars at No. 1 head, near Carbondale, slipped and fell between the cars, which passed over his leg, injuring it so severely that amputation was necessary.

August 6. Fred Porter, returning from work on freight train, was walking on top of cars, (out of his place) as the train approached Olyphant bridge, not seeing the bridge, it struck him full in the upper part of his face, while train was moving about half its usual rate of speed. He was knocked insensible and badly bruised, but has almost fully recovered.

September 17. John Bayley, a fireman, in performance of duty, while attempting to get on cars while in motion, near Providence depot, slipped off from the truck which he had gained, and fell under, two cars passing over his foot. He will save the limb and be but slightly crippled.

October 12. A man named Jas. Henegan, while riding on a car of ashes, fell from the car while passing Moosic Powder Mill branch, on the light gravity track, near Gibsonburg, and his head striking a tie he received such severe injuries that he lived but a few hours. The fall was caused by a side board giving away, upon which he was sitting.

October 25. Frank Hetzell, a boy nine or ten years of age, attempted to cross the light track at foot of No. 11, near Waymart. The cars being close upon him, he turned to retreat and fell, or was knocked down by the cars. The cars passed over his leg and mashed it so badly that he died the same night.

October 26. Jacob Linderman, while unhooking at head of plane A, near Archbald, had his leg badly cut about the knee, and two ribs broken. The car jumped the track at the head, and he having fell across the rail, was shoved or dragged along about sixty feet, receiving injuries as stated.

November 4. Charles Ruann, a lad about twelve years of age, employed at Grassy island breaker, while trying to get on a trip of cars starting up plane 22, near Peckville, fell into the sheive pit, and the sheive severed his head from his body.

December 6. Michael Gibbons had one leg cut off by the cars, and was found laying on the track at Eaton & Co.'s breaker, Archbald, where he was employed. He was about 14 years old, and no one was near when the accident occurred.

December 25. Thomas Quinn, a man employed by Elk Hill coal company, and living at Dickson, was walking along the track just above Providence, when passenger train No. 5 struck him, and threw him off the track, fracturing his skull and inflicting other severe injuries, from the effect of which he died in a few hours.

NAMES AND RESIDENCE OF OFFICERS.

Same as in canal report.

(No. 29.)

DELAWARE, LACKAWANNA AND WESTERN.

STATE OF NEW YORK, }
New York City and County, } 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

SAM. SLOAN, *President.*A. J. ODELL, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of February, 1873. }

THO. SADLER,

Com. for Pennsylvania, 11 Wall St., N. Y.

STOCK AND DEBT.

Capital stock as authorized by law: Not to exceed amount expended for construction purposes.

Amount of stock subscribed.....	\$20,000,000 00
Amount paid in as by last report.....	18,858,850 00
Total amount now paid in of capital stock.....	20,000,000 00
Funded debt, as per last report.....	2,744,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1875,).....	\$1,111,000 00
2d mortgage bonds, (date of maturity, 1881,).....	1,633,000 00
Convertible bonds, (date of maturity, 1892,).....	2,650,000 00
	<hr/>
	5,394,000 00
Floating debt, as by last report.....	4,319,917 90
The amount now of floating debt.....	4,239,544 73

Total amount now of floating and funded debt...	\$9,633,544 73
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: Cash—January 20, 1872, 5 per cent. cash on \$19,104,100 00; April 20, 1872, 2½ per cent. cash on \$20,000,000 00; July 20, 1872, 2½ per cent. cash on \$20,000,000 00.	
Number of shares of stock issued.....	400,000
Par value of each share.....	\$50 00
Average market value during the year: Has vibrated between 90 and 111.	
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	<u>Answered above.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$10,114,499 29	\$10,756,339 74
Equipment	4,200,482 20	4,756,427 64
Total cost.....	<u>14,314,981 49</u>	<u>15,512,767 38</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Delaware river to New York State line	115 miles.
Length of main line road laid.....	115 "
Length of main line of road laid in Pennsylvania,	115 "
Length of double track of road.....	99 "
Length of sidings.....	20 "
Gauge of road.....	6 feet.
Weight of rail per yard on main track	60 and 65 lbs.
Branch roads owned by the company and their length, (in the State,)	None.
Roads worked or leased by the company, (in the State,).....	None.
Number of engine houses and shops	4
Number of engines.....	128

Number of first class passenger cars, (average cost of each, \$4,500 00,).....	16
Number of second class passenger cars, (average cost of each, \$3,500 00,).....	4
Number of baggage, mail and express cars, (average cost of each, \$2,250 00,).....	9
Number of freight cars: House cars, 356; trucks, 517; (average cost of each: House cars, \$650 00; trucks, \$500 00;) total.....	873
Number of coal, ore and stone cars: Coal, 9,516; ore, none; stone, none; (average cost of each, \$200 00;) total.....	9,516
Number of caboose cars, (average cost of each, \$500 000,).....	62
Number of iron bridges, (total length in feet, 1,504,).....	4
Number of wooden bridges, (total length in feet, 672,).....	6
Number of stone bridges, (total length in feet, 280,).....	5
Number of culverts, (total length in feet, 1,440,)..	102
Number of railroads crossed	1
Number of stations on main road, passenger and freight,	23
Number of wood and water stations on main road: Wood, 12; water, 20; total.....	32
Value of real estate held by the company, exclusive of road way.....	Cannot say.
Number of tunnels, (length of each, 2,280, 560 and 700 feet,)	3
How is track laid, and on what foundation? 100 miles ballasted; balance, natural earth.	
Length in miles laid with steel rails	<u>60 miles.</u>

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

Number of miles run by passenger trains	247,938
Number of miles run by freight trains.....	439,432
Number of miles run by coal trains.....	2,566 890
Number of through passengers for the year on main road.....	6,414

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Number of passengers (all classes) carried in cars,	249,578
Number of tons of 2,000 pounds of through freight for the year on main road.....	43,504
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	3,347 671
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	25
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	8
Weight of first class passenger engines.....	68,000 pounds.
Weight of freight engines.....	80,000 "

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

November, 1871, reported last year.		June, 1872.....	20,705
December, 1871.....do.....do.		July, 1872.....	27,869
January, 1872.....	17,004	August, 1872.....	28,352
February, 1872.....	16,386	September, 1872.....	24,825
March, 1872.....	18,282	October, 1872.....	19,655
April 2, 1872.....	20,832	November, 1872.....	18,759
May, 1872.....	19,361	December, 1872.....	<u>17,548</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal	2,914,265	Agricultural products.....	52,062
Bituminous coal... ..	5,814	Merchandise and manufactures..	52,859
Petroleum and other oils.....	1,912	Live stock.....	5,860
Pig iron.....	7,460	Lumber.....	90,942
Railroad iron.....	55,614	Other articles.....	29,496
Other iron or castings	9,421	Total.....	<u>3,347,871</u>
Iron and other ores	71,382		
Stone and lime	59,584		

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: An average of about.....	1.98 cents.
For local freight: An average of about.....	3.07 “
For through coal: See note.	
For local freight: See note.	

The company have not during the last year transported any coal other than their own, except for the Pittston and Elmira coal company, which is transported for a per centage of the price the coal sells for, and except for the Lackawanna iron and coal company, for a short distance from colliery to furnace, under special contract.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.

	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$887, 114 40	\$129, 038' 13	\$253, 076 27
Taxes on real estate.....	89, 758 99	13, 252 99	26, 506 00
Total.....	426, 873 39	142, 291 12	284, 582 27
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$233, 396 91	\$43, 286 47	\$240, 110 44
Repairs of passenger and baggage cars.....	29, 617 59	29, 617 59	
Repairs of freight and coal cars.....	396, 993 19		396, 993 19
Repairs of tools and machinery in shops.....	4, 891 70		4, 891 70
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	132 27		132 27
Total.....	715, 031 66	72, 904 06	642, 127 60
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$15, 195 48	\$7, 597 74	\$7, 597 74
Agents and clerks.....	63, 497 13	31, 748 56	31, 748 56
Labor—loading and unloading freight.....	19, 872 90		19, 872 90
Porters, watchmen and switch tenders.....	20, 675 45	10, 337 72	10, 337 73
Car cleaning and inspecting, furniture and fixtures.....	704 65	704 65	
Wood and water station attendance.....	4, 754 50	1, 584 83	3, 169 67
Conductors, baggage masters and brakemen.....	158, 565 75	11, 481 26	147, 084 49
Engineers and firemen.....	178, 741 05	21, 812 93	156, 928 12
Fuel and cost of preparing for use.....	218, 742 95	7, 182 38	211, 560 57
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	22, 495 10	1, 552 41	20, 942 69
Telegraph, mail and station expenses.....	960 72	480 36	480 36
Loss and damage of goods and baggage.....	2, 727 37	909 12	1, 818 25
Tolls over other roads.....	3, 492 59	1, 164 19	2, 328 40
Use of freight cars.....	13, 455 27		13, 455 27
Shoveling snow.....	690 56	345 28	345 28
Damage for injury of persons.....	5, 387 35	2, 693 67	2, 693 68
Damage to property, including damage by fire and cattle killed on road.....	679 51	339 75	339 76
General superintendence.....	3, 725 21	1, 857 60	1, 867 61
Contingencies.....	2, 444 98	1, 222 49	1, 222 49
Total.....	736, 808 42	103, 014 84	633, 793 58

Receipts on construction and equipment account during the year :

From stockholders.....	\$1,141,150 00
From sale of bonds.....	2,650,000 00
Total.....	<u>3,791,150 00</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
January, 1872...	\$14,246 73	\$350,809 98	\$2,758 81	\$11,110 11	\$444 09	\$378,869 72
February, 1872...	13,623 70	291,030 75	2,758 81	12,657 80	488 06	320,559 12
March, 1872.....	14,977 15	306,202 88	2,758 81	14,163 06	468 06	338,564 46
April, 1872.....	17,802 75	375,923 14	2,758 81	14,696 14	484 44	411,165 28
May, 1872.....	17,172 34	407,900 11	2,758 81	20,914 14	469 81	449,215 21
June, 1872.....	17,300 74	370,143 63	2,758 82	1,947 96	478 36	392,629 51
July, 1872.....	22,870 72	380,583 49	2,758 81	20,194 26	479 24	426,886 52
August, 1872.....	23,985 73	382,242 09	2,758 81	44,369 95	436 81	453,793 39
September, 1872	23,981 53	371,574 56	2,758 81	12,062 79	468 80	410,845 99
October, 1872...	20,463 00	399,781 81	2,758 81	31,483 68	477 35	454,944 65
November, 1872	17,685 67	335,769 79	2,758 81	20,317 85	482 64	377,014 76
December, 1872	16,017 89	294,639 32	2,758 82	18,302 44	470 62	332,189 09
Total.....	219,627 95	4,268,081 05	33,105 74	222,220 18	5,642 78	4,746,677 70

Summary of payments :

For construction and equipment.....	\$1,197,785 89
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,888,713 47
For dividends, \$955,205 00, \$500,000 00, \$500,000 00.....	1,955,205 00
For interest on bonded debt.....	300,288 33
For surplus fund, being balance of income account for the year.....	295,488 72
For municipal taxes, included in "taxes on real estate," except tax on New York office property, which is.....	3,132 70
For State taxes, including amounts due on returns made for the year.....	145,323 49
For United States taxes.....	None.
Total.....	<u>5,775,937 60</u>

Total amount of surplus fund, being balance of income account.....	<u>712,542 45</u>
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Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average: Cannot tell.

What express companies run on your road, and on what terms? The Delaware, Lackawanna and Western express, paying us \$31,200 00 per annum.

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

ACCIDENTS.

	Killed.	Injured.
Employees.....	14	29
Others	6	--
Total.....	<u>20</u>	<u>29</u>

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

February 14. ——— Holler, a female, walking on the track near Lehigh, was struck by engine of a passenger train and killed.

February 19. George Niver, brakeman, had his arm crushed in coupling freight cars at Great Bend; it was afterwards amputated.

February 19. Martin Daley, brakeman, had his hand injured in coupling cars at Factoryville.

February 19. An unknown man was found dead on track near Montrose; supposed to have been run over by coal train.

February 22. George L. Cooper, brakeman, injured his hand in jumping through the window of the locomotive cab, to escape the steam from a broken gauge cock.

March 2. Charles Hoover, fireman, and James Malany, brakeman, were injured slightly by the explosion of engine, "Toby-hanna," attached to train.

March 16. Adolph Merz, picking coal on track, was run over and killed near Summit.

April 1. Thomas Brady, brakeman on coal train, running over them, slipped and fell to the ground, breaking his neck; near Lehigh.

May 2. Peter Handly, brakeman, coupling cars in Scranton yard, injured his shoulder.

May 6. Thomas Dougherty, brakeman, while disconnecting engine from train in motion, having fallen and train running over his arm, died next day.

May 10. Judson Labar, brakeman, falling from coal train in motion, had his head injured.

May 15. J. S. Somers, telegraph repairer, falling off a telegraph pole, died next day.

June 17. Valentine Hess, engineer, oiling his engine, had his foot mashed in cross head.

August 2. Joseph Snover, engineer, had his foot mangled and partly taken off in the machinery.

August 16. Express train collided with train of empty coal cars at Henryville, injuring thereby James Grant, brakeman, and the fireman.

August 27. Sylvester Hagerman, brakeman, supposed to be sleeping on the track near Stroudsburg, was run over and killed.

October 2. Charles M'Govern, brakeman, injured his hand coupling cars in Scranton yard.

October 3. James Flannegan, brakeman, was badly injured coupling cars at Lehigh.

October 16. Matthew Cody, conductor of coal train, was badly injured, near Paradise. He was in the caboose at the time, which was run into by an extra.

October 18. Richard Hull, brakeman on passenger train, being drunk, fell off the train and was badly injured; near Lehigh.

October 19. R. Strank, brakeman, had his hand badly crushed in coupling cars at Scranton.

October 22. Edward Powers, trackman, supposed to have been run over, was found dead on the track near Water Gap.

November 5. John Wolsifer, laborer, coaling engine, was injured badly by being caught between engine cab and chute.

November 6. Simon Freer, walking on the track at Water Gap, was run over and killed.

November 6. Michael Collins was found dead on the track near Scranton, having been run over by night train.

November 7. The caboose, containing a gang of laborers, attached to a train backing down toward Hampton crossing, struck a large stone which was on the track, either by accident or design, and was pushed over the embankment, down hill, to a creek below, a distance of about 190 feet. The following are the casualties: Killed—John M'Nally, Patrick Clark, Michael Kelly, James and John Hughes, James Garrigan, Thomas Philbin, and Frank Ward. Wounded—James Donnelly, in the back; L. E. Woodruff, jaw bone; Patrick Clark, Anthony Heffron, Edward Donnelly, Martin Finigan, John Heffner, Michael Reap, Edward Ragon, James Purnbull, John Dougher, and James Monaghan.

December 9. Patrick Clark, switchman, falling off cars in motion, was run over and instantly killed.

December 12. John Garcias, picking coal on track, was run over near Forge cut and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William E. Dodge	New York city.
Moses Taylor	New York city
John Brisbin	Newark, New Jersey.
Percy R. Pyne.....	New York city.
Rufus R. Graves.....	New York city.
George Bliss.....	New York city.
John J. Blair.....	Blairstown, New Jersey.
James Blair	Scranton, Pennsylvania.
Dunning Duer	New York city.
George Bulkley.....	Norwich, Connecticut.
Wilson G. Hunt	New York city.
Wm. Walter Phelps.....	New York city.
S. B. Chittenden	New York city.
J. H. Scranton.....	Scranton, Pa., (deceased.)
Samuel Sloan, President	26 Exchange Place, New York city.
Frederick F. Chambers, Secretary.....	26 Exchange Place, New York city.
Andrew J. O'Dell, Treasurer.....	26 Exchange Place, New York city.

(No. 30.)

DUNKIRK, WARREN AND PITTSBURG.

STATE OF PENNSYLVANIA, } ss:
Crawford County.

Personally appeared Darwin Thayer, general superintendent, and William M. Lester, assistant treasurer, of the Dunkirk, Warren and Pittsburg railway company, and in due form of law made oath, that the statements in the within report for the financial year ending September 30, 1872, are true, to the best of their knowledge and belief.

(Signed) DARWIN THAYER, *Gen. Sup't.*
 WM. M. LESTER, *Ass't Treasurer.*

Sworn and subscribed before me, this }
 25th day of February, A. D. 1873. }

H. S. PERRY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,300,000 00
Amount of stock subscribed.....	1,300,000 00
Amount paid in as by last report.....	1,075,000 00
Total amount now paid in of capital stock	1,266,000 00
Funded debt, as per last report	1,190,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, December 1, 1900,).....	\$1,000,000
2d mortgage bonds, (date of maturity, October 1, 1900,).....	\$400,000
	<hr/>
	\$1,400,000 0
Floating debt, as by last report.....	\$55,000 00
The amount now of floating debt.....	189,907 65
Total amount now of floating and funded debt...	1,589,907 65
Rate per cent. per annum, of interest on funded debt 1st mortgage, gold, 7 per cent. 2d mortgage 7 per cent. currency, 3d mortgage.....	None.

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued, (this includes some shares paid for but not virtually delivered)	12,660
Par value of each share	\$100 00
Average market value during the year	No sales.
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 and equipment, road built and equipped for a gross sum, in cash and securities. No separate account has yet been made	\$2,320,000 00	<u>\$2,770,565 53</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Dunkirk, N. Y., to Warren, Pa.	54.8 miles.
Length of main line road laid	54.8 "
Length of main line of road laid in Pennsylvania,	12.5 "
Length of sidings	3.5 "
Gauge of road	4 feet 9½ in.
Weight of rail per yard on main track	<u>56 pounds.</u>

Roads worked or leased by the company, viz: About six miles of the Warren and Venango railroad, from Warren to Irvineton, before construction was completed, was partially worked by this company for about five weeks. No accounts kept except such as are embraced in the accounts of this company, the arrangement being only temporary.

Number of engine houses and shops	1
Number of engines	5
Number of first class passenger cars, (average cost of each, \$5,000,)	3

Number of second class passenger cars, (average cost of each, \$3,000,).....	2
Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	2
Number of freight cars: House cars, 28; trucks, 30; (average cost of each, house cars, \$675; trucks, \$590;) Total	58
Number of wooden bridges, (total length, 670 feet,)	9
Number of culverts, (total length, 315 feet,).....	24
Number of railroads crossed.....	1
Number of stations on main road, (passenger, 12; freight, 12;) Total.....	12
Number of wood and water stations on main road,	5
How is track laid and on what foundation? Nine feet ties, gravel ballast	

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

Number of miles run by passenger trains.....	55,916
Number of miles run by freight trains.....	29,180
Number of through passengers for the year on main road.....	13,987
Number of passengers (all classes) carried in cars,	65,948
Number of tons of 2,000 lbs. of through freight for the year on main road.....	10,379
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	43,036
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20 miles.
Average rate of speed adopted by express trains, including stops.....	20 "
Average rate of speed adopted by freight trains, including stops.....	10 "
Weight of first class passenger engines,.....	28 lbs.
Weight of freight engines,.....	30 lbs.

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

September, 1871.....	5,080	April, 1872.....	4,741
November, 1871.....	4,477	May, 1872.....	5,518
December, 1871.....	3,441	June, 1872.....	6,451
January, 1872.....	3,300	July, 1872.....	7,805
February, 1872.....	3,455	August, 1872.....	8,386
March, 1872.....	3,878	September, 1872.....	<u>9,221</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	24	Stone and lime.....	300
Bituminous coal.....	7,480	Agricultural products.....	4,661
Petroleum and other oils.....	8,727	Merchandise and manufactures...	14,293
Pig iron.....	60	Live stock.....	351
Railroad iron.....	4,000	Lumber.....	2,235
Other iron or castings.....	295	Other articles.....	<u>610</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.....	None.
For second class way passengers.....	<u>None.</u>

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

For through freight.....	35 cents.
For through coal.....	1.10 "
For local freight.....	8 "
For local coal.....	<u>Have none.</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$43,677 66	\$21,838 83	\$21,838 83
Taxes on real estate.....	5,746 86	2,873 43	2,873 43
Total.....	49,424 52	24,712 26	24,712 26
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$7,154 47	\$3,577 23	\$3,577 24
Repairs of passenger and baggage cars.....	1,273 46	1,273 46	
Repairs of freight cars.....	1,910 21		1,910 21
Repairs of tools and machinery in shops.....	658 83	329 41	829 42
Total.....	10,996 97	5,180 10	5,816 87
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,994 88	\$997 44	\$997 44
Agents and clerks, and labor—loading and unloading freight.....	7,819 41	3,909 70	3,909 71
Porters, watchmen, and switch tenders.....	921 19	460 59	460 60
Overcharge on freight.....	2,894 76		2,894 76
Conductors, baggage masters and brakemen.....	7,612 98	3,806 49	3,806 49
Engineers and firemen.....	5,695 34	2,847 67	2,847 67
Fuel and cost of preparing for use.....	11,764 02	5,882 01	5,882 01
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,468 53	734 29	734 29
Loss and damage of goods and baggage.....	295 99	147 99	148 00
Damage for injury of persons.....	105 00	105 00	
Damage to property, including damage by fire and cattle killed on road.....	1,069 95	534 97	534 98
General superintendence.....	4,999 08	2,499 54	2,499 54
Contingencies.....	135 51	67 75	67 76
Total.....	46,776 60	21,093 44	24,783 25

Receipts on construction and equipment account during the year :

From stockholders*.....	\$191,000 00
From sales of bonds*.....	210,000 00
From other sources.....	49,565 53
Total.....	450,565 53

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
October, 1871.....	\$3,047 85	\$6,331 65	\$150 00	\$2 53	\$9,532 03
November, 1871.....	2,686 00	6,573 92	273 82	1 75	9,535 49
December, 1871.....	2,065 60	5,805 47	208 00	1 00	8,080 07
January, 1872.....	1,980 55	2,767 63	60 79	50	4,809 47
February, 1872.....	2,073 45	5,001 36	84 40	35	7,159 56
March, 1872.....	2,324 51	6,477 54	310 58	1 50	9,164 13
April, 1872.....	2,844 93	3,712 13	381 02	5 50	6,943 58
May, 1872.....	3,311 86	6,508 43	388 66	75	10,202 70
June, 1872.....	3,871 09	7,429 89	414 20	50	11,715 68
July, 1872.....	4,638 72	4,008 33	489 62	1 75	9,138 42
August, 1872.....	5,211 72	4,344 87	473 63	1 43	10,031 15
September, 1872.....	5,774 81	6,537 41	591 84	1 61	12,905 17
Total.....	39,876 09	65,496 13	3,871 06	19 17	109,262 45

Summary of payments :

For construction and equipment.....	\$435,182 53
For maintaining the road, &c.—repairs of machinery and operating the road.....	107,198 18
For interest.....	17,017 60
Total.....	559,398 31

Cost of transportation :

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

What express companies run on your road, and on what terms ? American Merchants Union, pay a stated sum per diem and different rates per one hundred pounds on excess, according to distance.

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

* Being amount of stock and bonds paid to contractor over and above the amounts reported as paid in last report, but not then adjusted.

ACCIDENTS.

	Killed.	Injured.
Employees.....	0	3
Others	1	0
Total.....	<u>1</u>	<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, viz :

1871.

October 15. O. J. Skidmore, engineer. Engine thrown from track ; caused by a tree being across the track ; not seriously hurt ; near Moon Station.

October 20. Mrs. J. Irvine, killed by engine following regular train, while crossing track at Ackley Station ; the result of her own carelessness ; bell and whistle both sounded ; not in the employ of the company ; company not blamable.

December 23. Henry Phillips, engineer, thrown from track from slide ; badly hurt, but recovered ; near Falconer's Station.

December 24. A. J. Tross, employee, fell from engine near Russellburg and injured so that he died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Condit Smith.....	Buffalo, N. Y.
Soloman Duellard.....	Buffalo, N. Y.
George B. Gates.....	Buffalo, N. Y.
Timothy D. Copp.....	Sinclairville, N. Y.
George Barker.....	Fredonia, N. Y.
Thomas L. Higgins.....	Fredonia, N. Y.
S. M. Newton.....	Dunkirk, N. Y.
Walter Finkel.....	Dunkirk, N. Y.
Horatio G. Brooks.....	Dunkirk, N. Y.
Rasselas Brown.....	Warren, Pa.
Junius R. Clark	Warren, Pa.
Horace F. Clark.....	New York City.
Augustus Schell.....	New York City.
J. Condit Smith, President.....	Buffalo, N. Y.
William M. Lester, Secretary and Treasurer.....	Fredonia, N. Y.

(No. 31.)

DILLSBURG AND MECHANICSBURG.

OFFICE DILLSB'G & MECHANICSB'G R. R. Co., }
Carlisle, Pa., 28th February, 1873. }

Hon. HARRISON ALLEN,

Auditor General:

The road of this company, extending from Dillsburg to a point on the Cumberland Valley railroad, near Mechanicsburg, is 7½ miles in length. It is unfinished, and will not be opened for public business before May next.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$350,000 00
Amount of stock subscribed	63,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st August,)	<u>100,000 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Frederick Watts.....	Carlisle.
E. M. Biddle.....	Carlisle.
Henry G. Moser.....	Mechanicsburg.
Thomas B. Bryson.....	Mechanicsburg.
Dr. George L. Shearer.....	Dillsburg.
Christian Bender.....	Dillsburg.
Henry M'Cormick.....	Harrisburg.
Frederick Watts, President.....	Carlisle.
E. M. Biddle, Secretary and Treasurer.....	Carlisle.

Very respectfully,

E. M. BIDDLE,

Secretary.

(No. 32.)

EAST BRANDYWINE AND WAYNESBURG.

STATE OF PENNSYLVANIA, }
Chester County, } ss :

Personally appeared John Cornog, president, and R. W. Morton, treasurer, of the East Brandywine and Waynesburg railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

JOHN CORNOG, *President.*R. W. MORTON, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1873. }

WM. MORTON, J. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	149,150 00
Amount paid in as by last report.....	89,800 00
Total amount now paid in of capital stock.....	136,196 26
Funded debt, as per last report.....	175,000 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
	<hr/>
	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
Date and rate per cent. per annum of dividend or dividends, (stock and cash,).....	None.
Number of shares of stock issued.....	2,342
Par value of each share.....	\$50 00

COST OF ROAD.

	By last report.	By present report.
Construction	\$264,800 00	\$309,557 82

CHARACTERISTICS OF ROAD.

Length of main line of road from Downingtown to Waynesburg	7½ miles.
Length of main line road laid	7½ "
Length of main line of road laid in Pennsylvania, The East Brandywine and Waynesburg railroad is now being extended to New Holland, a distance of about ten miles, on which about one-half of the grading is now done.	7½ "
Weight of rail per yard on main track	45 and 56 lbs.
Number of engine houses and shops	1 engine house.
Number of wooden bridges, (total length in feet, unknown,)	6
Number of railroads crossed	1
Number of stations on main road: Passenger, 12; freight, 11; total	12
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? Cross ties and stone ballast.	

The East Brandywine and Waynesburg railroad is leased to the Pennsylvania railroad company, and run by them as a branch road, and the returns are included in their report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office address.
James M'Clune.....	Philadelphia.
Joseph M. M'Clure.....	Millford Mills
Wm. Morton.....	Honeybrook.
Joseph C. Davis	Honeybrook.
S. H. M'Connel	Honeybrook.
John S. Parker.....	Norwood.
Wm. D. Smith.....	Barnston.
T. M. Storb	New Holland.
John Styer.....	New Holland.
Adam Rauch	New Holland.
Wm. P. Buchanan.....	Honeybrook.
Anthony Graham.....	Honeybrook.
John Cornog, President.....	Wallace.
Thomas Millard, Secretary	Loag.
R. W. Worton, Treasurer	Honeybrook.

(No. 22.)

EAST MAHANAY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin P. Gowen, president, and John Welch, treasurer, of the East Mahanoy railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1873. }

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, (classified and date of maturity,) as follows:	None.
Floating debt, as by last report.....	None.
The amount now of floating debt	None.
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends, cash: in January and July each....	3 per cent.
Number of shares of stock issued.....	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>

Equipment furnished by the Philadelphia and Reading railroad company, sub-lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road from East Mahanoy Junction to St. Nichols.....	7.68 miles.
Length of main line road laid.....	7.68 "
Length of main line of road laid in Pennsylvania,	7.68 "
Length of sidings	3.33 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	60, 64 & 68 lbs.
Branch roads owned by the company, and their length, viz: Four; total length	3.43 miles.
Number of iron bridges, (total length in feet, 137)	5 girder.
Number of wooden bridges, (total length in feet, 135½).....	10 girder.
Number of stone bridges, (total length in feet, 11½)	1
Number of stations on main road.....	1
Number of wood and water stations on main road,	2
*Value of real estate held by the company, exclusive of road way.....	\$600 00
*Number of tunnels, (length of each, 3,400 feet) ..	1
How is track laid, and on what foundation? On cross-ties, stone and coal dirt ballast.	

Summary of Payments :

Dividends	\$23,258 59
State taxes	1,177 65
United States taxes.....	294 42
	<u>24,730 66</u>

*The returns of this company will be included in the report of the Philadelphia and Reading railroad company, sub-lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie.....	Philadelphia.
H. P. M'Kean	Philadelphia.
R. B. Cabeen	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst.....	Philadelphia.
Chas. E. Smith.....	Philadelphia.
Franklin B. Gowen, President	Philadelphia.
Howard Hancock, Secretary	Philadelphia.
John Welch, Treasurer	Philadelphia.

(No. 24.)

EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the East Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President,*JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1873. }

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.....	1,309,200 00
Total amount now paid in of capital stock.....	1,309,200 00
Funded debt as per last report.....	495,900 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
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
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, in January and July each, cash....	3 per cent.
Number of shares of stock issued.....	26,184
Par value of each share.....	\$50 00
Average market value during the year.....	40 00

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Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>1,309,200*00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$1,484,290 12</u>	<u>\$1,484,290 12</u>

Equipment furnished by P. & R. R. R. company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road from Reading to Allentown	36 miles.
Length of main line road laid.....	36 "
Length of main line of road laid in Pennsylvania,	26 "
Length of double track of road.....	None.
Length of sidings.....	15.5 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track: 52, 57, 60, 64 and 68 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: Two engine houses, one shop.	
Number of iron bridges, (total length in feet, 99,)	3.
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? Eight feet ties, broken stone, sand and gravel ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

This road being leased by the Philadelphia and Reading railroad company, the tonnage, receipts and payments will be included in their returns.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. D. Stetzell.....	Reading.
Jos. L. Strichter.....	Reading.
R. B. Cabeen.....	Philadelphia.
A. E. Boris.....	Philadelphia.
W. A. Porter.....	Philadelphia.
Morton P. Henry.....	Philadelphia.
James E. Gowen.....	Philadelphia.
Thomas Hart, Jr.	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Howard Hancock, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.

(No. 35.)

EBENSBURG AND CRESSON.

STATE OF PENNSYLVANIA, } ss:
Cambria County,

Personally appeared A. A. Barker, president, and John Williams, treasurer, of the Ebensburg and Cresson railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

A. A. BARKER, *President.*JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of October, 1872. }

H. KINKEAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed.....	42,000 00
Funded debt, as per last report.....	42,000 00
The amount now of funded debt, (classified and date of maturity:	
1st mortgage bonds, (date of maturity, 1881.).....	\$80,000 00
	<u>80,000 00</u>
Total amount now of floating and funded debt..	80,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6
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
Average market value during the year: No market value.	
Amount paid in on each share.....	<u>50 00</u>

EBENSBURG AND CRESSON

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$122,000 00
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CHARACTERISTICS OF ROAD.

Length of main line of road from Cresson to Ebensburg.....	11 miles.
Length of main line road laid.....	11 "
Length of main line of road laid in Pennsylvania.....	11 "
Length of sidings.....	$\frac{1}{2}$ mile.
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	45 pounds.
Number of wooden bridges.....	1
Number of stations on main road: Passenger, 3; freight, 3; total	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 and oak 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 the road, included in will be 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.

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ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Philadelphia County, }

ss:

Personally appeared Thos. Kimber, Jr., president, and Wm. C. Longstreth, treasurer, of the Elmira and Williamsport railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

THOS. KIMBER, JR., *President.*

WM. C. LONGSTRETH, *Treasurer.*

Sworn, affirmed and subscribed before me, this }
6th day of January, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock 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, 1st, 1880;).....	\$1,000,000 00
Five per cent. bonds.....	570,000 00
Mortgage on real estate, Elmira, N. Y.....	50,000 00
	1,620,000 00
Floating debt, as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt....	1,620,000 00

Rate per cent per annum of interest on funded debt, 1st mortgage, 7 per cent. ; five per cent. bonds, 5 per cent. ; 7 per cent. on \$50,000, mortgaged real estate in Elmira.

Date and rate per cent. per annum of dividend or or dividends: Cash—January, 1872, 3½ per cent on \$500,000, preferred stock ; July, 1872, 3½ per cent. on \$500,000, preferred stock ; May, 1872, 2½ per cent. on \$500,000, common stock ; November, 1872, 2½ per cent. on \$500,000, common stock.

Number of shares of stock issued: 10,000 shares preferred stock and 10,000 shares common stock.

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

Average market value during the year: \$42 for preferred, and \$29 for common.

Amount paid in on each share 50 00

Amount of capital on which the respective dividends were declared: \$500,000, preferred ; \$500,000, common.

COST OF ROAD AND EQUIPMENT.

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

Summary of payments :

For dividends	\$60,000 00	
For interest	102,000 00	
For miscellaneous.....	<u>3,000 00</u>	
		<u>\$165,000 00</u>

This road is leased to the Northern Central railroad company, and operated as a branch of that road. See their report for receipts, expenses, &c.

(No. 37.)

ELMIRA AND WILLAMSPORT.

[Northern Central railroad company, lessees.]

STATE OF PENNSYLVANIA, }
Dauphin County, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railroad company, lessee, and in due form of law made oath, that the statements in the within report, for the financial year ending ——— 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 }
 26th day of February, 1873. }

OLIVER EDWARDS, *Alderman and ex-Officio J. P.*

STOCK AND DEBT.

See report of president and treasurer of company.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$2,620,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of main line road laid.....	78 "
Length of main line of road laid in Pennsylvania.....	69.2 "
Length of double track of road.....	None.
Length of sidings.....	14 miles.
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length, viz :.....	None.

Roads worked or leased by the company viz :	None.
Number of engine houses and shops	3
Use Northern Central railway company equipment.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 4,062,)	27
Number of railroads crossed	None.
Number of stations on main road	23
Value of real estate held by the company, exclusive of road way	\$84,108 00
Number of tunnels	None.
How is track laid, and on what foundation? Earth bed and cross-ties.	
Length in miles laid with steel rail	None.

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

Number of miles run by passenger trains	174,897
Number of miles run by freight and coal trains,	370,533
Number of through passengers for the year on main road	40,006
Number of passengers (all classes) carried in cars,	117,347
Number of tons of 2,000 lbs. of through freight for the year on main road	261,678
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	402,460
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	28
Average rate of speed adopted by freight trains, including stops	10
Weight of first class passenger engines	59,000 pounds.
Weight of freight engines	63,000

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal.....	253,961	Merchandise and manufactures.....	29,981
Petroleum and other oils.....	129	Live stock.....	1,061
Pig iron.....	6,723	Lumber.....	23,493
Railroad iron.....	2,758	Other articles.....	7,540
Other iron or castings.....	6,918		
Iron and other ores.....	3,358	Total.....	4,024.60
Stone and lime.....	1,048		
Agricultural products.....	62,292		

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

Average rate on all passengers carried..... 3 ⁰⁷/₁₀₀ cents.

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

Average rate on all freight carried..... 1 ⁵⁴/₁₀₀ cents

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.....	\$110,537 96	\$33,161 38	\$77,376 58
Taxes on real estate.....	7,702 22	2,310 66	5,391 56
Total.....	118,240 18	35,472 04	82,768 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$53,190 86	\$15,959 95	\$37,239 91
Repairs of passenger and baggage cars.....	1,032 03	1,032 03	
Repairs of freight cars.....	10,683 01		10,683 01
Repairs of tools and machinery in shops.....	5,298 91	1,569 67	3,709 34
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	25,024 71	7,507 41	17,517 30
Total.....	95,238 52	26,089 06	69,149 46
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$422 90	\$126 87	\$296 03
Agents and clerks.....	10,420 94	2,585 99	7,834 95
Labor—loading and unloading freight.....	3,907 42		3,907 42
Porters, watchmen and switch tenders.....	16,153 11	4,845 93	11,307 18
Car cleaning and inspecting, furniture and fixtures.....	6,641 67	2,300 38	4,341 29
Wood and water station attendance.....	168 29	50 48	117 81
Conductors, baggage masters and brakemen.....	35,768 01	11,373 63	24,394 38
Engineers and firemen.....	37,258 15	8,730 10	28,528 05
Fuel and cost of preparing for use.....	60,026 47	18,324 87	41,701 60
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	11,430 68	2,986 35	8,444 33
Telegraph, mail and station expenses.....	8,655 69	2,961 57	5,694 12
Loss and damage of goods and baggage.....	2,274 24		2,274 24
Use of freight cars.....	68,745 77		68,745 77
Shoveling snow.....	684 69	205 40	479 29
Damage for injury of persons.....	351 90	351 90	
General superintendence.....	3,244 35	954 54	2,289 81
Contingencies.....	2,997 40	899 22	2,098 18
Total.....	269,151 68	56,697 23	212,454 45

Receipts for the year ending December 31, 1872 :

Passengers	\$144,745 51
Freight.....	407,306 41
Mail and express.....	25,285 21
Miscellaneous	2,962 66
Total	<u>580,299 79</u>

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$482,630 38
Dividends, interest, miscellaneous and rent.....	165,000 00
Total.....	<u>647,630 38</u>

COST OF TRANSPORTATION.

Cost per passenger per mile, proximate average..	2 $\frac{82}{100}$ cents.
Cost per ton freight per mile, proximate average.	1 $\frac{36}{100}$ "
What express companies run on your road, and on what terms? Adams express, at fixed prices per 100 lbs varying according to distance transported.	
What transportation or freight companies run on your road, and on what terms? Crescent line. Conditions are arranged from time to time as required to meet the competition of other lines.	

ACCIDENTS.

	Killed.	Injured.
Employees.....	3	1
Others.....	2	3
Total.....	<u>5</u>	<u>4</u>

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer of company.

Receipts for the year ending December 31, 1875:

0 67448 (No. 39.)

~~CONFIDENTIAL~~

..... ERTE. 10/10/79

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

Personally appeared S. H. Dunan, general auditor, and H. D. V. Pratt, acting superintendent, of the Erie railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1872, are approximately true, to the best of their knowledge and belief.

CO 000,531 (Signed) S. H. DUNAN, General Auditor.

H. D. V. PRATT, *Superintendent.*

Swear and subscribed before me, this }
26th day of February, 1873. }

MORTIMER SMITH.

Notary Public, New York.

ACCOUNTING DEPARTMENT.

ERIE RAILWAY COMPANY

NEW YORK, *December 11, 1872*

Hon. J. F. HARTMAN.

Auditor General, State of Pennsylvania, Harrisburg:

DEAR SIR :—Soon after assuming the duties of the accounting department of the Erie railway company, I had placed in my hands, by the secretary of this company, the requisite blanks for making up the report for the State of Pennsylvania, but for good and imperative reasons, I deem it necessary to ask for a more extended delay.

The affairs in this department are in an almost inextricable confusion, owing to falsified accounts, unexplained entries, deliberately planned, and valuable information, statements, &c., hidden, carried off, or destroyed by my predecessor, which places me in a condition that renders it utterly impossible to make out reports or to certify to the correctness of accounts without going through a thorough and complete examination of the year's transactions. As this will take some considerable time, to have the information

complete and correct, I must beg your indulgence in not demanding a strict compliance with the law as to the time for filing reports.

You certainly, being placed in a position of high trust and honor, could not conscientiously certify or affirm to be true and correct any report based upon such data as I find in this department. And I cannot with respect for myself, and in consideration of the standing and position of the gentlemen composing the new board of directors of this company, consistently ask them to sign a statement compiled from such a mass of inaccuracies and falsifications.

With this apology for delay, and the assurance that nothing will be left undone to deposit with you, at the earliest possible moment, the information called for, and in such a manner as will reflect credit on all concerned; and trusting this communication will receive your approbation, I have the honor to subscribe myself,

Very respectfully yours,

(Signed) S. H. DUNAN, Auditor.

STOCK AND DEBT.	
Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$86,536,910 00
Amount paid in as by last report.....	86,536,910 00
Total amount now paid in of capital stock.....	86,536,910 00
Funded debt as per last report.....	26,398,800 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1897,).....	\$3,000,000 00
2d mortgage bonds, (date of maturity, 1879,).....	4,000,000 00
3d mortgage bonds, (date of maturity, 1883,).....	6,000,000 00
4th mortgage bonds, (date of maturity, 1880,).....	4,441,000 00
5th mortgage bonds, (date of maturity, 1888,).....	926,500 00

Sterling bonds, (date of maturity, 1875,)	\$4,844,400 00	
Buffalo branch, (date of maturity, 1891,)	183,100 00	
	<hr/>	28,912,301 26
Total amount now of floating and funded debt...		28,912,301 26
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 mortgage, 7 per cent.; 5th mortgage, 7 per cent.; Sterling bonds, 6 per cent.; Buffalo branch, 7 per cent.		
Date and rate per cent. per annum of dividend or dividends: Cash, 7 per cent. on preferred stock.		
Number of shares of stock issued		865,369 ¹⁰ / ₁₀₀
Par value of each share		<u>\$100 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$97,043,924 73	\$97,616,215 22
Equipment	9,860,437 49	11,191,472 04
	<hr/>	<hr/>
Total cost.....	<u>106,904,362 22</u>	<u>108,807,687 26</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Jersey city to Dunkirk	459 miles.
Length of main line road laid	459 "
Length of main line of road laid in Pennsylvania,	42½ "
Length of double track of road, including sidings,	319½ "
Gauge of road	6 feet.
Weight of rail per yard on main track	64 and 70 lbs.
Branch roads owned by the company and their length, viz: Piermont branch, 18 miles; Newburg branch, 18½ miles; Buffalo branch, 60 miles.	

Roads worked or leased by the company, viz :

Weehawken branch, New York and Fort Lee, Newburg and New York, Buffalo, New York and Erie, Newark and Hudson, Patterson and Newark, Hackensack and New York, Hackensack and New York extension, Montgomery and Erie, Goshen and Deckerton, Hawley branch, Honesdale branch, Jefferson branch, Rochester and Genesee Valley, Avon, Genesee and Mt. Morris, Erie and Genesee Valley, Buffalo, Bradford and Pittsburg, Niagara Falls branch, Northern railroad of New Jersey.

Number of engine houses and shops.....	60
Number of engines.....	488
Number of first class passenger cars, (rated as eight-wheel cars)	258
Number of second class passenger cars.....	44
Number of baggage, mail and express cars.....	76
Number of freight and coal cars, (rated as eight wheel cars)	10,638
Number of stations on main road in Pennsylvania.....	4
Number of wood and water stations on main road in Pennsylvania.....	6

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

Number of miles run by passenger trains.....	3,314,453
Number of miles run by freight trains.....	9,004,051
Number of miles run by coal trains: Included in freight trains.	
Number of passengers (all classes) carried in cars,	3,598,800
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	5,564,274
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 to 30

Average rate of speed adopted by freight trains, including stops, 10

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

October, 1871.....	824,050	May, 1872.....	312,298
November, 1871.....	287,824	June, 1872.....	251,810
December, 1871.....	264,570	July, 1872.....	354,436
January, 1872.....	256,868	August, 1872.....	360,878
February, 1872.....	232,761	September, 1872.....	315,805
March, 1872.....	253,707		
April, 1872.....	300,776		

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal 2,939,680	Merchandise.....	461,543
Petroleum and other oils, pig iron, railroad iron, other iron or castings, iron and other ores, stone and lime: Included in other articles.....	Live stock.....	304,699
Agricultural products.....	Manufactures.....	279,725
	Other articles.....	151,832

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

For first class through passengers.....	2.20 cents.
For first class way passengers.....	2.71 "
For emigrant through passengers.....	1.12 "
For emigrant way passengers.....	1.50 "

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

For through freight.....	1.3 cents.
For local freight.....	1.6 "

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.....	\$3,444,186 00	\$861,046 75	\$2,583,140 24
Taxes on real estate.....	242,677 40	60,689 85	182,008 05
Total.....	3,686,864 39	921,736 60	2,765,148 29
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,000,059 04	\$282,241 35	\$717,817 69
Repairs of passenger and baggage cars.....	273,023 15	273,023 15	
Repairs of freight cars.....	846,193 02		846,193 02
Repairs of tools and machinery in shops.....	108,959 07	27,244 76	81,734 31
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	66,407 78	16,601 94	49,805 84
Total.....	2,294,602 06	599,111 20	1,695,550 86
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$177,825 80	\$44,456 45	\$133,369 35
Agents and clerks.....	1,103,148 90	367,409 27	745,789 63
Labor—loading and unloading freight.....	575,494 71		575,494 71
Porters, watchmen and switch tenders.....	284,099 82	71,024 95	213,074 87
Wood and water station attendance.....	44,149 69	11,037 42	33,112 27
Conductors, baggage masters and brakemen.....	1,135,589 79	298,693 36	836,996 43
Engineers and firemen.....	1,185,672 45	384,935 74	800,736 71
Fuel and cost of preparing for use.....	1,123,545 90	337,063 77	786,482 13
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	227,861 70	47,563 77	180,297 92
Loss and damage of goods and baggage.....	167,784 31	15,576 89	152,207 92
Damage for injury of persons.....	77,215 05	77,215 05	
Damage to property, including damage by fire and cattle killed on road.....	20,094 71		20,094 71
General superintendence.....	182,580 24	45,645 06	136,935 18
Contingencies.....	307,915 12	76,978 78	230,936 34
Hudson river ferry.....	285,796 43		
Telegraph.....	132,918 25		
Total.....	7,031,692 87	1,707,500 01	4,845,478 18

RECEIPTS.

Months.	Passengers.	Freight.	Mail & ex- press.	Miscellaneous.	Total.
October, 1871.....	\$266,067 16	\$1,272,534 46	\$76,549 43	\$19,524 18	\$1,664,665 23
November, 1871.....	252,699 47	1,129,190 32	80,597 90	55,892 51	1,498,380 20
December, 1871.....	218,397 34	1,120,276 89	71,430 11	22,273 53	1,432,377 37
January, 1872.....	201,211 58	1,017,184 24	69,205 18	9,075 12	1,295,676 12
February, 1872.....	186,859 12	1,000,816 02	48,448 17	23,565 00	1,259,683 31
March, 1872.....	219,017 13	1,068,357 04	47,795 16	28,076 87	1,363,246 80
April, 1872.....	239,744 14	1,197,817 16	48,150 58	25,953 85	1,561,665 63
May, 1872.....	310,485 91	1,324,106 19	55,007 20	24,996 94	1,714,596 24
June, 1872.....	313,111 45	1,201,811 70	61,375 94	20,659 99	1,602,959 08
July, 1872.....	336,509 69	1,105,712 63	54,889 07	14,052 57	1,511,163 96
August, 1872.....	354,856 47	1,205,876 68	54,775 26	32,828 63	1,648,337 04
September, 1872.....	350,897 38	1,314,078 86	61,009 57	26,785 57	1,752,271 38
Sundry branches.....	.....	.....	.....	.....	66,860 89
Total.....	3,329,346 84	13,957,762 26	728,233 52	289,084 76	18,371,857 80

Summary of payments :

Maintaining the road, &c.—repairs of machinery and operating the road.....	\$13,013,219 32
Dividends on preferred stock, to 1st July, 1872..	597,583 70
Interest on funded debt.....	1,742,554 20
Miscellaneous, including \$139,451 80, for balance of interest.....	167,751 37
Rents on property and leased roads.....	1,246,890 53
Mileage of cars.....	398,830 60
Insurance.....	71,797 90
Total.....	17,238,627 62
Total amount of surplus fund.....	1,133,260 18
	<u>18,371,887 80</u>

Cost of transportation :

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

What transportation or freight companies run on your road,
and on what terms? Great Western dispatch, South Shore line,
North Shore line.

ACCIDENTS.

	Killed.	Injured.
Passengers	2	6
Employees	28	55
Others	40	20
Total	<u>70</u>	<u>81</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel D. Babcock	New York city.
Samuel L. M. Barlow	New York city.
John J. Cisco	New York city.
Charles Day	New York city.
Alexander S. Diven	New York city.
John A. Dix	New York city.
W. Butler Duncan	New York city.
John Taylor Johnston	New York city.
Henry L. Lansing.	Buffalo, N. Y.
G. Talbot Oliphant	New York city.
Edwin D. Morgan	New York city.
John V. L. Pruyn	Albany, N. Y.
Homer Ramsdell.....	Newburgh, N. Y.
Frederick Schuchardt	New York city.
William W. Shippen	New Jersey.
William R. Travers	New York city.
Peter H. Watson	New York city.
Pter H. Watson	President.
Alexander S. Diven	Vice President.
H. N. Otis.....	Secretary.
L. H. Dunan	General Auditor.

(No. 39.)

ERIE AND PITTSBURG.

STATE OF PENNSYLVANIA, } ss:
Erie County,

Personally appeared William L. Scott, president, and William Brewster, treasurer, of the Erie and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

WM. L. SCOTT, *President*WM. BREWSTER, *Treasurer*

Sworn and subscribed before me, this }
 14th day of November, 1872. }

A. J. FOSTER, *Police Justice*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,500,000 00
Amount of stock subscribed.....	1,996,400 00
Amount paid in as by last report: \$999,800 00 at	
par, and 10 per cent. on \$996,500 00.....	1,099,450 00
Total amount now paid in of capital stock: \$999,-	
900 00 at par, and 10 per cent. on \$996,500 00. *	1,099,550 00
Funded debt, as per last report.....	3,177,000 00
The amount now of funded debt, (classified and	
date of maturity,) as follows:	
1st mortgage bonds, (date of matu-	
rity, July 1, 1882,).....	\$343,700 00
2d mortgage bonds, (date of matu-	
rity, March 1, 1890,).....	96,300 00
Consolidated mortgage bonds,	
(date of maturity, July 1, 1898,) 2,137,000 00	
Equipment mortgage bonds, (date	
of maturity, October 1, 1900,)..	750,000 00
	<hr/>
	3,327,000 00

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Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	\$3,327,000 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.; equipment mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: Stock, none; seven per cent. per annum, payable quarterly, cash, December 10, 1871, March 10, 1872, June, 10, 1872, September 10, 1872	1 $\frac{1}{2}$ per ct. each.
Number of shares of stock issued.....	39,928
Par value of each share.....	\$50 00
Average market value during the year.....	70 to 85 cents.
Amount paid in on each share: \$50 00 on 19,- 998 shares, and 10 per cent. on 19,930 shares.	
Amount of capital on which the respective divi- dends were declared—average.....	<u>1,996,325 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,157,794 73	\$3,157,969 73
Equipment	1,613,328 78	1,765,032 78
Total cost.....	<u>4,771,123 51</u>	<u>4,923,002 51</u>

CHARACTERISTICS OF ROAD.

To be reported by the Pennsylvania company.

Receipts on construction and equipment account during the year:

From stockholders.....	\$100 00
Sale of bonds.....	150,000 00
Other sources.....	1,779 00
Total.....	<u>151,879 00</u>

Summary of payments :

For construction and equipment.....	\$151,879 00
Dividends.....	139,742 75
Interest.....	232 645 00
Miscellaneous, (expenses, maintaining organiza- tion, &c.).....	2,757 80
State taxes, on interest and dividends.....	18,619 38
United States taxes.....	3,402 47
Total.....	<u>549,046 40</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Wm. L. Scott.....	Erie, Pa.
M. Courtright.....	Erie, Pa.
John H. Walker.....	Erie, Pa.
James Pierce.....	Sharpsville, Pa.
John F. Tracy.....	Chicago, Ill.
Horace F. Clark.....	New York City.
Wm. L. Scott, President.....	Erie, Pa.
Wm. Brewster, Secretary and Treasurer.....	Erie, Pa.

(No. 40.)

ERIE AND PITTSBURG.

[*Pennsylvania Company, lessees.*]

STATE OF PENNSYLVANIA, } ss :
Erie County,

Personally appeared William L. Scott, president, and William Brewster, treasurer, of the Erie and Pittsburg railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

WM. L. SCOTT, *President.*WM. BREWSTER, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of March, 1873. }

F. CURTZE, *J. P.*

COST OF ROAD.

	By present report.
Construction	\$54,294 00

CHARACTERISTICS OF ROAD.

Length of main line of road from N. Castle to Girard.....	81 $\frac{1}{2}$	miles.
Length of main line road laid.....	81 $\frac{1}{2}$	"
Length of main line of road laid in Pennsylvania,	81 $\frac{1}{2}$	"
Length of double track of road.....		None.
Length of sidings.....	11 $\frac{1}{4}$	miles.
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.....		None.
Number of engine houses and shops.....		3
Number of engines.....		29
Number of first class passenger cars, (average cost of each, \$3,500,)		

Number of second class passenger cars, (average cost of each, \$1,500,).....	6
Number of baggage, mail and express cars, (average cost of each, \$1,400,).....	4
Number of freight cars, (box cars, 50, average cost of each, \$700; stock cars, 8, average cost of each, \$700,) total.....	58
Number of coal, ore and stone cars, (average cost of each, \$500 00).....	1,261
Number of caboose cars, (average cost of each, \$750 00).....	4
Number of railroads crossed.....	3
Number of stations on main road.....	18
Number of wood and water stations on main road,	6
Number of tunnels.....	None.
How is track laid and on what foundation? Wooden ties and gravel ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of miles run by passenger trains.....	144,172
Number of miles run by freight trains.....	604,836
Number of miles run by coal trains: Included in freight.	
Number of passengers(all classes) carried in cars,	265,985
Number of tons of 2,000 lbs. of through freight for the year on main road.....	220,581
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,141,437
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.....	27
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	30 tons
Weight of freight engines.....	<u>30 "</u>

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

January	19,820	July	23,408
February	18,946	August	23,797
March	21,107	September	23,544
April	24,024	October	23,323
May	20,891	November	23,703
June	23,827	December	19,100

The amount of freight, specifying the quantity in tons :

Bituminous and other coal.....	503,180	Agricultural products.....	11,623
Pig iron: Included in iron and other ores.		Merchandise and manufactures ...	251,723
Railroad iron.....	32,530	Live stock.....	3,615
Iron and other ores.....	235,074	Lumber	39,037
		Other articles.....	25,650

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.....	4 "
For second class through passengers	None.
For second class way passengers.....	None.

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

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

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$138,405 08	\$46,135 01	\$92,270 02
Taxes on real estate.....	26,212 08	8,737 86	17,474 72
Total.....	164,617 11	54,872 87	109,744 74
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$22,370 98	\$5,431 44	\$16,939 54
Repairs of passenger and baggage cars.....	12,873 87	12,873 87	.....
Repairs of freight cars.....	64,186 57	.....	64,186 57
Repairs of tools and machinery in shops.....	6,479 87	2,159 79	4,319 58
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	2,314 54	771 51	1,543 03
Total ..	107,725 33	20,786 61	86,988 72
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$6,899 97	\$2,299 99	\$4,599 98
Agents and clerks.....	29,399 73	9,799 91	19,599 82
Labor—loading and unloading freight.....	16,585 92	.....	16,585 92
Porters, watchmen and switch tenders.....	8,659 14	2,886 88	5,772 76
Car cleaning and inspecting, furniture and fixtures.....	13,306 59	8,870 26	4,435 13
Wood and water station attendance.....	3,105 59	1,035 19	2,070 40
Conductors, baggage masters and brakemen.....	73,017 06	25,972 29	47,044 77
Engineers and firemen.....	46,894 24	15,631 41	31,262 83
Fuel and cost of preparing for use.....	46,032 94	16,098 51	29,934 43
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	10,450 71	3,698 45	6,752 26
Telegraph, mail and station expenses.....	11,997 02	3,999 00	7,998 02
Loss and damage of goods and baggage.....	814 66	271 55	543 11
Use of freight cars.....	8,470 89	.....	8,470 89
Shoveling snow.....	220 00	73 33	146 67
Damage for injury of persons.....	408 50	136 16	272 34
Damage to property, including damage by fire and cattle killed on road.....	465 00	.....	465 00
General superintendence.....	7,277 76	2,425 92	4,851 84
Total.....	284,004 02	93,198 35	190,805 67

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Deckage.	Miscellaneous.	Total.
January	\$12,242 86	\$57,953 48	\$1,286 63	\$6,586 60	\$266 29	\$78,335 86
February.....	11,174 16	63,032 22	1,229 75	5,733 87	851 07	82,021 07
March	12,643 19	81,777 41	1,258 19	4,242 41	242 13	100,163 33
April	15,362 99	67,569 79	1,258 19	1,635 03	325 39	86,151 39
May	13,168 81	71,997 06	1,286 63	4,419 65	260 89	91,133 04
June.....	18,354 60	88,634 98	1,229 75	8,073 07	278 05	113,570 45
July	15,015 14	89,782 67	1,286 63	8,229 20	292 63	114,606 27
August.....	15,575 15	90,120 66	1,286 63	11,681 60	280 47	118,944 51
September.....	19,586 11	89,430 25	1,229 75	13,160 03	287 14	123,683 28
October.....	15,077 08	104,871 87	1,286 63	12,111 93	302 96	133,650 17
November.....	14,187 45	74,602 84	1,258 19	10,802 22	258 51	100,609 21
December.....	11,467 88	36,686 02	1,268 19	7,549 72	271 98	56,233 74
Total.....	170,855 37	915,458 95	15,155 16	93,725 83	3,917 51	1,199,112 82

Summary of payments:

For construction and equipment.....	\$54,294 09
Maintaining the road, &c.—repairs of machinery and operating the road.....	\$556,346 46
Less tax.....	26,212 08
State taxes.....	25,954 68
United States taxes.....	257 40

What express companies run on your road, and on what terms
Adams express company, \$30 00 per day.

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

ACCIDENTS.

	Killed.	Injured
Employees.....	2	10
Others.....	2	2
Total.....	4	12

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

January 12. Frank Knall, brakeman, hand smashed while coupling cars at Dock Junction.

March 4. John McCall, brakeman, two fingers cut off while coupling cars at Sharpsville.

April 4. Rosanna Cullen, injured by being struck by train, at Pine run.

April 16. W. G. Chase, hand bruised while coupling cars at Middlesex.

April 31. Wm. Thompson, leg cut off while lying on the track intoxicated.

May 23. Geo. Downing, brakeman, foot crushed badly, while attempting to get on engine, at Wheatland; was amputated; died from effects of injury.

June 7. Jno. Bricker, sitting on cross tie at Jamestown; made an effort to move; struck by train and killed.

June 10. Jas. Brady, laborer, injured by being thrown from freight train, at Sharon.

July 12. J. Miller, brakeman, lost two fingers while coupling cars at Sharpsville.

August 10. Jas. McAnn, brakeman, injured by falling between cars, at Middlesex.

September 4. Benjamin Seaburn, laborer, jumped from train in motion, at Sharon; killed.

September 12. B. Phillips, lying across track, intoxicated, was killed; at Sharon.

September 18. Samuel McMillen, brakeman, killed while coupling cars at Crawford siding.

October 19. J. P. Metcalf, injured by falling off freight train at Linesville.

November 5. James Donlon, conductor, hand bruised while coupling cars at Dock Junction.

December 31. E. Northord, brakeman, finger smashed while coupling cars at Sharpsville.

(No. 41.)

FAYETTE COUNTY.

STATE OF PENNSYLVANIA, } ss:
Fayette County,

Personally appeared N. Ewing, president, of the Fayette County railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 1, 1872, are true, to the best of his knowledge and belief.

(Signed)

N. EWING, *President.*

Sworn and subscribed before me, this }
 26th day of October, 1872. }

JOHN HOLMES, *J. P.*

Since this report was mostly drawn up our treasurer, Mr. Hadden, died on 19th October, and although we have since appointed a new treasurer, he has not the possession of the books and cannot join in this report.

N. EWING.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	98,350 00
Amount paid in as by last report.....	95,395 71
Total amount now paid in of capital stock: Donations, \$1,040, by the books, and mortgages, 30,000, making.....	125,395 71
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.
Rate per cent. per annum of interest on funded debt.....	None.

Date and rate per cent. per annum of dividend or dividends: Stock, none; Cash, four dividends, December 1st, March 1st, June 1st, September 1st, each.....	\$100 a share.
Number of shares of stock issued.....	2,148
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share: In addition to their old stock, the present company paid per share.....	16 66 $\frac{2}{3}$
Amount of capital on which the respective dividends were declared.....	<u>107,400 00</u>

COST OF ROAD AND EQUIPMENT.

Construction: The books show payment of \$119,-193 86, but this falls short of the true expenditure by probably \$10,000, paid out by the president and not entered on the books.

Equipment.....	None.
Total cost, say.....	<u>130,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Uniontown to Connellsville.....	12,66 $\frac{2}{3}$ miles.
Length of main line road laid.....	12,66 $\frac{2}{3}$ "
Length of main line of road laid in Pennsylvania.....	12,66 $\frac{2}{3}$ "
Length of double track of road.....	None.
Length of sidings, probably.....	4,000 feet.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ 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.....	1 of each.
Number of engines.....	None.
Number of first class passenger cars.....	None.
Number of second class passenger cars.....	None.

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Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet: cannot tell; probably 2,000 feet,)	22
Number of stone bridges.....	None.
Number of culverts, (total length in feet, supposed about 250 to 300,) suppose.....	10
Number of railroads crossed.....	None.
Number of stations on main road, (passenger, 7, freight, 8 or 10,) total, say.....	17
Number of wood and water stations on main road: One water station, no wood.	
Value of real estate held by the company, exclu- sive of roadway, probably	\$2,000
Number of tunnels.....	None.
How is track laid, and on what foundation? On wooden cross ties bedded in stone and filled in with stone.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Our road is leased to the Pittsburg and Connellsville railroad company, and all questions not answered by us fall within their province.

Summary of payments :

Dividends	*\$8,592 00
Surplus fund: in March last, \$47 92. The late treasurer's book does not show how the account stands since. Until administration is taken out on his estate his accounts cannot be adjusted.	

*\$40 00 of this is a dividend on stock owned by the Fayette County railroad company in the Western Union telegraph company, which, I presume, pays a tax on its dividends; we, of course, ought not to pay another tax on it. Our tax, therefore, should be calculated on \$8,552 only.

Municipal taxes.....	None.
State taxes	\$418 86
United State taxes.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. Ewing.....	Uniontown.
S. A. Gilmore.....	Uniontown.
Ewing Brownfield.....	Uniontown.
Wm. H. Baily.....	Uniontown.
Eleazer Robinson.....	Uniontown.
Alfred Howill.....	Uniontown.
E. B. Dawson.....	Uniontown.
N. Ewing, President.....	Uniontown.
Wm. H. Baily, Secretary.....	Uniontown.
Ewing Brownfield, Treasurer.....	Uniontown.

(No. 42.)

FRANKFORD AND HOLMESBURG.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Lewis Thompson, president, and Maxwell Rowland, treasurer, of the Frankford and Holmesburg railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 1, 1872, are true, to the best of their knowledge and belief.

(Signed) LEWIS THOMPSON, *President.*

MAXWELL ROWLAND, *Treasurer.*

Affirmed and subscribed before me, this }
 13th day of January, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed, (2,000 shares,).....	100,000 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock.....	100,000 00
Funded debt, as per last report.....	14,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1889,)	\$50,000
2d mortgage bonds	None.
3d mortgage bonds	None.
	<hr/>
	50,000 00
Floating debt, as by last report	65,632 02
The amount now of floating debt.....	5,342 36
Total amount now of floating and funded debt...	55,342 36
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: Stock, none; cash, 3 per cent., January 1.	

Number of shares of stock issued	2,000
Par value of each share.....	\$50 00
Average market value during the year.....	20 00
Amount paid in on each share	50 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	<u>\$159,427 07</u>	<u>\$159,427 07</u>

The road is leased to the Philadelphia and Trenton railroad company, who run the road and receive all income.

CHARACTERISTICS OF ROAD.

Length of main line of road from Holmesburg Junction to Bustleton.....	$4\frac{1}{10}$ miles.
Length of main line road laid	$4\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania,	$4\frac{1}{10}$ "
Length of double track of road.....	None.
Length of sidings	$\frac{7}{10}$ mile.
Gauge of road	$4\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses	1
Number of engines.....	None.
Number of first class passenger cars.....	None.
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,330,)	5
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 380,) ..	6

Number of railroads crossed	None.
Number of stations on main road : freight, none ; total	4
Number of wood and water stations on main road : 1 at Bustleton.	
Value of real estate held by the company, exclu- sive of road way	\$2,000 00
Number of tunnels	None.
How is track laid, and on what foundation ? Cross ties and fish joints.	

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

Have no such data ; the road is leased by the Philadelphia and Trenton railroad company, who furnish all the rolling stock, collect all incomes from the road, whose reports will show the workings of the road ; and any further information will be furnished by the above company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Maxwell Rowland.....	Holmesburg, Pa.
Andreas Hartel.....	201 Church St., Phil'a.
P. Blakiston.....	Philadelphia.
G. S. Clark.....	Holmesburg, Pa.
Josiah Bacon.....	Philadelphia.
Edmund Smith.....	Philadelphia.
J. T. Way.....	Philadelphia.
B. F. Crispin.....	Holmesburg.
Robt. N. Murray.....	Bustleton.
Wm. Dedaker.....	Bustleton.
Jos. M. Banes.....	Bustleton.
Jno. B. William.....	Philadelphia.
Lewis Thompson, President.	
B. F. Crispin, Secretary.	
Maxwell Rowland, Treasurer.	

(No. 12.)

HANOVER BRANCH.

STATE OF PENNSYLVANIA, } ss:
 York County, }

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, for the financial year ending December 31, 1872, 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 }
 18th day of February, 1873. }

C. 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.....	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—stock, none; cash, 5 per cent. semi-annually, May and November.	
Number of shares of stock issued	2,337
Par value of each share	\$50 00
Average market value during the year.....	75 00

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Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>116,850 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$200,000 00	\$201,371 88
Equipment.....	60,000 00	68,000 00
Total.....	<u>260,000 00</u>	<u>269,371 88</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Hanover to Hanover Junction	12½ miles.
Length of main line road laid.....	12½ "
Length of main line of road laid in Pennsylvania,	12½ "
Length of double track of road	None.
Length of sidings.....	Not measured.
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, viz: Littlestown and S. Gettysburg, and P. R. R. and Pennsylvania and Frederick Line railroad.	
Number of engine houses and shops.....	4
Number of engines.....	6
Number of first class passenger cars, (average cost of each, \$4,000,).....	2
Number of second class passenger cars, (average cost of each, \$2,000,)	3
Number of baggage, mail and express cars, (average cost of each, \$800,)	2
Number of freight cars: House cars.....	3
Number of coal, ore and stone cars: Coal, 3; stone, 24; (average cost of each, \$200;) total,	27
Number of iron bridges	None.

Number of wooden bridges, (total length in feet, not measured.)	11
Number of stone bridges	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 5; freight, 5; total	10
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way	\$8,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Part on earth and part stone ballast.	
Length in miles laid with steel rail.	<u>1,000 feet.</u>

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

Number of miles run by passenger trains.....	32,100
Number of miles run by freight trains	16,050
Number of through passengers for the year on main road.....	26,417
Number of passengers (all classes) carried in cars,	34,401
Number of tons of 2,000 lbs. of through freight for the year on main road	99,571
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	123,424
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.....	18
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	19 to 30 tons.
Weight of freight engines.....	<u>19 to 30 "</u>

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

January, 1872.....	2,587	July, 1872.....	3,002
February, 1872.....	2,056	August, 1872.....	4,516
March, 1872.....	2,403	September, 1872.....	3,253
April, 1872.....	2,998	October, 1872.....	2,974
May, 1872.....	2,876	November, 1872.....	2,769
June, 1872.....	2,829	December, 1872.....	<u>3,138</u>

The amount of freight, specifying the quantity in tons :

Mainly transported in individual cars, and 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 lbs.,) per mile, charged for freight :

For through freight, for through coal, and for local freight : Regulated by joint traffic with N. O. railway company.	
For local coal	<u>2 to 4 cents.</u>

EXPENSES.

Maintaining the road or real estate of the corporation .

Repairs or maintenance of way, including build- ings	<u>\$12,602 66</u>
---	--------------------

Repairs of machinery :

Repairs of engines and tenders	\$7,383 77
Repairs of passenger, baggage and freight cars...	7,452 45
Total	<u>14,836 22</u>

Operating the road :

Office expenses, stationery, &c.	\$437 18
Agents and clerks	1,036 36
Labor—loading and unloading freight	424 00
Conductors, baggage masters and brakemen	4,277 30
Engineers and firemen	4,932 88
Fuel and cost of preparing for use, (including offices and shops,)	11,328 83
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,332 73

Tolls over other roads and use of freight cars....	2,205 15
General superintendence	1,828 00
Contingencies.....	75 00
Total	27,877 43
Grand total of expenses.....	55,316 34

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

Months.	Passen- gers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
January, 1872.....	\$1,320 96	\$3,110 31	\$82 44	\$1,318 50	\$521 29	.....
February, 1872.....	1,066 29	3,596 58	82 44	1,244 68	271 91	.....
March, 1872.....	1,291 08	3,315 97	82 44	1,255 70	1,065 82	.....
April, 1872.....	1,868 85	3,775 18	82 44	1,269 90	23 21	.....
May, 1872.....	1,492 72	3,887 66	82 44	1,307 55	26 31	.....
June, 1872.....	1,540 14	3,263 84	82 44	1,238 45	167 85	.....
July, 1872.....	2,201 71	2,620 77	82 44	1,281 90	1,289 13	.....
August, 1872.....	2,537 57	4,039 20	82 44	1,323 30	26 81	.....
September, 1872.....	1,707 28	3,999 08	82 44	1,289 30	128 15	.....
October, 1872.....	1,323 43	4,624 12	82 44	1,395 90	108 98	.....
November, 1872.....	1,180 32	4,061 43	82 44	1,255 70	4 61	.....
December, 1872.....	1,457 22	3,097 67	82 44	1,216 60	97 80	.....
Total.....	18,787 57	43,391 71	989 28	15,487 48	3,731 87	\$82,387 91

Summary of payments :

For construction and equipment.....	\$269,371 88
For maintaining the road, &c.—repairs of machinery and operating the road.....	55,316 31
For dividends.....	11,685 00
For miscellaneous.....	2,000 00
For surplus funds.....	17,500 00
For State taxes.....	593 92
For United States taxes.....	122 04
Total.....	356,589 15
Total amount of surplus fund, (invested in stock of connecting roads,).....	\$50,900 00

What express companies run on your road, and on what terms?
Adams express company, at \$500 per annum.

What transportation or freight companies run on your road,
and on what terms? Baltimore fast freight line, regulated by
joint traffic with Northern Central railway company.

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	1
Others	1	..
	—	—
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, viz :

1872.

February 22. Eugene Houser, at Hanover, was fatally injured by being caught between the bumpers of passenger cars.

March 18. Benjamin Sterner, freight conductor, had his leg broken while coupling cars.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. M. Myers.....	Hanover, Pa.
John Nyman.....	Hanover, Pa.
Peter Flickinger.....	Hanover, Pa.
Jacob Forney.....	Hanover, Pa.
Reuben Young.....	Hanover, Pa.
Henry Wirt.....	Hanover, Pa.
Capt. A. W. Elchelberger, President.....	Hanover, Pa.
Henry Wirt, Secretary.....	Hanover, Pa.
R. A. Elchelberger, Treasure.....	Hanover, Pa.
C. C. Wirt Auditor.....	Hanover, Pa.
Henry A. Young, General Superintendent	Hanover, Pa.

(No. 44.)

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER.

STATE OF PENNSYLVANIA, }
Philadelphia 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, for the financial year ending August 31, 1872, are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }
 11th day of November, 1872. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,500,000 00
Amount of stock subscribed.....	1,182,550 00
Amount paid in as by last report.....	1,182,550 00
Total amount now paid in of capital stock.....	1,182,550 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1882,).....	\$700,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	<hr/> 700,000 00
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: Cash, January and July.....	
	7 per cent.
Number of shares of stock issued.....	23,651
Par value of each share.....	\$50 00

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Average market value during the year.....	\$52 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 present report.

Construction and real estate, at time of lease....	<u>\$1,882,550 00</u>
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CHARACTERISTICS OF ROAD.

Leased to the Pennsylvania railroad company.

Included in their report.

Length of main line of road from Lancaster to Harrisburg	36 miles.
Length of main line road laid.....	36 "
Length of main line of road laid in Pennsylvania.....	36 "
Length of sidings.....	18 "
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	60 pounds.
Number of iron bridges, one, and part of one.	
Number of wooden bridges.....	10
Number of railroads crossed.....	1
Number of stations on main road.....	8
Number of wood and water stations on main road,	2
Number of tunnels, (length of each, 900 and 200 feet,)	<u>2</u>

Summary of payments :

Dividends	\$82,788 50
Interest	42,000 00
State taxes.....	6,238 92
Total.....	<u>131,027 42</u>
Total amount of surplus fund.....	<u>\$26,247 01</u>

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 45.)

HARRISBURG AND POTOMAC.

OFFICE OF THE HARRISBURG AND POTOMAC
R. R. COMPANY, NEWVILLE, PA., *January 30, 1873.* }

To the Auditor General, State of Pennsylvania :

SIR :—In reply to your communication requesting a report from this company, I would respectfully state as follows :

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed.....	\$217,000 00
Amount paid in up to December 31, 1872.....	102,720 00
Floating debt.....	27,295 00
No funded debt.	
Par value of each share.....	100 00

COST OF CONSTRUCTION.

Cost of construction to December 31, 1872.....	\$130,015 00
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CHARACTERISTICS OF ROAD.

Length of main line of road from Harrisburg to Waynesboro'.....	60 miles.
Length of branch line from main line, 10 miles west of Harrisburg, to Littlestown.....	30 "

On main line, subscriptions have only been taken in Cumberland county, and that portion (about forty miles) is under contract.

On branch line, subscriptions have only been taken as far as York Springs, (10 miles,) and that portion only is under contract.

About ten miles of the main line are ready for the iron, and on about fifteen miles more the grading and masonry are complete.

On the branch line about 4 miles of grading is done.

We expect to have the main line as far as Cleversburg in operation during the coming summer, and the branch line as far as York Springs before the close of the year.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Daniel V. Ahl.....	Newville.
Alexander Underwood.....	Mechanicsburg.
John Evans.....	Carlisle.
Asbury Derland.....	Boiling Springs.
John Moore.....	Centreville.
J. H. Longsdorb.....	Centreville.
George Clever.....	Cleversburg.
Wm. M'Lellan.....	Chambersburg.
J. H. Marsden.....	York Springs.
D. V. Ahl.....	President.
A. S. M'Cullough.....	Treasurer.
W. H. Owen.....	Secretary.

Respectfully,

DANIEL V. AHL, *President.*

(No. 46.)

HOMER, CHERRY TREE AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Indiana County, } ss:

Personally appeared R. H. M'Cormick; president, and E. H. Grumbling, treasurer, of the Homer, Cherry tree and Susquehanna railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) R. H. M'CORMICK, *President.*
 E. H. GRUMBLING, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of March, 1873. }

R. O. M'CURDY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$105,300 00
Total amount now paid in of capital stock.....	8,544 60
The amount now of floating debt.....	4,201 24
Par value of each share.....	50 00

COST OF ROAD.

	By present report.
Construction	<u>\$12,745 84</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Homer to Clearfield.....	70 miles.
Length of main line road graded.....	<u>2 "</u>

RECEIPTS ON CONSTRUCTION ACCOUNT.

From stockholders.....	<u>\$8,544 60</u>
------------------------	-------------------

Summary of payments:

For construction..... \$8,544 60

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. Peddicord	Phillips Mills, Indiana Co., Pa.
John Learn	Minta, Indiana Co., Pa.
Porter Kinports	Grant, Indiana Co., Pa.
John W. Williams	Pine Flats, Indiana Co., Pa.
E. B. Camp	Grant, Indiana Co., Pa.
E. H. Grumbling	Pine Flats, Indiana Co., Pa.
A. W. Patchin.....	Patchinville, Clearfield Co., Pa.
Arch. Stewart	Penn Run, Indiana Co., Pa.
James G. Stewart.....	Brush Valley, Indiana Co., Pa.
Richard W. Smith.....	Minta, Indiana Co., Pa.
Jackson Patchin.....	Burnside, Clearfield Co., Pa.
Daniel Zack	Phillips Mills, Indiana Co., Pa.
R. H. M'Cormick, President.....	Grant, Indiana Co., Pa.
W. F. Lydick, Vice President.....	Nolo, Indiana Co., Pa.
E. B. Camp, Secretary	Grant, Indiana Co., Pa.
E. H. Grumbling, Treasurer.....	Pine Flats, Indiana Co., Pa. .

(No. 47.)

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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) B. ANDREW KNIGHT, *President.*

J. P. AERTSEN, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of February, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (preferred, \$1,000,000,)	\$1,300,000 00
Amount of stock subscribed: (preferred, 9,015 shares,) common stock.....	17,600 shares.
Amount paid in as by last report, and total amount now paid in of capital stock.....	Full paid.
Funded debt, as per last report	\$2,157,025 66
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, September 30, 1890,)....	\$416,000 00
2d mortgage bonds, (date of maturity, February 1, 1875,)....	367,500 00
3d mortgage bonds, (date of maturity, March 31, 1895,).....	1,370,000 00
Mine bonds and scrip	117,441 09
	<hr/> 2,270,941 09

Total amount now of funded debt.....	\$2,270,941 09
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.
Number of shares of stock issued, (common and preferred,).....	\$26 615
Par value of each share.....	50 00
Amount paid in on each share.....	Full paid.
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, in one account on the book of the company.....	\$2,792,475 16	\$3,159,769 02

CHARACTERISTICS OF ROAD.

Length of main line of road from Huntingdon, Pa., to Mt. Dallas.....	45 miles.
Length of main line road laid, including branches and sidings.....	74½ "
Length of main line of road laid in Pennsylvania, Length of double track of road.....	45 " None.
Length of sidings.....	15½ miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 and 60 lbs.
Branch roads owned by the company, and their length, viz: Shoup's Run, 9¼ miles; Six Mile Run, 4½ miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 3 engine houses and 2 shops.	
Number of engines.....	23
Number of first class passenger cars.....	2
Number of second class passenger cars.....	4

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Number of baggage, mail and express cars.....	5
Number of coal, ore and stone cars.....	116
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 9,652,).....	40
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	25
Number of wood and water stations on main road.	9
Value of real estate held by the company, exclu- sive of road way, about.....	\$200,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? On white oak ties; ballasted in part with cinders, broken sandstone.	
Length in miles laid with steel rails	<u>1 mile.</u>

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

Number of miles run by passenger trains.....	46,451
Number of miles run by freight and coal trains..	191,716
Number of through passengers for the year on main road.....	6,808
Number of passengers (all classes) carried in cars,	59,126
Number of tons of 2,000 lbs. of through freight for the year on main road.....	14,133
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	449,748
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	15 miles.
Average rate of speed adopted by express trains, including stops.....	15 "
Average rate of speed adopted by freight trains, including stops.....	10 "
Weight of first class passenger engines, without tenders, (tons, 2,000 lbs.)	30 tons.
Weight of freight engines, without tenders, (tons, 2,000 lbs.).....	<u>40 "</u>

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

January, 1872.....	3,414	July	7,222
February, 1872.....	2,902	August	9,833
March, 1872.....	3,845	September	5,428
April, 1872.....	4,148	October.....	5,483
May.....	3,861	November....	4,126
June.....	4,762	December	4,152

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1,884	Stone and lime.....	24,750
Bituminous coal.....	318,372	Agricultural products.....	4,477
Petroleum and other oils.....	221	Merchandise and manufactures...	1,678
Pig iron	12,892	Live stock.....	580
Railr'd iron, other iron or castings..	4,202	Lumber.....	8,442
Iron and other ores.....	72,250		

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.....	3, ³ / ₁₀ "
For second class through passengers.....	None.
For second class way passengers	None.

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

For through freight.....	3½ cents.
For through coal.....	1 ⁹ / ₁₀ "
For local freight.....	5 "
For local coal	2½ "

EXPENSES.

14 RAILROAD REP.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$61,750 73	\$7,545 33	\$54,205 40
Taxes on real estate.....	570 12		
Total.....	62,320 85		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$28,722 72	\$4,787 12	\$23,935 60
Repairs of passenger and baggage cars.....	822 37	822 37	
Repairs of freight cars.....	3,198 23		3,198 23
Repairs of tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	15,061 94	2,510 38	12,551 56
Total.....	47,805 26	8,119 87	39,685 39
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$688 07	\$249 21	\$438 86
Agents and clerks.....	5,965 49	1,696 87	4,268 62
Labor—loading and unloading freight.....	531 77		531 77
Car cleaning and inspecting, furniture and fixtures.....	210 87		210 87
Wood and water station attendance.....	364 00	37 65	326 35
Conductors, baggage masters and brakemen.....	21,862 43	3,437 72	18,424 71
Engineers and firemen.....	16,439 42	2,328 09	14,111 33
Fuel and cost of preparing for use.....	13,640 37	1,948 50	11,691 87
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	3,867 32	526 68	3,340 64
Telegraph, mail and station expenses.....	2,825 65		2,825 65
Loss and damage of goods and baggage.....	800 64		800 64
Use of freight cars.....	2,317 07		2,317 07
General superintendence.....	2,500 00	250 00	2,250 00
Contingencies.....	5,549 25	1,883 78	3,665 47
Total.....	77,562 35	12,358 50	65,203 85

RAILROAD REPORT.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other

sources \$172,838 62

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Other sources.	Miscella- neous.	Total.
January ..	\$1,977 51	21,144 57	\$305 50	.....	\$206 70	23,634 28
February ..	1,766 96	16,096 52	305 50	.....	121 44	18,290 42
March	2,107 74	23,017 43	305 50	.....	148 16	25,578 83
April	2,330 35	13,559 68	305 50	.....	68 56	16,264 09
May	2,026 95	23,041 83	305 50	.....	212 59	30,586 87
June	2,860 97	21,509 23	305 50	.....	138 09	24,813 79
July	3,417 82	20,757 34	305 50	.....	36 70	25,517 36
August	5,330 07	22,362 47	305 50	.....	14 67	28,012 71
September.....	3,812 96	19,863 52	305 50	.....	114 36	24,096 34
October.....	3,015 99	25,512 92	305 50	.....	178 31	29,012 72
November	2,076 53	25,444 59	305 50	.....	103 66	27,930 28
December	2,720 41	24,141 11	305 50	.....	151 91	27,318 93
Total.....	34,442 26	261,415 21	3,666 00	\$9,895 92	1,495 15	301,056 62

Summary of payments :

For construction and equipment.....	\$160,779 58
Maintaining the road, &c.—repairs of machinery and operating the road.....	187,688 46
For interest	70,494 93
For miscellaneous	67,956 70
For surplus funds.....	None.
For State taxes.....	13,089 51
For drawbacks.....	14,871 60
Total.....	<u>514,310 66</u>

Cost of transportation :

What express companies run on your road, and on what terms? Adams' express company, at \$100 per month.

What transportation or freight companies run on your road?

None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	7	1
Others	1	..
Total.....	<u>8</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, viz :

1872.

January 13. Jesse B. Decker, fireman, and James P. Davis, conductor, were killed by an accident to the accommodation passenger train, caused by the engine jumping the track, two miles above Hopewell. The conductor was riding on the engine at the time, his proper place being on the train. No damage was done to passengers or cars.

September 10. A lady named Ressinger, was crossing the track near second switch tail, near Saxton. Two trains were on the switch tails and going north, she evidently saw but one engine, and was struck by the other engine and was instantly killed.

November 1. A. P. Decker, engineer, Louis Coulter, fireman, and Stephen M'Cohan, conductor of engine No. 17 train, Emanuel Reed, fireman, and Jacob Bowser, conductor of engine No. 18, were killed by the colliding of these two engines, between Mount Dallas and Riddlesburg. The collision was caused by the conductor of engine No. 18 train, misreading his written orders.

December 21. Jacob M'O'ray, brakeman, lost an eye and had his nose broken, by an accident in the Saxton yard; he was engaged in roping loaded cars from the scales—an iron catch attached to the tank rope broke, striking him across the face—he is doing well.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Raltinel Wilson.....	Philadelphia, Pa.
C. D'Inwillers.....	Philadelphia, Pa.
John Deveraux.....	Philadelphia, Pa.
Wm. Cumming.....	Philadelphia, Pa.
J. V. Williamson.....	Philadelphia, Pa.
James Long.....	Philadelphia, Pa.
James W. Paul.....	Philadelphia, Pa.
Wm. Whitaker.....	Philadelphia, Pa.
Joseph H. Trotter.....	Philadelphia, Pa.
William P. Jenks.....	Philadelphia, Pa.
John B. Wood.....	Philadelphia, Pa.
D. J. Morrell.....	Johnstown, Pa.
B. Andrews Knight, President.....	Philadelphia, Pa.
J. P. Aertsen, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 48.)

IRONTON.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Eli J. Saeger, president, and Charles S. Wurts, treasurer, of the Ironton railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, 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 }

24th day of February, 1873. }

JOSHUA STAHLER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	400,000 00
Amount paid in as by last report.....	400,000 00
Total amount now paid in of capital stock.....	400,000 00
Funded debt, as per last report.....	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds.....	\$100,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
	<hr/> 100,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued.....	8,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	<hr/> 50 00

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
	<hr/>	<hr/>
Total cost.....	268,000 00	268,000 00
	<hr/>	<hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road from Coplay to Iron- ton and Orefield.....	10 miles.
Length of main line road laid.....	11 "
Length of main line of road laid in Pennsylvania,	11 "
Length of sidings.....	2 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 to 57 lbs.
Branch roads owned by the company.....	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.....	None.
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars, house cars, trucks.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 150,)	5
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	None.
Number of wood and water stations on main road,	2
Number of tunnels	None.
How is track laid, and on what foundation? Oak ties and furnace cinder ballast.	

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

Number of miles run by freight trains	About 11,350
Gross amount of tonnage for the year, (2,240 lbs. per ton,).....	115,876 $\frac{1}{2}$
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	About 6
Weight of freight engines.....	<u>25 to 30 tons.</u>

The amount of freight, specifying the quantity in tons, (2,240 lbs.):

Anthracite coal	12,021 17-20	Stone and lime.	11,601 12-20
Iron and other ores	89,724	Other articles	<u>2,529 2-20</u>

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

For through freight.....	3 to 10 cents.
For through coal.....	3 to 10 "
For local freight.....	3 to 10 "
For local coal.....	<u>3 to 10 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$11,946 91
Taxes on real estate	278 13
Total.....	<u>12,225 04</u>

Repairs of machinery :

Repairs of engines and tenders	<u>\$4,077 10</u>
--------------------------------------	-------------------

Operating the road :

Engineers, firemen and brakemen	4,481 12
Fuel and cost of preparing for use.....	1,752 06
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	327 88
Tolls over other roads.....	1,617 97
General superintendence	4,050 00
Contingencies.....	1,716 50
Total.....	<u>13,945 53</u>

RECEIPTS—FREIGHT.

January, 1872.....	\$3,576 12	August, 1872.....	4,755 20
February, 1872.....	3,494 82	September, 1872.....	4,692 36
March, 1872.....	3,704 76	October, 1872.....	4,511 09
April, 1872.....	3,966 71	November, 1872.....	2,794 17
May, 1872.....	4,766 71	December, 1872.....	2,950 31
June, 1872.....	5,598 23		
July, 1872.....	4,054 34	Total.....	<u>48,864 82</u>

Summary of payments :

Equipment.....	\$10,893 93
For maintaining the road, &c.—repairs of machinery and operating the road.....	29,969 54
Interest	7,000 00
Municipal taxes	278 13
State taxes	3,384 21
United States taxes.....	<u>192 48</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert Lenox Kennedy.....	New York city.
L. V. Kennedy.....	New York city.
Eli J. Saeger	Allentown, Pa.
Robert M'Allister.....	Allentown, Pa.
Eli J. Saeger, President.....	Allentown, Pa.
Charles Stewart Wurts, Secretary and Treasurer	Philadelphia, Pa.
Robert M'Allister, General Manager	Allentown, Pa.
Wm. Andrews, Superintendent.....	Ironton, Pa.

(No. 49.)

JAMESTOWN AND FRANKLIN.

[*Lake Shore and Michigan Southern railway company, lessee.*]STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared James Miles, president, and George B. Ely, treasurer, of the Franklin and Jamestown railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

JAMES MILES, *President.*GEO. B. ELY, *Treasurer.*

Sworn and subscribed before me, this }
15th day of February, 1873. }

NICHOLAS BARTLETT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	634,050 00
Amount paid in as by last report.....	604,777 50
Total amount now paid in of capital stock.....	605,027 50
Funded debt, as per last report	996,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1897,)	\$496,000 00
2d mortgage bonds, (date of maturity, June 1, 1894,).....	500,000 00
	<hr/>
	996,000 00
Floating debt, as by last report	927,322 59
The amount now of floating debt	978,436 90
Total amount now of floating and funded debt ..	1,974,436 90
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: Stock, none ; cash, none.	
Number of shares of stock issued	12,100
Par value of each share	\$50 00
Average market value during the year.....	No sales.
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>\$2,463,074 15</u>	<u>\$2,483,001 87</u>

Equipped by the lessee, the Lake Shore and Michigan Southern railway company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jamestown, Pa., to Oil City, Pa.	51 miles.
Length of main line road laid	51 "
Length of main line of road laid in Pennsylvania,	51 "
Length of double track of road	None.
Length of sidings.....	13.04 miles.
Gauge of road.....	4 ft. 10 in.
Weight of rail per yard on main track : 50, 55 and 60 pounds.	
Branch roads owned by the company, and their length: One coal branch at Stoneboro', 1½ miles long.	
Roads worked or leased by the company	None.
Number of engine houses and shops: 4 engine houses and one shop.	
Number of engines, first and second class passenger cars, baggage, mail, express and freight cars: None owned by this company.	
Number of coal, ore and stone cars.....	None.
Number of caboose cars: None owned by this company.	

Number of iron bridges, (total length in feet, 221,)	6
Number of wooden bridges, (total length, in feet, 1,117,)	5
Number of stone bridges.....	None.
Number of culverts.....	No record kept.
Number of railroads crossed, (Atlantic and Great Western, and Erie and Pittsburg,).....	2
Number of stations on main road, (passenger and freight both together,).....	15
Number of wood and water stations on main road	9
Value of real estate held by the company, exclusive of road way.....	\$35,000 00
Number of tunnels, (length, 925 feet,).....	1
How is track laid, and on what foundation? Oak ties and gravel ballast.	
Length in miles laid with steel rails.....	<u>None.</u>

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

Number of miles run by passenger trains: Included in statistics of L. S. and M. S. railway.	
Number of miles run by freight trains: Included in statistics of L. S. and M. S. railway.	
Number of miles run by coal trains: Included in statistics of L. S. and M. S. railway.	
Number of through passengers for the year on main road	5,951
Number of passengers (all classes) carried in cars,	99,881
Number of tons of 2,000 pounds of through freight for the year on main road.....	220,685
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	332,481
Average rate of speed adopted by ordinary passenger, express and freight trains, and weight of first class passenger and freight engines. See report of L. S. and M. S. railway.	

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

January, 1872.....	7,970	July, 1872.....	9,807
February, 1872.....	7,660	August, 1872.....	8,331
March, 1872.....	7,684	September, 1872.....	10,439
April, 1872.....	8,150	October, 1872.....	8,787
May, 1872.....	8,024	November, 1872.....	7,788
June, 1872.....	9,169	December, 1872.....	<u>6,072</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	780	Stone and lime.....	937
Bituminous coal.....	99,044	Agricultural products.....	7,865
Petroleum.....	205,030	Merchandise and manufactures...	5,835
Pig iron.....	39	Live stock.....	181
Railroad iron.....	28	Lumber and other forest products,	4,364
Other iron or castings.....	604	Other articles.....	<u>7,724</u>
Iron and other ores.....	None.		

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

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

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

For through freight.....	1 $\frac{5}{10}$ cents.
For through coal.....	1 $\frac{5}{10}$ "
For local freight.....	3 "
For local coal.....	1 $\frac{5}{10}$ "
For all freight.....	<u>1$\frac{5}{10}$ "</u>

Operating the road :

This company allow the Lake Shore and Michigan Southern railroad company 60 per cent. of its net earnings for operating, amounting in 1872 to.....

\$162,458 73

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1872.....	\$4,571 07	\$19,816 42	\$342 38	\$11 00	\$24,740 87
February, 1872.....	4,046 82	14,179 69	337 81	12 50	18,576 32
March, 1872.....	4,246 77	10,568 36	329 69		15,144 82
April, 1872.....	4,846 84	14,647 06	363 00		19,856 90
May, 1872.....	4,394 78	18,715 18	361 33		23,471 29
June, 1872.....	4,751 24	18,031 37	343 24		23,125 85
July, 1872.....	5,430 11	17,835 78	325 45		23,591 34
August, 1872.....	4,544 95	26,891 54	349 57		31,786 06
September, 1872.....	5,741 29	13,618 92	513 50		19,873 71
October, 1872.....	4,882 57	19,930 58	317 42		25,080 57
November, 1872.....	4,283 57	18,954 46	391 52		23,629 55
December, 1871.....	3,339 52	18,173 49	374 26		21,887 27
Total.....	55,029 53	211,362 85	4,348 67	23 50	270,764 53

Summary of payments, by the lessee :

For maintaining the road, &c.—repairs of machinery and operating the road, 60 per cent....	\$162,458 73
For interest, miscellaneous, surplus funds, municipal taxes, State taxes, and United States taxes : (Credited up 40 per cent. on account of interest paid on debt, advances, &c.).....	108,305 82
Total.....	<u>270,764 55</u>

Cost of transportation :

What express companies run on your road, and on what terms ?
The Union express company. 50 cents per 100 pounds for through freight; 25 cents per 100 pounds for way freight.

What transportation or freight companies run on your road, and on what terms? The Lake Shore crude oil transportation company. They own cars and receive mileage and commission on business furnished.

ACCIDENTS.

	Killed.	Injured.
Employees.....	2	0
Others.....	2	0
Total	<u>4</u>	<u>0</u>

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

1872.

March 7. Wm. Clark, brakeman, fatally injured at Jamestown, while assisting in turning an engine on turn table, his heel catching in the pilot, drawing him between the pilot and track.

August 8. Mary Koag, run over and killed by train No. 16, near Two Mile run, while attempting to cross the track in front of the engine.

August 21. Wm. Wescott, brakeman, killed on train No. 14, at Reno ; cause unknown ; supposed to have lost his balance and fallen under the cars.

November 27. A. J. Cronk, killed by working train, while walking on the track near Franklin. He paid no attention to bell or whistle, and was struck before the train could be stopped. He was supposed to be under the influence of liquor, a bottle being found in his pocket.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. H. Watson	Ashtabula, Ohio.
James Miles	Girard, Pa.
Geo. H. M'Intire.....	Franklin, Pa.
J. S. M'Calmont.....	Franklin, Pa.
James Bleaksley.....	Franklin, Pa.
A. Stone, Jr.	Cleveland, Ohio.
William Collins.....	Cleveland, Ohio.
James Miles, President.....	Girard, Pa.
P. H. Watson, Secretary.....	Ashtabula, Ohio.
George B. Ely, Treasurer.....	Cleveland, Ohio.

(No. 50.)

JEFFERSON.

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

Personally appeared J. D. White, treasurer of the Jefferson railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) THOMAS HEWITT, *President.*

J. D. WHITE, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1873. }

MORTIMER SMITH, -
Notary Public, N. Y.

STATE OF PENNSYLVANIA, }
Bucks County, } ss:

Thomas Hewitt subscribed before me, this }
 21st day of February, A. D. 1873. }

S. H. LAUBACH, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law: Amount sufficient to build the road. .

Amount of stock subscribed	\$2,095,700 00
Amount paid in as by last report.....	2,095,700 00
Total amount now paid in of capital stock.....	2,095,700 00
Funded debt, as per last report	2,300,000 00
Total amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, on Carbon- dale branch, (date of maturity, payable January 1, 1889,)	2,000,000 00
1st mortgage bonds, on Hawley branch, (date of maturity, pay- able January, 1887,)	204,000 00
2d mortgage bonds, on Hawley branch, (date of maturity, pay- able January 1, 1889,)	96,000 00
	<hr/>
	2,300,000 00

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

Number of shares of stock	41,914
Par value of each share	\$50 00
Average market value during the year	1 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$4,395,700 00</u>	<u>\$4,395,700 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Susquehanna to Carbondale	36½ miles.
Length of main line of road from Hawley to Hones- dale	9 "
Length of road laid in Pennsylvania	45½ "
Gauge of road	6 feet.
Weight of rail per yard on main track	<u>55, 60, 67½ lbs.</u>

This road is leased and operated by the Erie railway company, and the accounts are not kept separate, so as to enable the auditor to give answer to details which are included in the report of the Erie railway proper.

NAMES AND RESIDENCE OF OFFICERS. .

Directors.	Post office address;
F. M. Crane	Honesdale, Pa.
C. F. Young	Honesdale, Pa.
H. Foster	Honesdale, Pa.
J. S. Hughes	Honesdale, Pa.
Thos. Dickson	New York.
C. P. Walter	Honesdale, Pa.
Z. H. Russell	Honesdale, Pa.
J. D. White	New York.
H. N. Otis	New York.
L. D. Rucker	New York.
Jay Gould	New York.
A. S. Diven	New York.
Samuel E. Dimmick, President	Honesdale, Pa.
Justin D. White, Secretary and Treasurer	New York city.

(No. 51.)

JERSEY SHORE, PINE CREEK AND BUFFALO.

OFFICE JERSEY SHORE, PINE CREEK AND BUFFALO R. CO., }
 COUDERSPORT, PA., November 28, 1872. }

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

DEAR SIR:—In reply to your communication of the 1st ult., I would respectfully report:

That the lines of the Jersey Shore, Pine Creek and Buffalo railway have been surveyed from Williamsport, in Lycoming county, Pa., to Port Allegheny, in M'Kean county, Pa., and the road located through Tioga and Potter counties and parts of Lycoming and M'Kean counties. We have also secured a considerable portion of the ground or land for right of way for said railway, but up to the present time no contracts have been made for constructing said railway.

Very respectfully yours,

S. ROSS, *President*.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George B. M'Clellan.....	New York.
Wm. Butler Duncan.....	New York.
Lawrence Wells.....	New York.
Arch. F. Jones.....	Coudersport, Potter county, Pa.
P. A. Stebbins, Jr.....	Coudersport, Potter county, Pa.
John S. Ross.....	Coudersport, Potter county, Pa.
Sobieski Ross, President.....	Coudersport, Potter county, Pa.
John M. Hamilton, Secretary.....	Coudersport, Potter county, Pa.
James B. Hodgskin, Treasurer.....	New York.

(No. 52.)
JUNCTION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinckley, president, and John Walker, Jr., acting treasurer, of the Junction railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) ISAAO HINCKLEY, *President.*

JOHN WALKER, JR., *Acting Treas.*

Sworn and subscribed before me, this }
30th day of January, 1873. }

W. W. DOUGHERTY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	185,250 00
Amount paid in as by last report.....	185,250 00
Total amount now paid in of capital stock.....	185,250 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, 1862 and 1882,).....	\$500,000 00
2d mortgage bonds, (date of maturity, 1865 and 1900,).....	300,000 00
	<hr/>
	800,000 00.
Total amount now of floating and funded debt..	800,000 00.
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.	
Number of shares of stock issued.....	3,705
Par value of each share.....	\$50 00
	<hr/> <hr/>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$898,324 25	\$898,324 25
Total	<u>898,324 25</u>	<u>898,324 25</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Belmont to Gray's ferry.....	4.62 miles.
Length of main line road laid.....	4.62 "
Length of main line of road laid in Pennsylvania,.....	4.62 "
Length of double track of road.....	4.62 "
Length of sidings.....	5,821 feet.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	67 pounds.
Roads worked or leased by the company.....	None.
Number of iron bridges, total length in feet, 425,).....	4
Number of railroads crossed, (W. Chester and Philadelphia and Pennsylvania,).....	2
Number of tunnels, (length, 750 feet,).....	1
How is track laid, and on what foundation? Stone ballast, white oak ties.	
Length in miles laid with steel rail.....	<u>2</u>

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

Number of miles run by passenger trains.....	4,027 miles.
Number of miles run by freight and coal trains..	20,910 "
Number of through passengers for the year on main road, and passengers (all classes) carried in cars.....	215,236
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.....	<u>8</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
January	\$1,166 25	\$7,328 52	\$446 40	\$37 04	\$8,978 21
February	1,103 75	7,642 36	404 00	38 79	9,188 90
March	1,158 75	8,311 76	949 60	382 58	10,802 69
April	1,152 50	8,616 44	406 40	31 81	10,207 15
May	1,191 25	9,722 36	442 40	219 66	11,575 67
June	1,186 25	9,098 80	828 40	33 66	11,145 11
July	1,254 02	8,627 28	215 20	176 08	10,272 58
August	1,317 51	10,431 68	318 40	3,332 39	15,399 98
September	1,451 95	10,482 12	881 60	35 71	12,851 38
October	1,192 10	11,115 60	450 40	194 45	12,952 55
November	1,173 75	7,666 94	457 60	50 36	9,348 65
December	1,188 75	7,487 36	1,002 40	2 97	9,681 48
Total	14,536 83	106,531 22	6,780 80	4,535 48	132,384 33

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road	\$66,875 38
Interest, (coupons,)	48,756 00
Miscellaneous	7,594 44
Municipal taxes	304 76
State taxes	2,463 10
Total	<u>125,993 68</u>

ACCIDENTS.

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

May 16, 1872. John Healy, employee, killed in tunnel; sitting on track under a car, engine backed against cars, running over him, causing death.

JUNCTION RAILROAD COMPANY, }
PHILADELPHIA, February 3, 1873. }

Hon. HARRISON ALLEN,

Auditor General, Harrisburg:

DEAR SIR:—I have just received the Junction railroad report, it having been returned by you for additional information. Our accounts are not kept to furnish any further particulars than those already given in the report. The motive power is furnished

by the Pennsylvania railroad company. By referring to our reports of former years, you will find we have never given any more particulars but what is furnished by the present report. All the business of this road is "through business."

Yours very truly,

JOHN WALKER, JR.,

Acting Treasurer Junction railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia.
Jno. E. Thompson.....	Philadelphia.
Asa Whitney.....	Philadelphia.
John Tucker.....	Philadelphia.
F. B. Gowen.....	Philadelphia.
Isaac Hinckley	President.
Joseph Lesley	Secretary.
John Tucker.....	Treasurer.
John Walker, Jr.....	Acting Treasurer.
Chas. E. Pugh.....	Superintendent.

(No. 53.)

LANCASTER AND READING NARROW GAUGE.

STATE OF PENNSYLVANIA, }
Lancaster County, } ss:

Personally appeared R. W. Shenk, president, and William Leaman, treasurer, of the Lancaster and Reading Narrow Gauge railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

R. W. SHENK, *President.*W. LEAMAN, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of March, 1873. }

JNO. M. AMWEG, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$750,000 00
Amount of stock subscribed	125,450 00
Amount paid in as by last report	No report.
Total amount now paid in of capital stock	\$15,672 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	Nothing.
Total amount now of floating and funded debt ..	Nothing.
Date and rate per cent. per annum of dividend or dividends	No dividend.
Number of shares of stock issued .....	. None.
Par value of each share	\$50 00
Average market value during the year	Not in market.
Amount paid in on each share : Instalments of 10 per cent. are now being called in.	
Amount of capital on which the respective dividends were declared	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

Work of grading road in progress on Quarryville section.

CHARACTERISTICS OF ROAD.

Length of main line of road from Lancaster to Reading	34 miles.
Length of main line road laid	None.
Length of main line of road laid in Pennsylvania,	None.
Length of double track of road.....	None.
Length of sidings	None.
Gauge of road	3 feet.
Weight of rail per yard on main track	Not determined.
Branch roads owned by the company, and their length, viz : Quarryville section, 22 miles ; Safe Harbor section, 12 miles.	
Roads worked or leased by the company	None.
Number of engine houses and shops	Road not equipped.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. W. Shenk.....	Lancaster.
Thos. E. Franklin.....	Lancaster.
J. D. Skiles	Lancaster.
C. A. Binter.....	Lancaster.
A. H. Peacock	Lancaster.
H. G. Smith.....	Lancaster.
J. A. Hiestand.....	Lancaster.
D. Herr	Lancaster.
Amos Hollinger.....	Lancaster.
W. L. Peiper.....	Lancaster.
Geo. W. Hensel	Quarryville, Lan. Co.
Henry Bushong.....	Reading, Berks Co.
E. Billingfelt.....	Adamstown, Lan. Co.
R. W. Shenk, President.....	Lancaster.
W. Leaman, Secretary and Treasurer.....	Lancaster.

(No. 54.)

LACKAWANNA AND BLOOMSBURG.

STATE OF NEW YORK, }
New York City and County, } 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 }
 24th day of January, 1873. }

THO. SADLER,
Com. for Pennsylvania, 11 Wall St., N. Y.

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 of capital stock.....	1,335,000 00
Funded debt as per last report.....	2,250,000 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
1st mortgage bonds, (date of maturity, March 1, 1855,).....	400,000 00
2d mortgage bonds, (date of maturity, April 15, 1880,).....	500,000 00
2d mortgage bonds, (date of maturity, May 15, 1890,).....	200,000 00
Income bonds, (date of maturity, January 1, 1881,).....	250,000 00
	<hr/> 2,250,000 00

Floating debt, as by last report	\$202,270 97
The amount now of floating debt.....	199,261 13
Total amount now of floating and funded debt..	2,444,261 13
Rate per cent. per annum of interest on funded debt: 7 per cent. on all.	
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, none.	
Number of shares of stock issued	26,700
Par value of each share.....	\$50 00
Average market value during the year.....	Cannot say.
Amount paid in on each share	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,334,678 42	\$3,398,452 12
Equipment	625,000 00	722,792 00
Total cost	<u>3,959,678 42</u>	<u>4,121,244 12</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Scranton to Northumberland.....	80 miles.
Length of main line of road laid.....	80 "
Length of main line of road laid in Pennsylvania,	80 "
Length of double track of road: 6 miles double track, 3 rails; 22 miles, 3 rails.	
Length of sidings.....	16 miles.
Gauge of road: 4 ft. 8½ in., and 3d rail as above.	
Weight of rail per yard on main track.....	60 and 65 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.....	7
Number of engines	25
Number of first class passenger cars, (average cost of each, \$4,500,)	8
Number of second class passenger cars, (average cost of each, \$500,).....	2

Number of baggage, mail and express cars, (average cost of each, \$1,000,)	4
Number of freight cars, (average cost of each, \$500,)	209
Number of coal cars, (average cost of each, \$180,)	1,306
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,800,).....	8
Number of stone bridges, (total length in feet, 150,)	3
Number of railroads crossed.....	3
Number of stations on main road.....	28
Number of wood and water stations on main road,	10
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? Gravel ballast and cross ties.	
Length in miles laid with steel rail	<u>None.</u>

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

Number of miles run by passenger trains.....	154,656
Number of miles run by freight trains.....	170,220
Number of miles run by coal trains.....	141,330
Number of through passengers for the year on main road.....	4,691
Number of passengers (all classes) carried in cars,	362,294
Number of tons of 2,000 lbs. of through freight for the year on main road	13,117
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,213,010
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.....	63,700 lbs.
Weight of freight engines.....	<u>74,500 lbs.</u>

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

January, 1872.....	27,786	July, 1872.....	35,362
February, 1872.....	24,616	August, 1872.....	33,815
March, 1872.....	29,222	September, 1872.....	32,281
April, 1872.....	28,115	October, 1872.....	32,544
May, 1872.....	30,760	November, 1872.....	28,891
June, 1872.....	27,665	December, 1872.....	31,237

The amount of freight, specifying the quantity in tons.

Anthracite coal.....	1,907,540	All other articles.....	305,470
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The rate of fare for passengers charged for the respective classes per mile, as follows:

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

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

For through freight.....	2½ cents.
For through coal.....	2 "
For local freight.....	3½ "
For local coal.....	2½ "

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	\$207,845 93	\$32,691 40	\$175,154 53
Taxes on real estate	860 11	143 35	716 76
Total	208,706 04	32,834 75	175,871 29
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$66,043 76	\$11,007 29	55,036 47
Repairs of passenger and baggage cars	107,793 72	32,546 69	75,247 03
Repairs of freight cars			
Repairs of tools and machinery in shops			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops			
Total	173,837 48	43,553 98	130,283 50
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$4,054 66	\$675 77	\$3,378 89
Agents and clerks	31,838 49	5,303 41	26,535 08
Porters, watchmen and switch tenders	1,503 96	1,503 96	
Car cleaning and inspecting, furniture and fixtures			
Conductors, baggage masters and brakemen	47,901 00	10,548 55	37,352 45
Engineers and firemen	45,267 24	11,638 75	33,628 49
Fuel and cost of preparing for use	35,115 80	5,852 63	29,263 17
Oil and waste for engines and tenders, passenger, baggage and freight cars	11,055 40	1,842 56	9,212 84
Telegraph, mail and station expenses	7,623 76	1,270 62	6,353 14
Loss and damage of goods and baggage	1,160 25	50 12	1,110 13
Use of freight cars	6,049 68		6,049 68
Damage for injury of persons	6,343 95	5,290 96	1,053 99
Damage to property, including damage by fire and cattle killed on road	290 00	48 33	241 67
General superintendence	2,625 00	437 50	2,187 50
Total	200,809 19	44,445 16	156,364 03

Receipts on construction and equipment account during the year :

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

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
January	\$13,522 14	\$75,663 58	\$890 63	\$692 55	\$49 11	\$90,818 01
February	11,939 62	73,573 14	890 62	403 14	86 62	86,843 14
March	14,231 24	71,295 16	890 63	323 33	39 35	86,779 76
April	13,643 04	82,316 46	890 62	178 93	47 74	97,076 79
May	14,980 24	78,711 56	890 63	5 81	40 76	94,629 00
June	13,473 63	75,191 99	890 62	.....	39 95	89,596 19
July	17,182 98	66,134 42	890 63	20 94	45 90	84,274 87
August	16,468 14	73,481 10	890 62	10 14	40 50	90,890 50
September	15,964 69	76,762 61	890 63	25 68	39 80	93,910 41
October	15,868 16	77,272 04	890 62	9 18	44 20	94,084 20
November	14,121 89	80,459 52	890 63	83 47	31 05	95,586 06
December	15,115 30	61,723 83	890 62	1,264 09	22 45	79,016 34
Total	176,510 57	892,585 46	10,687 50	\$3,244 31	477 43	1,083,505 27

Summary of payments :

For construction and equipment	\$161,565 70
For maintaining the road, &c.—repairs of machinery and operating the road	583,352 71
For dividends	None.
For interest	157,500 00
For miscellaneous	28,388 97
Municipal, State and United States taxes : Included above.	
Total	930,807 38
Total amount of surplus fund	946,523 63

Cost of transportation :

Cost per passenger per mile, proximate average.. Cannot say.

Cost per ton freight per mile, proximate average, Cannot say.

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

Delaware, Lackawanna and Western express, at \$290 per month.

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

ACCIDENTS.

	Killed.	Injured.
Passengers	1	..
Employees.....	5	3
Others.....	6	1
Total.....	<u>12</u>	<u>4</u>

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

1872.

January 27. David Barry, fatally injured while attempting to cross track ahead of a passenger train.

February 15. Lewis Tucker, fatally injured by falling from tender of engine, between cars.

February 24. Daniel Titus, injured ; fell from train ; lost part of foot.

April 10. B. F. Souders, fatally injured in collision.

April 25. Patrick Bowns, fatally injured while attempting to jump on switch train.

April 25. A. Kromer, injured while coupling cars.

June 14. Mrs. Buckley, fatally injured while walking on track ahead of passenger train.

August 21. Mrs. M'Laughlin, fatally injured while walking on track ahead of passenger train.

September 28. John Bombaugh, injured by switch train ; found on track.

October 29. Matthew Noone, fatally injured while walking on track.

November 11. Jesse Downing, fatally injured ; found lying on track.

November 13. T. E. Poyer, fatally injured while coupling cars.

November 13. Hugh Fagen, fatally injured while crossing track ahead of passenger train.

November 28. Austin Kerrigan, fatally injured ; fell from car and was run over.

December 3. George Ramsey, injured while coupling cars.

—————. A. J. Warnick, fatally injured while taking water at tank.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address
Moses Taylor.....	New York.
Samuel Sloan.....	New York.
John Brisbin.....	New York.
Percy R. Pyne.....	New York.
Jos. H. Scranton*.....	Scranton, Pa.
Samuel Hoyt.....	Kingston.
John C. Phelps.....	Wilkesbarre, Pa.
James Blair.....	Scranton, Pa.
Jos. C. Platt.....	Scranton, Pa.
D. G. Driesbach.....	Beach Haven, Pa.
A. T. M'Clintock.....	Wilkesbarre, Pa.
Payne Pettebone.....	Wyoming, Pa.
W. R. Storrs, President.....	Scranton, Pa.
Samuel Sloan, Vice President.....	New York.
Fred. F. Chambers, Secretary.....	New York.
A. J. Odell, Treasurer.....	New York.

*Since died.

(No. 55.)

LAKE SHORE AND MICHIGAN SOUTHERN.

STATE OF OHIO, }
 Cuyahoga County, } ss:

Personally appeared John H Devereux, general manager, and George B. Ely, secretary and 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) JOHN H. DEVEREUX, *Gen. Man.*
 GEO. B. ELY, *Sec. and Ass't Treas.*

Sworn and subscribed before me, this }
 13th day of February, 1873. }

NICHOLAS BARTLETT, *N. P.*

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY, }
 CLEVELAND, OHIO, *February 15, 1873.* }

Floating debt, \$8,604,523 53; of this \$1,292,848 21 is pay rolls and vouchers for December, which cannot be paid until the latter part of January. Also the dividend of February 1, \$2,004,315, is included. While these are current liabilities, they cannot fairly be called floating debt. This leaves the floating debt proper at \$5,307,360 32, to pay which a new issue of ten year plain bonds, \$6,000,000, are now being sold.

C. P. LELAND, *Auditor.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000,000 00
Amount of stock subscribed.....	50,000,000 00
Amount paid in as by last report.....	34,938,000 00
Total amount now paid in of capital stock.....	50,000,000 00
Funded debt, as per last report.....	26,433,000 00

The amount now of funded debt, (chiefly 1st and 2d mortgage bonds, on different sections of the consolidated road.)	\$26,563,000 00
Floating debt, as by last report	3,496,815 36
The amount now of floating debt, (see note attached.)	8,604,523 53
Total amount now of floating and funded debt..	35,167,523 53
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: Cash—on common stock, 8 per cent.; on guaranteed stock, 10 per cent.	
Number of shares of stock issued.....	500,000
Par value of each share.....	\$100 00
Average market value during the year.....	90 00
Amount paid in on each share	100 00
Amount of capital on which the respective dividends were declared: August 1, 1872, \$35,000,-000 00; February 11, 1873, \$50,000,000 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$48,363,841 11	\$53,760,489 44
Equipment.....	10,415,034 58	12,384,186 80
Total cost.....	<u>58,778,875 69</u>	<u>66,144,676 24</u>

CHARACTERISTICS OF ROAD.

Length of main-line of road from Buffalo to Chicago	541 miles.
Length of main line road laid.....	541 "
Length of main line of road laid in Pennsylvania,	44 "
Length of double track of road.....	223.72 "
Length of sidings.....	310.61 "

Gauge of road: West of Toledo, 4 feet 8½ inches;
east of Toledo, 4 feet 9½ inches.

Weight of rail per yard on main track..... 60 pounds.

Branch roads owned by the company, and their
length, viz: Air Line branch, 133.20 miles;
Jackson branch, 41.90 miles; Kalamazoo
branch, 36 miles; Palmyra branch, 2.50 miles;
Detroit branch, 59.12 miles; Monroe branch,
33.60 miles; Northern Division, (via Sandusky,) 76.59 miles; Ashtabula branch, 36.09 miles.

Roads worked or leased by the company, viz:
Jamestown and Franklin railroad, (in Pennsylv-
ania,) 51 miles; Kalamazoo, Allegan and
Grand Rapids, 58 miles.

Number of engine houses and shops..... 33

Number of engines..... 418

Number of first class passenger cars, (average
cost of each, \$5,700,)..... 122

Number of second class and emigrant passenger
cars, (average cost of each, \$3,000,)..... 37

Number of baggage, mail and express cars, (aver-
age cost of each, \$1,850,)..... 80

Number of freight cars: House cars, (average
cost of each, \$700,) 5,918; number of trucks,
(average cost of each, \$575,) 2,720; total..... 8,638

We have no classification of coal, ore or stone
cars, platform cars serving for either use.

Number of caboose cars, (average cost of each,
\$1,281,) 232

Number of iron bridges, (total length in feet,
2,994,)..... 49

Number of wooden bridges, (total length in feet,
9,433,)..... 47

Number of stone bridges, (total length in feet,
1,931,)..... 38

Number of culverts..... No record kept.

Number of railroads crossed..... 28

Number of stations on main road: Passenger, 44;
freight, 39; both together, 51; total..... 134

Number of wood and water stations on main road,	89
Value of real estate held by the company, exclusive of road way.....	\$4,000,000 00
Number of tunnels, (length in feet, 142,).....	1
How is track laid, and on what foundation? On cross ties, fish splice, stone, gravel and sand ballast.	
Length in miles laid with steel rail.....	288

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

Number of miles run by passenger trains.....	2,640,344
Number of miles run by freight trains.....	7,121,795
Number of miles run by working and switching trains.....	3,725,295
Number of through passengers for the year on main road, between Buffalo and Chicago only,	77,695
Number of passengers (all classes) carried in cars,	1,992,273
Number of tons of 2,000 lbs. of through freight for the year on main road, between Buffalo and Chicago only.....	480,299
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	4,382,243
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.....	12
Weight of first class passenger engines.....	70,680 pounds.
Weight of freight engines.....	68,000 "

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

January, 1872.....	130,063	July, 1872.....	169,849
February, 1872.....	118,851	August, 1872.....	195,316
March, 1872.....	140,939	September, 1872.....	287,237
April 2, 1872.....	151,893	October, 1872.....	196,504
May, 1872.....	149,835	November, 1872.....	156,796
June, 1872.....	151,783	December, 1872.....	143,217

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	34,926	*Agricultural products.....	1,103,090
Bituminous coal	238,185	Merchandise and manufactures,	532,003
Petroleum.....	871,820	Live stock.....	420,644
Pig iron.....	42,603	Lumber and other forest pro-	
Railroad iron.....	47,669	ducts ..	460,942
Other iron or castings.....	90,780	Flour.....	232,902
Iron and other ores.....	9,287	Provisions.....	213,188
Stone and lime.....	147,736	Other articles	436,268

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

For first class through passengers	2 $\frac{7}{8}$ cents.
For first class way passengers.....	3 $\frac{1}{5}$ "
For second class through passengers.....	2 "
For second class way passengers.....	2 "

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

* For through freight, between Buffalo and Chicago,	1 $\frac{3}{10}$ cents.
For through coal.....	None carried.
For local freight.....	2 cents.
For local coal	1 $\frac{3}{10}$ "
For all freight.....	1 $\frac{3}{10}$ "

*Includes 928,779 tons of grain.

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.....	\$3,294,624 33	\$922,494 81	\$2,372,129 52
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	799,861 01	223,961 08	575,899 93
Repairs of passenger and baggage cars.....	961,207 57	288,362 27	672,845 30
Repairs of freight cars.....			
Total.....	1,761,068 58	512,323 35	1,248,745 23
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$241,859 55	72,557 87	169,301 68
Agents and clerks.....			
Labor—loading and unloading freight.....			
Porters, watchmen and switch tenders.....	1,807,862 23	542,358 67	1,265,503 56
Car cleaning and inspecting, furniture and fixtures.....			
Wood and water station attendance.....			
Conductors, baggage masters and brakemen.....	681,884 64	204,565 48	477,319 46
Engineers and firemen.....	783,133 05	234,939 92	548,193 13
Fuel and cost of preparing for use.....	1,449,481 75	434,844 52	1,014,637 23
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	206,883 75	62,065 18	144,818 62
Telegraph expenses.....	31,239 44	9,371 83	21,867 61
Loss and damage of goods and baggage.....	62,372 10	5,613 49	56,758 61
Use of freight cars.....	487,581 79		487,581 79
Outside agencies and advertising.....	209,803 67	139,869 11	69,934 56
Damage for injury of persons.....	58,469 31	46,765 45	11,703 86
Damage to property, including damage by fire and cattle killed on road.....	30,653 35	9,196 01	21,457 34
General superintendence.....	193,612 89	58,083 87	135,529 02
Contingencies.....	82,290 03	9,687 01	22,603 02
Other expenses not in above classification.....	138,239 05	41,471 71	96,767 34
Total.....	6,415,366 90	1,871,390 07	4,543,976 83

Receipts on construction and equipment account during the year :

From stockholders.....	\$2,041,015 22
From sale of bonds, (\$330,000 00,).....	308,828 49
From other sources, (increase of floating debt,)..	5,107,708 17
Total.....	<u>7,457,551 88</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1872.....	\$268,989 63	\$1,004,531 57	\$44,285 87	\$21,602 09	\$1,339,389 16
February, 1872.....	246,519 93	986,218 68	43,898 69	18,573 05	1,294,710 35
March, 1872.....	301,678 78	1,134,104 66	47,183 25	15,446 18	1,498,407 87
April, 1872.....	335,639 51	1,130,296 17	45,375 20	18,939 56	1,528,250 44
May, 1872.....	325,678 15	1,086,740 08	46,434 38	21,093 09	1,479,944 70
June, 1872.....	337,699 05	918,299 51	43,531 89	23,945 88	1,323,476 33
July, 1872.....	370,774 37	792,589 36	40,689 82	21,654 72	1,225,708 27
August, 1872.....	407,913 68	978,456 55	46,274 00	26,715 53	1,459,359 76
September, 1872.....	470,727 06	1,098,309 56	46,966 50	19,687 44	1,635,690 56
October, 1872.....	438,614 91	1,264,116 40	48,983 23	23,073 77	1,764,788 31
November, 1872.....	355,870 99	1,127,994 21	51,313 21	23,245 15	1,558,423 56
December, 1872.....	305,413 70	1,101,842 60	50,161 43	26,062 42	1,483,480 15
Total.....	4,163,513 76	12,613,499 35	554,577 47	260,038 88	17,591,629 46

Summary of payments :

For construction and equipment.....	\$7,365,800 55
For maintaining the road, &c.—repairs of machinery and operating the road.....	11,471,059 81
Dividends	3,519,446 00
Interest and leases	1,975,894 81
Miscellaneous.....	63,908 50
Surplus earnings, 1872	193,448 44
Municipal and State taxes.....	366,493 97
United States taxes.....	1,377 93
Total.....	<u>24,957,430 01</u>

Total amount of surplus fund 1,563,375 77

COST OF TRANSPORTATION.

Cost per passenger per mile, proximate average..	2 cents.
Cost per ton freight per mile, proximate average,	<u>9½ mills.</u>

What express companies run on your road, and on what terms? United States express company and American Merchants' Union express company. Each pay a stated sum per diem, and different rates per 100 pounds on excess, according to distance carried.

What transportation or freight companies run on your road, and on what terms? Red line, White line, South Shore line and Globe line, owned and operated by the roads over which they run. The Empire line, Merchants' despatch and Great Western despatch own their cars and receive mileage and a commission on business furnished.

ACCIDENTS—IN PENNSYLVANIA.

	Killed.	Injured.
Passengers	1	0
Employees.....	4	5
Others.....	4	1
	—	—
Total.....	9	6
	==	==

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

January 22. David M'Neil, brakeman on freight train No. 40, fatally injured by falling between the cars in Erie yard; died January 26.

March 10. Mr. Pond, brakeman on Erie division, run over and killed in Erie yard. He had not been seen from seven in the evening until four in the morning, when his body was found under a freight car.

March 16. Christian Schultz, fatally injured on the track at Erie by freight train No. 30; died next day.

April 13. Thos. H. Griffin, fireman on P. and E. railroad, killed in attempting to get off one of our engines in Erie yard.

April 16. George Barrett, brakeman, had his hand crushed while coupling cars in Erie yard; amputation performed.

June 16. E. R. Hammond, of North-East, found dead on the track at Wesleyville by conductor of train No. 31, apparently struck by a passing train. No blame attached to the company.

July 12. J. Thompson, brakeman, was caught between the cars while coupling in Erie yard, and had four ribs broken.

August 20. James O'Brien, brakeman on P. and E. railroad, killed by a stone train in Erie yard ; was seen lying on the track, but too late to stop the train.

August 28. James Maloney, a boy eight years old, was struck by train No. 6, in Erie yard ; not dangerously injured.

October 2. Patrick O'Brien, conductor, killed by being caught between two cars while coupling in Erie yard.

October 2. H. R. Wisnan, brakeman for P. O'Brien, was caught between the same cars at the same time, and slightly injured.

October 6. James Elliott, fell from a caboose in Erie yard while intoxicated, and was run over ; had both legs crushed and died in a few hours.

November 2. Richard Quirk, brakeman, arm crushed by being caught between the bumpers of two cars in Erie yard.

November 5. George Hess, a passenger, attempted to get off of train No. 9, at Wesleyville, before it came to a stop, and while on the bridge over Four Mile creek. He fell through the bridge and was fatally injured.

November 11. William Willard, agent at Fairview, caught his foot in the rail, and in falling broke his leg and was injured internally ; died November 14.

November 11. Charles M'Kay, brakeman, was knocked down by engine Herald in Erie yard, and his foot injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hon. Horace F. Clark	New York city.
James H. Banker	New York city.
Augustus Schell	New York city.
Azariah Boode	New York city.
William D. Bishop	Bridgeport, Conn.
Hon. William Williams	Buffalo, N. Y.
Hon. Henry B. Payne	Cleveland, O.
Amasa Stone, Jr.	Cleveland, O.
Stillman Wilt	Cleveland, O.
William L. Scott	Erie, Pa.
John A. Tracy	Erie, Pa.
Charles M. Reed	Erie, Pa.
Albert Keep	Chicago, Ill.
Hon. Horace F. Clark, President	New York city.
George B. Ely, Secretary and Assistant Treasurer	Cleveland, O.
James H. Banker, Treasurer	New York city.
J. H. Devereux, General Manager	Cleveland, O.
Charles Paine, General Superintendent	Cleveland, O.
C. P. Leland, Auditor	Cleveland, O.

(No. 56.)

LAWRENCE.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared Thomas D. Messler, 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, for the financial year ending December, 1872, are true, to the best of their knowledge and belief.

(Signed) THOS. D. MESSLER, *President.*
 F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of February, 1873. }

WILLIAM F. ROBB, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$300,000 00
Amount of stock subscribed	289,750 00
Amount paid in as by last report.....	285,250 00
Total amount now paid in of capital stock.....	289,750 00
Funded debt as per last report.....	355,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1895,).....	355,000 00
The amount now of floating debt	25,000 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: Quarterly dividends, in cash.....	2½ per cent.
Number of shares of stock issued	5,795
Par value of each share	\$50 00
Average market value during the year.....	Par.

RAILROAD REPORT.

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Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared.....	287,800 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$633,170 10	\$637,607 32
Equipment	None.	None.
Total cost		637,607 32

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lawrence junction, Pa., to Youngstown, Ohio	17.4 miles.
Length of main line road laid	17.4 "
Length of main line of road laid in Pennsylvania,	8.1 "
Length of double track of road	None.
Length of sidings.....	1½ 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: Youngstown and Canfield railroad company, three miles in length.	
Roads worked or leased by the company	None.
Number of engine houses and shops.....	1
Number of engines	None.
Number of first class passenger cars.....	None.
Number of second class passenger cars	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
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
Number of tunnels.....	None.
How is track laid, and on what foundation?	
Gravel ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of miles run by passenger trains	26,739
Number of miles run by freight trains	67,617
Number of miles run by coal trains: Included with freight.	
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars.....	72,942
Number of tons of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,).....	294,444
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	21½
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	11
Weight of first class passenger engines.....	None.
Weight of freight engines.....	<u>None.</u>

Monthly statement of passengers (all classes) carried in cars :

January, 1872.....	4,600	July, 1872.....	7,236
February, 1872.....	4,515	August, 1872.....	6,902
March, 1872.....	5,361	September, 1872.....	6,893
April, 1872.....	6,750	October, 1872.....	5,637
May, 1872.....	6,023	November, 1872.....	6,556
June, 1872.....	5,979	December, 1872, (estimated).....	<u>6,490</u>

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal ...	92,767	Merchandise and manufactures....	55,595
Petroleum and other oils.....	None.	Live stock.....	1,549
Railroad iron.....	913	Lumber	4,953
Iron and other ores.....	111,250	Other articles.....	<u>25,335</u>
Agricultural products	2,077		

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

For first class through passengers	None.
For first class way passengers.....	3½ cents.
For second class through passengers.....	None.
For second class way passengers.....	None.

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

For local freight, average.....	3 cents.
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EXPENSES.

Maintaining the road or real estate of the corporation :

Allotted to passenger transportation..	\$5,900 32	
Allotted to freight transportation....	11,800 66	
		<u>17,700 98</u>

Repairs of machinery :

Allotted to passenger transportation..	\$6,855 68	
Allotted to freight transportation....	13,711 38	
		<u>20,567 06</u>

Operating the road :

Allotted to passenger transportation..	\$9,796 80	
Allotted to freight transportation....	19,593 62	
		<u>29,390 42</u>

Receipts on construction and equipment account during the year :

From stockholders.....	\$4,500 00
From other sources.....	120 88
	<u>4,620 88</u>
Total	

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
January, 1872.....	\$1,677 57	\$9,044 96	356 66	\$11,079 19
February, 1872.....	1,657 66	10,640 41	336 67	12,634 74
March, 1872.....	1,719 19	10,524 69	346 67	12,590 55
April, 1872.....	2,509 48	12,790 01	346 67	15,646 16
May, 1872.....	2,256 76	12,337 37	356 67	14,950 80
June, 1872.....	2,238 15	10,692 48	336 67	13,267 30
July, 1872.....	2,772 61	10,376 38	356 67	13,505 66
August, 1872.....	2,591 22	10,161 41	356 67	13,109 30
September, 1872.....	2,462 53	9,633 86	336 65	12,433 04
October, 1872.....	2,120 28	13,065 34	356 66	15,542 28
November, 1872.....	2,399 56	9,498 96	346 67	12,245 19
December, 1872.....	2,873 26	7,429 23	346 67	10,649 16
Total	27,278 27	126,195 10	4,180 00	157,653 37

Company's proportion under the lease is 40 per cent. of the gross earnings as a lease rental.

Summary of payments :

For construction and equipment.....	\$4,558 10
For maintaining the road, &c.—repairs of machinery and operating the road.....	67,658 46
For dividends	28,780 00
For interest	24,850 00
For miscellaneous	978 75
For surplus funds.....	None.
For State taxes.....	2,956 80
For United States taxes.....	4,550 68
Total amount of surplus fund.....	None.

Cost of transportation :

What express companies run on your road, and on what terms?
The Adams express company, at ten (\$10) per day.

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

ACCIDENTS.

Others, 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, viz :

October 1, 1872. At Quakertown, Lawrence county, Pa., engine No. 25, hauling the Youngstown accommodation train, (No. 52),

struck a child on the track; proved to be not serious, but a severe scalp wound. Name of child, —— Hunter, aged 4 years.

PITTSBURG, FORT WAYNE AND CHICAGO RAILWAY CO., }
 OFFICE OF THE SECRETARY, }
Pittsburg, Pa., February 10, 1873. }

TO AUDITOR GENERAL, *Harrisburg* :

DEAR SIR:—Your letter of 6th inst., with report of Lawrence railroad company, returned for correction. In answer will say that the company has no real estate outside of depot and round house buildings at Youngstown, which has been charged up in construction account, and it would be impossible to state the value thereof to any degree of certainty.

This road is operated by the Pennsylvania company, under the lease to the Pennsylvania railroad company, and the items of maintaining the road and real estate, repairs of machinery and operating the road, are not kept in detail, consequently we have been unable to report as you request. I herewith return report, hoping it will be satisfactory.

Yours truly,

F. M. HUTCHINSON,

Secretary and Treasurer.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. D. Messler.....	Pittsburg, Pa.
J. N. McCullough	Pittsburgh, Pa.
G. W. Cass	Pittsburg, Pa.
A. L. Crawford	Newcastle, Pa.
R. W. Cunningham.....	Newcastle, Pa.
Jno. B. Jackson.....	Pittsburg, Pa.
Caleb B. Wick.....	Youngstown, Ohio.
Thos. D. Messler, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary	Pittsburg, Pa.
F. M. Hutchinson, Treasurer.....	Pittsburg, Pa.

(No. 57.)

LEHIGH AND LACKAWANNA.

[Central railroad company of New Jersey, lessees.]

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared Charles Brodhead, president, and F. Mitchell, treasurer, of the Lehigh and Lackawanna railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) CHARLES BRODHEAD, *President.*
 F. MITCHELL, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of March, 1873. }

W. W. DOUGHERTY, *Alderman.*

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
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of funded debt.....	300,000 00
Date and rate per cent. per annum of dividend or dividends: No dividends or interest earned.	
Number of shares of stock issued.....	7,502
Par value of each share.....	\$50 00
Average market value during the year: No market value.	

RAILROAD REPORT.

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Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared: No dividends earned.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$675,100 00</u>	<u>\$675,100 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Bethlehem to Stroudsburg	36 miles.
Length of main line road laid.....	15 "
Length of main line of road laid in Pennsylvania,	15 "
Length of double track of road.....	None.
Length of sidings.....	5,480 feet.
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.....	1
Number of freight cars: Included in equipment of Lehigh and Susquehanna railroad.	
Number of coal, ore, stone and caboose cars: Included in equipment of Lehigh and Susquehanna railroad.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 100,)	2
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed	None.
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.....	\$15,000 00
Number of tunnels	None.

How is track laid, and on what foundation?

Gravel ballast and wooden cross-ties.

Length in miles laid with steel rail: None; iron, 15 miles.

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

Number of miles run by passenger, freight and coal trains: Included in report of Lehigh and Susquehanna railroad.

Number of through passengers for the year on main road	1,553
Number of passengers (all classes) carried in cars,	18,320
Number of tons of 2,000 pounds of through freight for the year on main road.....	4,340
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	29,828
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.....	8 to 15
Weight of first class passenger and freight engines: Included in Lehigh and Susquehanna railroad equipment.	

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS

January, 1872.....	888	July, 1872.....	1,786
February, 1872.....	868	August, 1872.....	2,018
March, 1872.....	1,034	September, 1872.....	1,455
April, 1872.....	1,429	October, 1872.....	1,586
May, 1872.....	1,547	November, 1872.....	2,354
June, 1872.....	1,555	December, 1872.....	1,798

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	10,434	Agricultural products.....	400
Other iron or castings.....	150	Merchandise and manufactures.....	3,515
Iron and other ores.....	8,300	Live stock.....	15
Stone and lime.....	10,984	Lumber.....	370

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

For first class through passengers.....	3 and 4 cents.
For first class way passengers	3 and 4 "

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

For through freight, through coal, local freight and local coal	9 cents.
--	----------

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$21,836 88
--	-------------

Repairs of machinery :

Included in report of Lehigh and Susquehanna railroad.

Operating the road :

Agents and clerks	\$840 00
Conductors, baggage masters and brakemen....	2,220 00
Use of engines.....	4,992 00
Fuel and cost of preparing for use for engines...	1,322 65
Use of freight and passenger cars.....	2,830 55
Shoveling snow	135 50
Damage to property, including damage by fire and cattle killed on road	111 00
General superintendence	1,726 23
Contingencies	211 72
Total.....	14,389 65

Passenger and freight trains run together.

Receipts on construction and equipment account during the year :

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

Months.	Passengers.	Freight.	Mail and express.	Total.
January, 1872.....	\$324 73	\$1,743 13	\$2,067 86
February, 1872.....	326 98	1,827 20	.....	2,154 18
March, 1872.....	380 68	2,010 22	.....	2,390 90
April, 1872.....	411 76	1,975 37	.....	2,387 13
May, 1872.....	411 80	2,840 27	.....	3,252 07
June, 1872.....	420 05	2,314 62	.....	2,734 67
July, 1872.....	501 53	2,295 13	.....	2,796 66
August, 1872.....	601 38	2,623 84	.....	3,225 22
September, 1872.....	415 65	2,476 36	.....	2,892 01
October, 1872.....	466 76	3,137 20	.....	3,603 96
November, 1872.....	740 53	3,410 55	.....	4,151 08
December, 1872.....	523 30	2,403 87	.....	2,927 17
Total.....	5,525 15	29,057 76	\$558 75	35,141 66

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$36,226 53
Dividends and interest: No dividends or interest earned.	
Surplus funds.....	Nothing.
Municipal taxes, State taxes, United States taxes,	689 43
Total amount of surplus fund.....	<u>Nothing.</u>

Cost of transportation :

What express companies run on your road, and on what terms ?
Central express, paying regular rates charged other parties.

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

ACCIDENTS.

No accidents occurred during 1872.

Operated by the Central railroad company of New Jersey, lessees of the Lehigh and Susquehanna railroad.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Brodhead.....	Bethlehem.
A. Wollo.....	Bethlehem.
E. W. Clark.....	Philadelphia.
F. R. Cope.....	Philadelphia.
J. P. Ilsley.....	Philadelphia.
Chas. Brodhead, President.....	Bethlehem.
F. Mitchell, Secretary and Treasurer.....	Philadelphia.

(No. 58.)

LEHIGH AND SUSQUEHANNA.

[Central R. R. Company of New Jersey, lessees.]

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, owners of the Lehigh and Susquehanna railroad, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of March, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

The Lehigh and Susquehanna railroad is owned by the Lehigh coal and navigation company, and has no separate organization, capital stock or debt. It is leased to and operated by the Central railroad company of New Jersey.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment ...	\$12,041,731 04	\$12,462,781 25

CHARACTERISTICS OF ROAD.

Length of main line of road from Phillipsburg, N. J., to Union Junction, Pa.	105 miles.
Length of main line road laid.	105 "
Length of main line of road laid in Pennsylvania,	105 "
Length of double track of road	9 "
Length of sidings	75 "
Gauge of road	4 ft. 8½ in.

Weight of rail per yard on main track.....	56 and 60 lbs.
Branch roads owned by the company, and their length, viz: Nescopeck branch, 9 miles; Nanticoke branch, 20½ miles; Coplay, 1 mile; Lee branch, 2 miles.	
Roads worked or leased by the company, viz: Lehigh and Lackawanna, 15 miles; Nesquehoning Valley, 16½ miles; Tresckow, 6 miles.	
Number of engine houses and shops: 7 engine houses; 4 shops.	
Number of engines.....	83
Number of first class passenger cars, (average cost of each, \$4,750,).....	15
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$3,500,).....	12
Number of freight cars: House cars, (average cost of each, \$600,) 130; trucks, (average cost of each, \$575,) 427; total.....	557
Number of coal, ore and stone cars: Coal, (average cost of each, \$225,) 14,406; ore, (average cost of each, \$250,) 14; gravel, (average cost of each, \$250,) 163; total.....	557
Number of caboose cars, (average cost of each, \$494,).....	39
Number of caboose cars, (average cost of each, 494,).....	39
Number of iron bridges, (total length in feet, 2,553,).....	16
Number of wooden bridges, (total length in feet, 3,514,).....	37
Number of stone bridges, (total length in feet 250,).....	21
Number of culverts.....	None.
Number of railroads crossed: Belvidere Delaware once above grade, Lehigh Valley once at and twice above grade.....	2
Number of stations on main road.....	45
Number of wood and water stations on main road,	19

Value of real estate held by the company, exclusive of roadway: None held by railroad company.

Number of tunnels, (length in feet, 1,800,).....	1
How is track laid, and on what foundation? Gravel and stone ballast, wooden cross-ties.	
Length in miles laid with steel rail.....	61

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

Number of miles run by passenger trains.....	384,435
Number of miles run by freight trains.....	195,977
Number of miles run by coal trains.....	1,164,501
Number of through passengers for the year on main road: Not itemized.	
Number of passengers (all classes) carried in cars,	489,713
Number of tons of 2,000 lbs. of through freight for the year on main road.....	185,555
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	2,879,447
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	24
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	8 to 15
Weight of first class passenger engines.....	30 to 34 tons.
Weight of freight engines.....	35 to 40 tons.

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

January, 1872.....	36,109	July, 1872.....	46,398
February, 1872.....	33,979	August, 1872.....	47,697
March, 1872.....	37,164	September, 1872.....	46,336
April, 1872.....	38,673	October, 1872.....	43,512
May, 1872.....	39,846	November, 1872.....	44,885
June, 1872.....	36,135	December, 1872.....	38,977

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,527,069	Iron and other ores.....	69,742
Bituminous coal.....	130	Stone and lime.....	36,575
Petroleum and other oils.....	120	Agricultural products.....	9,761
Pig iron.....	38,816	Merchandise and manufactures,	101,073
Railroad iron.....	5,882	Live stock.....	24
Other iron or castings.....	11,700	Lumber.....	78,555

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

For first class through passengers.....	3 and 2½ cts.
For first class way passengers	3 and 2½ cts.

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

For through and local freight.....	3 cents.
For through and local coal	1 $\frac{11}{100}$ cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$384,560 24	\$32,046 68	\$352,515 56
Taxes on real estate: None.			
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$118,789 58	\$9,899 15	\$108,890 43
Repairs of passenger and baggage cars.....	14,022 73	1,168 50	12,854 17
Repairs of freight cars.....	28,000 88	2,160 74	25,834 14
Repairs of tools and machinery in shops.....	18,497 68	1,541 47	16,956 21
Incidental expenses, including o. l, fuel, clerks, watchmen, &c., about shops.....	2,730 62	227 51	2,503 11
Total.....	182,041 49	15,003 43	167,038 06
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$23,101 27	\$1,925 20	\$21,176 07
Agents and clerks.....	43,314 87	3,609 57	39,705 30
Labor—loading and unloading freight.....	75,079 12	6,256 59	68,822 53
Porters, watchmen and switch tenders.....	28,876 58	2,408 38	26,470 20
Car cleaning and inspecting, furniture and fixtures.....	2,887 66	2,887 66	
Wood and water station attendance.....	5,775 32	481 27	5,294 05
Conductors, baggage masters and brakemen.....	213,686 70	17,807 22	195,879 48
Engineers and firemen.....	144,382 90	12,031 91	132,350 99
Fuel and cost of preparing for use.....	126,007 12	10,500 59	115,506 53
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	44,400 00	3,700 00	40,700 00
Telegraph, mail and station expenses.....	40,427 21	3,363 93	37,063 28
Loss and damage of goods and baggage.....	4,253 81		4,253 81
Damage for injury of persons.....	2,559 75	2,559 75	
Damage to property, including damage by fire and cattle killed on road.....	540 00	103 00	437 00
Total.....	755,292 31	67,643 07	687,649 24

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
January, 1872	\$9,658 01	\$150,635 29	\$52 63	\$160,345 93
February, 1872	11,314 40	112,555 87	67 48	123,937 75
March, 1872	10,939 43	154,849 13	50 68	165,839 24
April, 1872	11,862 65	192,534 54	50 68	204,447 87
May, 1872	11,816 40	247,612 31	57 26	259,485 97
June, 1872	12,085 38	215,374 22	69 72	227,529 32
July, 1872	15,611 33	198,982 50	55 14	214,648 97
August, 1872	18,085 13	235,686 46	71 38	253,842 97
September, 1872	15,969 23	214,844 99	59 71	230,873 93
October, 1872	15,225 27	192,776 70	85 56	208,087 53
November, 1872	13,126 32	206,114 55	57 19	219,298 06
December, 1872	10,478 90	152,351 74	123 28	162,953 92
Total	156,167 45	2,274,318 30	805 71	2,431,291 46

Summary of payments:

Maintaining the road, &c.—repairs of machinery and operating the road	\$1,321,894 04
Dividends, interest, miscellaneous, surplus funds, municipal taxes, State taxes and United States taxes and total amount of surplus fund: Included in report of Lehigh coal and navigation company.	

Cost of transportation:

Cost per passenger per mile, proximate average..	1 $\frac{7}{10}$ cents.
Cost per ton freight per mile, proximate average,	$\frac{67}{100}$ "

What express companies run on your road, and on what terms?
Central express, paying regular rates charged other parties.

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

ACCIDENTS.

	Killed.	Injured.
Passengers	1	32
Employees	4	10
Others	12	2
Total	17	44

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

1872

February 16. Thos. Kaiser, aged 57, intoxicated, while walking on the track near Franklin Branch junction, was struck by engine of accommodation train, No. 51, receiving injuries, from which he died February 21. P. S. Hoover, conductor ; Edward Duesbach, engineer.

February 24. John M'Clellan, engineer, was instantly killed, and Milton Brown, fireman, received injuries resulting in his death February 27, by explosion of engine, No. 207, near Bethlehem junction, on the morning of this date.

April 27. A little daughter of DeWitt Curtis, aged three years, while playing on side track at White Haven, was killed by some flat cars, which were being let down a grade on a side track to a lumber mill, passing over her.

May 6. A boy, named John Menalis, in attempting to jump on a passing coal train at Mauch Chunk, fell and had one leg crushed, rendering amputation necessary. Charles West, engineer ; W. C. Green, conductor.

May 18. Mathias Metross, brakeman in Mauch Chunk yard, had one arm crushed while coupling cars.

May 28. An aged woman, named Burns, walking on the track near Scranton, was struck and instantly killed by engine of express train, No. 4.

June 13. James E. Bowdoyne, a student at the Lehigh University, Bethlehem, Pa., was instantly killed, while crossing the track at Bethlehem junction, by a train backing over him. The coroner's jury rendered a verdict of accidental death. H. Brelsford, engineer ; Edward Cline, conductor.

June 17. William F. Reilley, brakeman, had one arm crushed, rendering amputation necessary, by falling between the cars while in motion, near Philipsburg. S. Framfelder, engineer ; Jacob Gulick, conductor.

June 18. Daniel Hay, brakeman, was instantly killed at Easton this morning by falling under the cars while in motion. S. Framfelder, engineer ; Jacob Gulick, conductor.

June 25. Patrick Clark, jumped from express, No. 14, while in motion, near Bethlehem, receiving injuries which terminated fatally June 29. C. M'Ginley, engineer; E. D. Howe, conductor.

July 3. John Bidleman, driving across track near Scranton, was struck by engine of accommodation train, No. 12, inflicting severe bruises about the head and face, and demolishing his wagon. Jas. Street, engineer; L. Hoxworth, conductor.

July 4. Neal Toben, intoxicated, while walking on the track near Pittston, on the evening of this date, was struck and instantly killed by engine of express train, No. 6. Isaac N. Street, engineer; L. Hoxworth, conductor.

July 9. Elias Jones, got on and attempted to pass over top of cars on freight train, No. 21, while in motion, at Ashley; fell between the cars and was instantly killed. J. M'Carthy, engineer; Frank Wallace, conductor.

July 24. S. F. Miller, brakeman, was seriously injured by falling under coal train, No. 62, while in motion, near Solomon's Gap. C. Menta, conductor.

August 12. John M'Guire, brakeman, fell from coal train, No. 55, while in motion, near Allentown, receiving injuries which terminated fatally same night. George Loudee, engineer; M. R. Parks, conductor.

September 5. Otto Miller, while walking on the track near Wilkesbarre, was struck and instantly killed by passenger train, No. 9, bound south. John Butz, engineer; C. A. Durant, conductor.

September 9. An aged man, named Peter Ryan, received fatal injuries by being run over by passenger train, No. 7½, backing down from engine house to station at Mauch Chunk. E. M'Ginley, engineer; J. W. Seip, conductor.

September 17. Charles M'Loon, brakeman on freight train, No. 58, was seriously injured about the head by coming in contact with county road bridge, near Freemansburg. J. P. Howe, engineer; N. H. Wheelan, conductor.

September 18. T. Phillips, brakeman on gravel train, fell between the cars while in motion, near Warrior Run, severing his right arm and otherwise injuring him. Hugh Blair, conductor; James T. Reilly, engineer.

September 20. John Schwab, extra conductor, had one arm fractured by coming in contact with telegraph pole at Penn Haven junction as he was leaning from car. S. Bennett, engineer; John Schwab, conductor.

October 10. A man named T. McCarty, walking on the track near Scranton, on the evening of this date, was struck and instantly killed by engine of express train, No. 6. He was seen by engineer, but not in time to avert the accident. Isaac N. Street, engineer; J. F. Hetrick, conductor.

November 2. Rose Sweeney, a girl twelve years of age, picking coal on the track near Mauch Chunk round house, was struck by engine of express train, No. 5, and fatally injured. Hiram Dye, engineer; J. J. Moyer, conductor.

November 7. On the evening of this date accommodation train, No. 13, bound south, was thrown from the track about one-half mile below Scranton by a defective, broken rail, and one coach completely overturned. Mrs. Sarah Evans, of Taylorville, was instantly killed, and thirty-two other passengers more or less injured, but none of them seriously. Hiram Smith, engineer; C. A. Duvan, conductor.

November 7. James Gross, brakeman on express train, No. 5, fell from the train near South Wilkesbarre, receiving serious but not fatal injuries. Hiram Dye, engineer; J. J. Moyer, conductor.

November 9. Newton Pryor, brakeman at Ashley yard, while standing on top of car in shifting train came in contact with overhead timbers across track at Germania coal breaker, throwing him from the train and bruising him about the head and body. John Vogel, engineer; John Gillegan, conductor.

November 13. James Mathews, brakeman on freight train, No. 21, received severe injuries by coming in contact with overhead bridge, near Freemansburg Station; Silas Moore, engineer; C. Kocker, conductor.

December 9. An unknown man, walking on the track near Lehigh Gap, was struck and fatally injured by engine of express train, No. 4, bound north; Henry Dye, engineer; F. L. Terry, conductor.

December 24. Owen Sheriden, coal brakeman, had one arm fractured while coupling cars at Rockport.

Operated by the Central railroad company of New Jersey, lessees of the Lehigh and Susquehanna railroad.

NAMES AND RESIDENCE OF OFFICERS.

Same as Lehigh coal and navigation company.

(No. 59.)

LEHIGH VALLEY.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Charles Hartshorne, vice president, and Lloyd Chamberlain, treasurer, of the Lehigh Valley railroad company, and in due form of law affirmed, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed) CHARLES HARTSHORNE, *Vice President.*
 L. CHAMBERLAIN, *Treasurer.*

Affirmed and subscribed before me, this }
 28th day of January, 1873. }

W. C. ALDERSON, *Notary Public.*

STOCK AND DEBT.

Capital stock authorized by law.....	Unlimited.
Amount paid in as by last report.....	\$18,158,600 00
Total amount now paid in of capital stock.....	21,468,800 00
Funded debt, as per last report	9,219,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Old 1st mortgage bonds, (date of maturity, May 1, 1873,)	\$706,000 00
New mortgage bonds, (date of maturity, June 1, 1898,).....	4,048,000 00
2d mortgage bonds, (date of maturity, September 1, 1910,)...	5,000,000 00
	<hr/>
	9,754,000 00
Floating debt, as per last report.....	645,142 12
The amount now of floating debt, less cash on hand	None.
Total amount now of floating and funded debt...	9,754,000 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: Cash, (January, 15, \$453,965, 2½ per cent.; April 15, \$453,965, 2½ per cent.; July 15, \$524,407 50, 2½ per cent.; October 15, \$532,336 25, 2½ per cent.,) total	10 per cent.
Number of shares of stock issued.....	429,376
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: \$18,158,600, January 15; \$18,158,600, April 15; \$20,976,300, July 15; \$21,293,450, October 15.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$14,501,805 67	\$14,611,783 22
Equipment.....	4,728,924 62	5,138,642 27
Total cost	<u>19,230,730 29</u>	<u>19,750,425 49</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Phillipsburg, N. J., to Wilkesbarre, Pa.....	101 miles
Length of main line road laid, including double track and sidings.....	101 miles.
Length of main line of road laid in Pennsylvania,	101 "
Length of double track of road.....	89½ "
Length of sidings, on main line and branches...	133½ "
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 Audenried, 17.56 miles; Black Creek junction to Mt. Carmel, and branches 59.34 miles; Penn Haven to Tomhicken, and branches, 35.12; Hazleton railroad to Milnesville, and branches, 17.06.	
Roads worked or leased by the company, viz: Pennsylvania and New York canal and railroad from Wilkesbarre to Lackawanna junction....	9.10 miles.

Number of engine houses and shops: 22 engine houses and 7 shops.	
Number of engines.....	181
Number of first and second class passenger cars, (average cost of each, \$4,500,).....	44
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	25
Number of freight cars, (average cost of each, \$650,)	928
Number of coal cars, (average cost of each, \$500,)	7,848
Number of caboose cars, (average cost of each, \$650,)	17
Number of iron bridges, (total length in feet, 2,457,).....	14
Number of wooden bridges, (total length in feet, 3,880,).....	61
Number of stone bridges, (total length in feet, 220,)	18
Number of railroads crossed.....	6
Number of stations on main road	53
Number of wood and water stations on main road : Nine coal and wood and 32 water.	
Value of real estate held by the company, exclusive of road way.....	\$1,000,000 00
Number of tunnels, (length of 1,023 feet,).....	1
How is track laid and on what foundation? Oak and chestnut cross-ties, stone, gravel and cinder ballast.	
Length in miles laid with steel rail.....	<u>93.12</u>

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

Number of miles run by passenger, freight and coal trains.....	3,676,851
Number of passengers (all classes) carried in cars,	967,850
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	6,307,604
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.....	30
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	52,000 pounds.
Weight of freight engines: 63,000 to 97,000 lbs.	

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

December, 1871.....	69,514	June, 1872.....	74,508
January, 1872.....	14,802	July, 1872.....	98,090
February, 1872.....	63,395	August, 1872.....	102,768
March, 1872.....	57,034	September, 1872.....	113,069
April, 1872.....	71,353	October, 1872.....	83,552
May, 1872.....	85,831	November, 1872.....	83,933

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	4,312,132	Stone and lime.....	92,168
Bituminous coal.....	27,310	Live stock.....	239,061
Pig iron.....	242,365	Lumber.....	125,741
Railroad iron.....	32,994	Other articles..	766,509
Iron and other ores.....	462,325		

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

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

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

For through and local freight.....	2 cents.
For through and local coal	2 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$1,309,404 54
Taxes on real estate	15,637 50
Total.....	1,325,042 04

Repairs of machinery :

Repairs of engines and tenders, (\$248,960 52.)	\$27,478 13
Wiping of engines.....	186,301 87
Repairs of passenger and baggage cars.....	35,180 52
Repairs of freight cars.....	57,493 22
Repairs of coal cars	48,371 47
Repairs of tools and machinery in shops, (\$39,- 978 93.)	650,032 53
Various supplies and expenses for repairs and operating road	25,745 86
	14,233 07
	125,250 57
Total.....	1,170,087 24

Operating the road :

Printing, advertising and stationery.....	\$13,570 88
Agents and clerks	\$53,087 40
Railroad salaries paid for Philadelphia office.....	115,295 76
	168,383 16
Watchmen.....	75,372 34
Conductors, baggage masters and brakemen....	378,457 37
Engineers and firemen	243,876 05
Fuel and cost of preparing for use	287,475 33
Oil and waste for engines and tenders, passenger, baggage and freight cars, shops, machinery, &c.,	88,658 12
Telegraph expenses.....	22,814 28
Loss and damage of goods and baggage.....	3,771 07
Tolls over other roads: Not included in our receipts.	
Use of freight cars	76,358 51
Damage to property, including damage by fire and cattle killed on road	15,820 59
Contingencies.....	1,374,557 70
Total expenses on "road books"	3,869,681 98
Allotted to passenger transportation.....	311,264 58
Allotted to freight transportation	3,558,422 40

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	*Use of cars.	Miscellaneous—coal.	Total.
Dec., 1871.....	\$33,194 88	\$93,325 71	\$3,387 29	.....	\$326,011 96	\$455,919 84
Jan., 1872.....	30,617 13	93,537 67	2,506 12	.....	283,241 19	409,902 11
Feb., 1872.....	24,776 23	87,904 47	2,400 10	.....	264,580 58	379,661 38
March, 1872.....	29,225 75	96,684 17	2,188 43	.....	306,245 78	431,344 13
April, 1872.....	31,700 62	104,105 04	2,531 62	.....	369,493 33	507,830 61
May, 1872.....	37,031 51	122,038 52	1,818 61	.....	389,134 35	550,022 99
June, 1872.....	34,089 00	106,420 59	8,001 81	.....	377,921 08	526,432 48
July, 1872.....	42,206 73	88,099 69	2,867 29	.....	876,737 34	509,911 05
August, 1872...	49,686 56	103,793 80	3,969 08	.....	361,172 20	518,621 64
Sept., 1872.....	46,613 91	104,466 57	3,660 05	.....	335,616 17	490,356 70
Oct., 1872.....	37,202 84	127,007 52	3,424 39	.....	388,316 07	555,950 82
Nov., 1872.....	32,425 21	138,325 40	3,985 59	.....	472,269 53	646,995 73
Total.....	428,770 37	1,262,709 15	40,740 38	.....	4,250,729 58	5,982,949 48

Summary of payments:

For construction and equipment	\$519,695 20
For maintaining the road, &c.—repairs of machinery and operating the road	3,869,686 98
Dividends	1,964,673 75
Interest	646,501 61
State taxes	222,448 20
United States taxes.....	<u>16,766 01</u>

Cost of transportation:

Cost per passenger per mile, proximate average:

Not kept separate.

Cost per ton freight per mile..... \$1,22

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

Central express company, in cars furnished by railroad company.

What transportation or freight companies run on your road, and on what terms? The Empire transportation company, the Erie and Western transportation company, and the Lehigh Valley freight company, in cars furnished by themselves.

	Killed.	Injured.
Passengers.....	7	18
Employees.....	24	45
Others.....	18	21
Total.....	<u>49</u>	<u>84</u>

*220,642 16, included in receipts, not separated on books so as to give each month.

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

On February 1, 1872, an eastward bound passenger train ran off the track at a broken rail near Rockport, and the following passengers were killed: Julius A. Smith, Mrs. Elizabeth Miller, Mrs. W. H. Sill and child, Mrs. Lewis Praetorius, Wm. H. Wolf and Patrick W. Gillick.

The following passengers were more or less seriously injured: Miss Rosa Troxell, George Brader, Miss Mary A. Spayd, Mrs. James Montayne, Hon. E. L. Dana, Noah C. Mittman, Aaron Whitaker, Mrs. Harriet Rivals, Abel Kelsey, Miss Jane Kilpatrick, Miss Kate Neargard, James Morrison, Owen M'Dermott.

The following employees were more or less seriously injured in the same accident: Eli Siegfried, conductor; George Yonkers, brakeman; Charles Timmons, telegraph repairman; John Cox, A. H. Mullen, Luther Woodward and John Lally, of engineer corps.

Other passengers injured during the year were as follows:

March 4. Aaron Engler, arm broken; jumped off train at White Hall, where that train did not stop.

July 11. Frederick Daily, arm broken; fell asleep with arm out of window, and struck car on siding.

July 23. Hugh Ferry, slightly injured; put his head out of window and struck bridge.

August 11. John M'Patten, slightly injured; jumped from train near Bethlehem, while at full speed.

September 28. Amelia Brong, slightly injured; jumped from train, after it had started from Lehighton.

EMPLOYEES KILLED.

1871.

December 14. John S. Trucks, brakeman, fatally injured in collision at Mud run.

December 18. Aaron Klinger, brakeman; engine exploded.

1872.

January 3. John Felter, water boy; derrick fell on him near Wilkesbarre.

January 27. Lawrence Murphy, trackman, jumped from hand car, near Fairview.

February 16. William Dick, trackman; run over at Packerton.

March 2. Mathew Moyer, brakeman; run over at Packerton.

March 25. Thomas Brown, trackman; gravel train ran off track at Sugar Notch.

March 25. Samuel Steinburn, trackman; gravel train ran off track at Sugar Notch.

May 4. Peter Boyle, trackman; run over near Hazleton.

May 16. Lawrence Clayheimer, trackman; run over near Penn Haven.

May 24. Edwin Stolz, trackman; struck by crank of hand car, near Bethlehem.

May 27. Thomas M'Kan, brakeman; knocked from train by coal shute, at Stockton.

June 17. John White, track watchman; run over near Redington.

July 2. Bernard Coyle, brakeman; fell from train, near Turn-hole bridge.

July 5. Thos. Donnelly, water boy; jumped on coal train at Plainesville.

July 12. Jacob Anthony, car repairer; caught between two cars at Packerton.

July 20. John Bunstein, baggage master; run over at Easton.

August 19. August Wolf, brakeman; coupling cars at Weath-erly.

August 20. Henry M'Ginley, brakeman; fell under train, near Tomhickon.

August 22. R. K. Newhard, carpenter; run over while walking on track at Lourys.

September 23. Frank Wadusky, trackman; sat under gravel train, and was run over at Glendon.

October 14. David Oliver, fireman; while coupling cars at Wilkesbarre.

November 1. Charles Shiner, brakeman, while coupling cars near Lourys.

November 18. John H. Keiper, brakeman; cars ran off track at Bethlehem.

EMPLOYEES INJURED.

1871.

December 15. Chas. M'Intyre, freight brakeman, slightly injured by car striking him at Easton.

December 18. Samuel Egelberger, engineer, badly scalded ; engine exploded near Weatherly.

December 18. Peter Booth, fireman, slightly injured ; engine exploded near Weatherly.

December 18. Peter Holler, brakeman, slightly injured ; engine exploded near Weatherly.

December 29. John Fritz, brakeman, slightly injured while coupling cars at Lackawanna and Bloomsburg junction.

1872.

January 16. John Williamson, car agent, slightly injured by train running off track at Sugar Notch.

January 27. Thomas Finnegan, trackman, jumped from hand car at Fairview.

February 1. Eli Siegfried, pass. conductor ; train run off track near Rockport.

February 1. George Yonkers, brakeman ; train run off track near Rockport.

February 1. John Cox, A. H. Mullen, Luther Woodward and John Lally, in engineer's corps ; train run off track near Rockport.

February 1. Charles Timmons, telegraph repairman ; train run off track near Rockport.

February 9. Geo. W. Kerst, brakeman ; fell from car near White Haven.

February 16. Mathew Gillaghan, brakeman, drunk and tried to jump on coal train near Mauch Chunk.

February 16. George Burkherst, brakeman, knocked from engine at Penn Haven junction.

March 25. Wm. Talbot, Francis O'Boyle, Thos. Moylet, Miles M'Cormick, Owen Kearuan, Wm. Welsh, Wm. Rooney, Patrick Caffrey and Patrick Kilgurm, trackmen ; gravel train run off track at Sugar Notch.

March 29. John Smith, brakeman, hand crushed while coupling cars at Wilkesbarre.

April 13. Patrick M'Cool, brakeman, jumped from train, needlessly, at Weatherly.

April 30. Frances Knecht, brakeman, arm broken by the car jumping off the track at Sugar Notch.

May 20. John Tidabach, brakeman, leg cut off; tried to jump on train at South Easton.

May 29. Wm. Pelham, brakeman, fingers mashed while coupling cars at Fairview.

May 31. Adam Klinger, watchman, engine struck wagon and pieces struck him, near Catasauqua.

June 27. James Miles, brakeman, arm crushed while coupling cars at Mauch Chunk.

June 29. James Peoples, brakeman, slightly hurt while coupling cars at South Easton.

June 29. James Cunningham, truckman, struck by passenger train and leg broken, near Hazleton.

August 3. M. D. Musick, fireman, fell off engine and through bridge, near Lehigh Gap.

August 3. Joseph Carey, brakeman, fingers crushed while coupling cars at Wilkesbarre.

August 3. Wm. Riley, trackman, thrown from hand car near Mill Creek.

August 17. Franklin Lock, brakeman, fingers crushed while coupling cars at Wilkesbarre.

August 24. Samuel Speathe, brakeman, slightly injured in trying to jump on coal train at E. P. junction.

August 24. John Horn, brakeman, carelessly jumped off his train at Weatherly.

August 28. Philip Smith, brakeman, foot crushed in jumping on train at Weatherly.

September 28. Charles Grim, brakeman, hand crushed while coupling cars at Mauch Chunk.

October 15. Wm. Flynn, brakeman, hand bruised by car running over it at South Easton.

November 1. Benj. Bartholomew, brakeman, skull fractured by jumping off passenger train at South Easton.

OTHERS KILLED.

1871.

December 13. Thomas M'Donnell, run over while walking on track near Redington.

December 15. Michael Shay, run over while walking on track on Mahanoy division.

December 28. Levi Messinger, run over while walking on track near Freemansburg.

1872.

January 27. Benjamin Wilson, boot black; fell from a coal train at Allentown.

February 22. Thomas P. Williams, merchant; run over while walking on track near Fullerton.

May 11. William Morris, boy; tried to jump on coal train near Catasaqua.

July 1. John Moore, moulder; ran over while walking on track near South Wilkesbarre.

July 3. John Mullin, boy; shifting train knocked pile of lumber over on to him at Pittston.

July 20. Garrett Haggerty, laborer; run over while walking on track at White Haven.

August 2. William Berger, teamster; run over while driving over a private crossing at Bethlehem.

August 13. A. Mebus, baker; run over while driving across the track at Hokendauqua.

August 21. Patrick M'Donald, laborer; run over while drunk and asleep on side track at Allentown.

August 23. Charles H. Adams, boy; tried to get over a moving coal train at Fullerton.

August 28. Josie Sullivan, child; tried to run across the track ahead of passenger train at Mill Creek.

September 3. William Dolan, slate picker; tried to get on a moving coal train at Yorktown colliery.

September 26. Joseph Houseworth, boatman; run over at Mauch Chunk; not known how or when.

September 29. Obed M'Murtrie, machinist; run over while walking on track near Easton.

November 20. Lewis Ritter, blacksmith; run over while walking on track at Freemansburg.

December 2. David Vanscoter, leg broken while walking across track at P. H. junction.

December 6. James Moore, both feet crushed while walking on track at Allentown.

December 15. Frank Halstead, in collision between C. R. R. passenger train and L. V. freight train on Delaware bridge.

December 19. George Sorber, leg broken while crossing track at South Wilkesbarre.

December 20. Isaac Bohannon, slightly injured while driving across track at Glendon.

1872.

January 16. Levi Jarrett, express messenger; slightly injured by train running off track at Sugar notch.

January 16. Edward O'Brien, news boy, slightly injured by train running off track at Sugar Notch.

March 15. Edward Murphy, slightly injured; struck by passenger train, near Allentown.

April 18. James Ferry, boy; run over and skull fractured while playing on the track at South Easton.

May 20. Alonzo Bates, boy; leg crushed in trying to jump on train at Wilkesbarre.

June 25. Charles Allen, slightly injured; struck by engine while walking on track near Redington.

August 10. Henry Barnes, machinist, leg broken; struck by engine while walking on track at Mill Creek.

August 13. Henry James, boy, leg cut off; tried to jump on train at Meyersville.

September 21. Patrick Murphy, laborer, foot crushed; struck by train while walking on track at East Mauch Chunk.

September 24. Philip Swank, boy, foot crushed; jumped from empty coal train at East Mauch Chunk.

October 2. Nathan Siegfried, mason, slightly bruised; struck by passenger car while walking on track at Bethlehem.

October 25. John Miller, mason, arm broken; struck by passenger train while walking on track near Fullerton.

November 2. Neal Gallagher, laborer, slightly injured; struck by passenger train while standing on track near Hokendauqua.

November 9. Edward Moran, laborer, skull fractured; struck by coal train at Allentown.

November 20. Benj. Lerch, clerk, slightly injured while drunk and sitting on track; struck by coal train at Furnace.

November 30. Gotlieb Blof, farmer, seriously injured while walking on track; was struck by passenger train near Bethlehem.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Hartshorne	Philadelphia.
William W. Longstreth	Philadelphia.
J. Gillingham Fell	Philadelphia.
John Taylor Johnston	New York
William H. Gatzmer	Philadelphia.
David Thomas	Catasauqua, Pa.
Ashbel Welch	Lambertville, N. J.
William L. Conyngham	Wilkesbarre, Pa.
Ario Pardee	Hazleton, Pa.
Willim A. Ingham	Philadelphia.
Joseph Wharton	Philadelphia.
George B. Markle	Hazleton, Pa.
Asa Packer, President	Mauch Chunk, Pa.
John R. Fanshawe, Secretary	Philadelphia, Pa.
Lloyd Chamberlain, Treasurer	Philadelphia, Pa.
Charles Hartshorne, Vice President ...	Philadelphia, Pa.

(No. 66.)

LEWISBURG, CENTRE AND SPRUCE CREEK.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared George F. Miller, president, and Joseph Lesley, treasurer, of the Lewisburg, Centre and Spruce Creek railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

G. F. MILLER, *President.*JOS. LESLEY, *Secretary.*

Sworn and subscribed before me, this }
 30th day of January, 1873. }

HENRY C. SPACKMAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,000,000 00
Amount of stock subscribed	346,700 00
Amount paid in as by last report.....	None.
Total amount now paid in of capital stock	187,048 6
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, May 1, 1902.).....	\$1,545,000 00
2d mortgage bonds	None.
3d mortgage bonds.....	None.
	<hr/>
	1,545,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of funded debt.....	1,545,000 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.

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Par value of each share.....	\$50 00
Average market value during the year.....	None.
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	None.	\$812,066 65
Equipment.....	<u>Leased.</u>	<u>Leased.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from junction of Philadelphia and Erie railroad to near Tyrone city	86 miles.
Length of main line road laid	10 ⁷ / ₁₀ "
Length of main line of road laid in Pennsylvania: The whole road in Pennsylvania.	
Length of double track of road.....	None.
Length of sidings	4,240 feet.
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	None.
Value of real estate held by the company, exclusive of road way: Estimated at	<u>\$12,000 00</u>

This road is leased to the Pennsylvania railroad company, lessee of the Philadelphia and Erie railroad company, and the returns will be included in the annual report of the former company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. F. Miller.	Lewisburg, Pa.
Edward F. Gay /	Philadelphia, Pa.
G. B. Roberts	Philadelphia, Pa.
W. J. Howard.....	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
Jas. P. Coburn	Aaronsburg, Pa.
R. H. Duncan.....	Spring Mill, Pa.
Wm. Phillips.....	Pittsburg, Pa.
Geo. F. Miller, President.....	Lewisburg, Union county, Pa.
Jos. Lesley, Secretary and Treasurer.....	233 South 4th St., Philadelphia.

(No. 61.)

LITTLE SAW MILL RUN.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Espy, president of the Little Saw Mill Run railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of his knowledge and belief.

(Signed)

WM. ESPY, *President.*

Sworn and subscribed before me, this }
 7th day of February, 1873. }

JOHN S. HOLLINGSHEAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock	100,000 00
Funded debt, as per last report	30,716 67
The amount now funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, now due,).....	\$25,000 00
2d mortgage bonds, (date of maturity, now due,).....	1,666 67
3d mortgage bonds.....	4,550 00
	<hr/>
	31,216 67
Floating debt, as by last report.....	1,858 78
The amount now of floating debt.....	3,283 89
Total amount now of floating and funded debt...	34,000 56
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: Cash, January 1, 1872, \$5,000; July 1, 1872, \$5,000; each 5 per cent.....		10,000 00
Number of shares of stock issued.....		2,000
Par value of each share.....		\$50 00
Average market value during the year.....		No sales.
Amount paid in on each share.....		\$50 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.....		<u>\$14,604 01</u>
Total cost.....	<u>\$100,657 47</u>	<u>115,261 48</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from the Ohio river to Banksville.....	3 miles.
Length of main line road laid.....	3 "
Length of main line of road laid in Pennsylvania,.....	3 "
Length of double track of road.....	None.
Length of sidings.....	1 mile.
Gauge of road.....	4 $\frac{3}{4}$ feet.
Weight of rail per yard on main track.....	53 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.....	3
Number of engines.....	3
Number of first and second class passenger cars, and baggage, mail, express and freight cars....	None.
Number of coal cars, (average cost of each, \$150.)	50
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length, about 120 feet,).....	4

Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	None.
Number of water stations on main road.....	1
Value of real estate held by the company, exclusive of road way.....	\$100,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Timber, stone and coal slack.	
Length in miles laid with steel rail.....	None.

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

Number of miles run by passenger and freight trains.....	None.
Number of miles run by coal trains.....	About 14,000
Number of through passengers for the year on main road.....	None.
Number of passengers (all classes) carried in cars,	None.
Number of tons of 2,000 pounds for the year on main road.....	157,102
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	157,102
Average rate of speed adopted by passenger and freight trains.....	None.
Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by coal trains: No regular speed.	
Weight of freight engines: 14, 16 and 18 tons.	

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	None.	stone and lime, agricultural
Bituminous coal.....	157,102	products, merchandise and man-
Petroleum and other oils, pig		ufactures, live stock, lumber
iron, railroad iron, other iron or		and other articles.....
castings, iron and other ores,		<u>None.</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$3,347 58
Taxes on real estate	2,319 13
Total.....	<u>5,666 71</u>

Repairs of machinery :

Repairs of engines and tenders	\$4,068 43
Repairs of coal cars.....	3,419 17
Repairs of tools and machinery in shops	958 40
Total.....	<u>8,446 00</u>

Operating the road:

Office expenses, stationery, &c.....	\$15 93
Agents and clerks.....	752 50
Labor—loading and unloading freight	4,685 41
Engineers, firemen, watchmen, oil, fuel and waste,	5,501 18
General superintendence	1,450 00
Contingencies.....	1,071 06
Total	<u>12,776 08</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds, and other sources.....	<u>Nothing.</u>
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RECEIPTS.

Months.	Freight.	Miscellane- ous.	Total.
January, 1872.....	\$4,986 75		
February, 1872.....	2,705 94		
March, 1872.....	3,607 94		
April, 1872.....	4,695 33		
May, 1872.....	5,610 46		
June, 1872.....	3,731 67		
July, 1872.....	2,712 27		
August, 1872.....	2,957 48		
September, 1872.....	2,017 33		
October, 1872.....	3,642 64		
November, 1872.....	2,702 82		
December, 1872.....	5,443 20	\$8,714 66	
Total	44,813 83	8,714 66	\$53,528 49

Summary of payments :

For construction and equipment.....	\$14,604 01
For maintaining the road, &c.—repairs of machinery and operating the road.....	21,396 83
For dividends.....	10,000 00
For interest.....	606 66
For miscellaneous	3,357 97
For municipal taxes	2,319 13
For State taxes.....	2,365 04
For United States taxes.....	151 87
Total.....	<u>54,801 56</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.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jonathan Lenz.....	Economy, Beaver co., Pa.
Jehu Haworth.....	Pittsburg, Pa.
Richard Dewhurst.....	Pittsburg, Pa.
N. P. Fetterman.....	Pittsburg, Pa.
Jacob Painter.....	Pittsburg, Pa.
Wm. H. Brown.....	Pittsburg, Pa.
William Espy, President.....	Pittsburg, Pa.
N. P. Fetterman, Secretary.....	Pittsburg, Pa.
Jacob Henrici, Treasurer.....	Economy, Beaver co., Pa.

(No. 62.)

LITTLESTOWN.

STATE OF PENNSYLVANIA, }
Adams County, } ss:

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, for the financial year ending December 31, 1872, 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 February, 1873. }

JOSEPH L. SHORB, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (at the formation of the company,).....	\$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.....	34,850 00
Funded debt, as per last report	40,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1890,) 5-20 bonds,	\$40,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	40,000 00
Floating debt, as by last report	685 83
The amount now of floating debt	1,500 00
Total amount now of floating and funded debt..	41,500 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: Stock and cash.....	None.
Number of shares of stock issued	697
Par value of each share	\$50 00
Average market value during the year.....	10 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.....	\$115,616 00	\$115,116 00
Equipment.....	<u>None.</u>	<u>None.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Hanover to Pennsylvania and Maryland line.....	9½ miles.
Length of main line road laid.....	9½ "
Length of main line of road laid in Pennsylvania,	9½ "
Length of double track of road	None.
Length of sidings.....	2,593 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.
Number of engine houses and shops.....	1
Number of engines	1
Cars and motive power furnished by Hanover Branch railroad company.	
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 176,)	5
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 60,)....	12

Number of railroads crossed.....	None.
Number of stations on main road.....	4
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclu-	
sive of road way.....	\$500 00
Number of tunnels.....	None.
How is track laid, and on what foundation? On	
earth, and part on stone ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of miles run by passenger, freight and	
coal trains, (all trains are composed of pas-	
senger and freight,).....	6,673
Number of passengers (all classes) carried in cars,	7,618
Number of tons of 2,000 lbs. of through freight	
for the year on main road	9,192
Gross amount of tonnage for the year, (2,000 lbs.	
per ton,).....	18,388
Average rate of speed adopted by ordinary pas-	
senger 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.....	None.
Weight of first class passenger engines.....	None.
Weight of freight engines.....	<u>None.</u>

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

January, 1872.....	474	July, 1872.....	699
February, 1872.....	390	August, 1872.....	1,041
March, 1872.....	436	September, 1872.....	627
April, 1872.....	660	October, 1872.....	1,002
May, 1872.....	605	November, 1872.....	646
June, 1872.....	508	December, 1872.....	<u>530</u>

Total

Rate ^t is mainly transported in individual cars, and is not
deb^r

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

For first class through passengers	4 cents.
For second class through passengers	None.
For second class way passengers	None.

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

For through freight	3 to 5 cents.
For through coal	4 "
For local freight	3 to 5 "
For local coal	4 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings and running the road	\$5,483 02
Taxes on real estate	4 26
Total	<u>5,487 28</u>

Repairs of machinery :

Machinery furnished by Hanover Branch railroad company.

Operating the road :

Office expenses, stationery, &c.	\$319 59
Agents and clerks	491 15
Labor—loading and unloading freight	None.
Porters, watchmen and switch tenders	None.
Car cleaning and inspecting, furniture and fixtures,	None.
Wood and water station attendance	None.
Conductors, baggage masters and brakemen	None.
Engineers and firemen	None.
Fuel and cost of preparing for use	None.
Oil and waste for engines and tenders, passenger, baggage and freight cars	None.
Telegraph, mail and station expenses	None.

Loss and damage of goods and baggage	None.
Tolls over other roads	None.
Use of freight cars	264 35
Shoveling snow	None.
Damage for injury of persons	None.
Damage to property, including damage by fire and cattle killed on road	None.
General superintendence	None.
Contingencies	152 51
Total	1,227 60

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources	<u>Nothing.</u>
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RECEIPTS.

Months.	Passen- gers.	Freight.	Mail and express.	Miscella- neous.	Total.
January, 1872.	\$184 15	\$586 21	.....	\$32 80	\$903 16
February, 1872	150 65	620 11	.....	3 25	774 01
March, 1872	156 35	610 58	.....	1 00	767 93
April, 1872	195 55	624 94	\$92 50	267 77	1,180 76
May, 1872	167 45	546 51	.....	13 70	727 66
June, 1872	163 75	354 87	92 50	224 93	838 05
July, 1872	217 40	314 08	.....	1 00	532 48
August, 1872	373 27	546 82	.....	1 50	921 59
September, 1872	215 40	700 64	.....	4 95	920 99
October, 1872	379 45	913 44	123 75	75	1,417 39
November, 1872	247 40	897 36	.....	13 60	1,158 36
December, 1872	186 04	741 64	207 50	9 75	1,144 93
Total	2,636 86	7,457 20	516 25	575 00	11,186 31

Summary of payments :

For construction and equipment	\$115,616 00
For maintaining the road, &c.—repairs of machi- nery and operating the road	6,714 88
For dividends	None.
For interest	2,800 00
For miscellaneous	None.
For surplus funds	None.
For municipal taxes	None.

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For State taxes.....	\$322 24
For United States taxes.....	None.

Total.....	125,453 12
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Total amount of surplus fund.....	None.
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Cost of transportation:

Cost per passenger per mile, proximate average..	Cannot say.
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Cost per ton freight per mile, proximate average,	" "
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What express companies run on your road, and on what terms?
 Adams' express company, at 8 cents per 100 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.
George Stonesifer.....	Littlestown.
Joseph L. Shorb.....	Littlestown.
Enoch Lefevre.....	Littlestown.
E. F. Shorb.....	Littlestown.
L. D. Maus.....	Littlestown.
Henry Wirt.....	Hanover, York Co.
Ephraim Myers, President.....	Littlestown.
Levi D. Maus, Secretary.....	Littlestown.
George Stonesifer, Treasurer.....	Littlestown.

(No. 63.)

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, for the financial year ending November 30, 1872, 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 }
 16th day of December, 1873. }

JOHN RODGERS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$2,646,100 00
Amount paid in as by last report.....	2,646,100 00
Total amount now paid in of capital stock.....	2,646,100 00
Funded debt, as per last report.....	771,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1877,)	759,500 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	759,500 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: Cash, January, 3½ per cent.; July, 3½ per cent.	
Number of shares of stock issued.....	52,922

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Par value of each share.....	\$50 00
Average market value during the year.....	46 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>\$1,416,187 80</u>	<u>\$1,416,187 80</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Catawissa R. R. junction to Port Clinton.....	28½ miles.
Length of main line road laid.....	28½ "
Length of main line of road laid in Pennsylvania,	28½ "
Length of double track of road.....	None.
Length of sidings.....	19, $\frac{25}{100}$ miles.
Gauge of road.....	4 ft. 8½ inches.
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.	
Number of engine houses and shops: 2 engine houses; 1 shop.	
Number of engines.....	None.
Number of first class passenger cars.....	None.
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars, house cars, trucks.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 173.)	2
Number of wooden bridges, (total length, in feet, 2,466½,)	33
Number of stone bridges.....	None.
Number of railroads crossed.....	None.

Number of stations on main road.....	9
Number of wood and water stations on main road.....	5
Value of real estate held by the company, exclusive of road way.....	\$10,000 00
Number of tunnels, (length, 900 feet,).....	1
How is track laid, and on what foundation? Broken stone, coal dirt and cross-ties.	
Length in miles laid with steel rails.....	<u>None.</u>

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

Will be returned by Philadelphia and Reading railroad company, lessees, with other items, which we are unable to obtain.

RECEIPTS.

Total receipts.....	<u>\$271,435 90</u>
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Summary of payments :

For dividends, including State and United States taxes.....	\$185,785 57
For interest.....	52,605 00
For miscellaneous.....	27,374 32
Total.....	<u>265,764 89</u>
Total amount of surplus fund.....	<u>None.</u>

ACCIDENTS.

No knowledge.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Adolph E. Borie.....	Philadelphia.
Alexander J. Derbyshire.....	Philadelphia.
Samuel J. Reeves.....	Philadelphia.
Daniel R. Bennett.....	Philadelphia.
Joseph H. Trotter.....	Philadelphia.
Samuel F. Ashton.....	Philadelphia.
John F. Blandy, President.....	Philadelphia.
Jos. Lapsley Wilson, Secretary and Treasurer.....	Philadelphia.

(No. 64.)

LYKENS VALLEY.

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

Personally appeared 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, for the financial year ending December 31, 1872, are true, to the best of his knowledge and belief.

(Signed)

F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1873. }

EDWIN F. COREY, JR., J. P.,
Com. for State of Penna. in New York.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared George E. Hoffman, president of the Lykens Valley railroad and coal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of his knowledge and belief.

(Signed)

GEO. E. HOFFMAN, *President.*

Sworn and subscribed before me, this }
 1st day of February, 1873. }

W. W. DOUGHERTY, *Alderman.*

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	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: Stock, 10 per cent. in cash; cash, quarterly payments.	
Number of shares of stock issued	30,000
Par value of each share.....	\$20 00
Average market value during the year.....	Par.
Amount paid in on each share	20 00
Amount of capital on which the respective dividends were declared	<u>600,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$578,767 24
Equipment.....	17,000 00
Total cost.....	<u>595,727 24</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Millersburg to Williamstown	20 miles.
Length of main line road laid	20 "
Length of main line of road laid in Pennsylvania,	20 "
Length of double track of road: Refer to Summit Branch railroad company.	
Length of sidings: Refer to Summit Branch railroad company.	
Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track.....	50 to 56 lbs.
Branch roads owned by the company, and their length, viz: Lykens Valley Branch, about one-half mile.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops: Refer to Summit Branch railroad.	
Number of bridges, railroads crossed, stations on main road, and wood and water stations on main road: Refer to Summit Branch railroad.	

Value of real estate held by the company, exclusive of roadway: Probably over.....	\$20,000 00
How is track laid, and on what foundation? Cross-ties, on broken stone.	

Summary of payments:

For construction and equipment: Road leased to Summit Branch railroad in 1866; no payments by this company since.	
For maintaining the road, &c.—repairs of machinery and operating the road: Refer to Summit branch railroad.	
For dividends	\$60,000 00
For miscellaneous	1,777 50
For surplus of income over expenditures.....	766 28
Total.....	<u>62,543 83</u>

Total amount of surplus fund—

Surplus, 1872	\$766 28	
Deficiency, 1871.....	608 07	
		<u>158 21</u>

The Lykens Valley railroad has been leased to the Summit Branch railroad company for \$62,500 a year, and all taxes and assessments, except the United States income tax.....	\$62,500 00
Interest received	43 83
Total.....	<u>62,543 83</u>

By the lease made the 13th day of April, 1866, between the Lykens Valley railroad and coal company and the Summit Branch railroad company, "any improvements made upon said railroad, by the said parties of the second part, during the continuance of this lease, shall be deemed and considered the property of the said parties of the first part, without compensation therefor to the said parties of the second part." Since the lease was made,

the lessees have erected engine houses and other buildings on the land leased to them, and have laid sidings and built bridges. I therefore refer to them, as I do not know the cost and extent of their improvements.

GEO. E. HOFFMAN,

President L. V. R. R.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. H. Grant.....	New York.
E. H. Owen.....	New York.
W. A. Falls.....	New York.
A. M. Lawrence.....	New York.
F. A. Platt.....	New York.
W. L. Cogswell.....	New York.
George Dayton.....	Peekskill, N. Y.
George E. Hoffman, President.....	Philadelphia.
F. A. Platt, Secretary and Treasurer.....	New York.

(No. 65.)

MIFFLIN AND CENTRE COUNTY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Albert Hewson, treasurer, of the Mifflin and Centre county railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of February, 1873. }

HENRY C. SPACKMAN, *Notary Public.*

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.....	65,526 00
Total amount now paid in of capital stock.....	65,650 00
Funded debt, as per last report.....	188,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1897,).....	188,500 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	16,742 51
Total amount now of floating and funded debt..	205,242 51
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 issued.....	1,313
Par value of each share.....	\$50 00

Average market value during the year.....	Not informed.
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>\$247,015 32</u>	<u>\$264,243 70</u>

No equipment owned by the Mifflin and Centre County R. R. company, it being furnished by Pennsylvania R. R. company, lessee.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown to Milroy	12½ miles.
Length of main line road laid	12½ "
Length of main line of road laid in Pennsylvania,	12½ "
Length of double track of road	None.
Length of sidings.....	4⅞ miles.
Gauge of road	4 feet 9 in
Weight of rail per yard on main track	45 and 56 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of engines, first and second class passenger cars, baggage, mail and express cars: Equipment furnished by Pennsylvania R. R. company, lessees.	
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 2,070,).....	16
Number of stone bridges	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight combined, 2; freight, 3; total....	5
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?	
Wooden cross-ties and stone ballast.	
Length in miles laid with steel rail	<u>None.</u>

The Mifflin and Centre County railroad is leased to, and operated and maintained by, the Pennsylvania railroad company; for details respecting operations and maintenance of road, we refer you to that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia, Pa.
Joseph B. Myers	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
Jno. M. Kennedy	Philadelphia, Pa.
Herman J. Lombaert	Philadelphia, Pa.
G. B. Roberts	Philadelphia, Pa.
Thos. A. Scott	Philadelphia, Pa.
Saml. T. Bodine	Philadelphia, Pa.
James H. Mann	Lewistown, Pa.
Geo. W. Elder	Lewistown, Pa.
Samuel Maclay	Milroy, Pa.
J. Edgar Thomson, President	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer	Philadelphia, Pa.

(No. 66.)

MILL CREEK AND MINE HILL.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Peter O. 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, for the financial year ending November 1, 1872, are true, to the best of his knowledge and belief.

(Signed)

P. O. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1873. . }

B. F. HORAN, *N. 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	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.
Number of shares of stock issued	12,935
Par value of each share	\$25 00
Average market value during the year.....	No sales.
Amount paid in on each share	\$25 00
Amount of capital on which the respective dividends were declared.....	323,375 00

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 $\frac{7}{10}$ miles.
Length of main line road laid	3 $\frac{7}{10}$ "
Length of main line of road laid in Pennsylvania,	3 $\frac{7}{10}$ "
Length of double track of road	3 $\frac{7}{10}$ "
Length of sidings.....	9 $\frac{1}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company, and their length, viz: Length of branches.....	8 $\frac{2}{10}$ miles.
Roads worked or leased by the company, viz: One at its branches.	

This road is leased to the Philadelphia and Reading railroad company, is operated by them and included in their report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
John Tucker.....	Philadelphia.
Franklin B. Gowen.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
A. E. Borie.....	Philadelphia.
Henry Pratt M'Kean.....	Philadelphia.
Geo. F. Tyler.....	Philadelphia.
A. Hewson, M. D.	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer	Philadelphia.

(No. 67.)

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 affirmed, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

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

Affirmed and subscribed before me, this }
 11th day of January, 1873. }

ROBERT R. SMITH, *Alderman.*

The road was rented in 1864 for 999 years to the Philadelphia and Reading railroad company, who attend to all receipts and payments, &c., all charges for tolls and transportation, and for keeping the road in order.

All questions not answered in the return now made will be answered by the Philadelphia and Reading railroad company.

STOCK AND DEBT.

Capital stock as authorized by law.....	3,969,100 00
Amount of stock subscribed	\$3,969,100 00
Amount paid in as by last report.....	3,905,600 00
Total amount now paid in of capital stock.....	3,969,100 00
Funded debt, as per last report.....	None.
Total amount now of funded debt	None.
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	None.
Date and rate per cent. per annum of dividend or dividends: Cash, (78,112 shares, January, 1872, 4 per cent., \$156,224 ; 78,884 shares, July, 1872, 3½ per cent., \$138,047,)	\$294,271 00

Number of shares of stock issued to this date. . . .	79,382
Par value of each share.	\$50 00
Average market value during the year: About. . .	52 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>Given above.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.	<u>\$3,905,600 00</u>	<u>\$3,969,100 00</u>

CHARACTERISTICS OF ROAD.

Some changes have been made by the Philadelphia and Reading railroad company, who have under contract of lease the whole road and branches under their management, and will answer these questions.

Gauge of road	4 ft. 8½ in.
Value of real estate held by the company, exclusive of road way, per ledger account.	<u>\$76,498 20</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Mason.	Philadelphia, Pa.
John Sivezey.	Philadelphia, Pa.
A. J. Derbyshire.	Philadelphia, Pa.
Frederick Fraley.	Philadelphia, Pa.
James H. Cresson.	Philadelphia, Pa.
Charles H. Hutchinson.	Philadelphia, Pa.
John W. Biddle.	Philadelphia, Pa.
Samuel Mason.	Philadelphia, Pa.
John C. Cresson, President.	Philadelphia, Pa.
William Biddle, Secretary.	Philadelphia, Pa.
Samuel Mason, Treasurer.	Philadelphia, Pa.

(No. 65.)

MOUNT CARBON AND PORT CARBON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Peter O. 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, for the financial year ending November 1, 1872, are true, to the best of his knowledge and belief.

(Signed)

P. O. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1873. }

B. F. HORAN, *Notary Public.*

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.
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: Cash—January and July, 1872....	12 per cent.
Number of shares of stock issued	5,647
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared	282,350 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$282,815 45	\$282,815 45

CHARACTERISTICS OF ROAD.

Length of main line of road from Mount Carbon to Port Carbon	2 $\frac{5}{16}$ miles.
Length of main line road laid	2 $\frac{5}{16}$ "
Length of main line of road laid in Pennsylvania,	2 $\frac{5}{16}$ "
Length of double track of road	2 $\frac{5}{16}$ "
Length of sidings	9 $\frac{5}{16}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	64 lbs.
Branch roads owned by the company	None.

This road is leased to the Philadelphia and Reading railroad company, at a stipulated annual rental, which constitutes the income of the company, out of which the dividends are paid. It is operated as a branch of the Philadelphia and Reading railroad company, and will be included in their report as such.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tucker.....	Philadelphia.
Franklin B. Gowen	Philadelphia.
R. B. Cabeen	Philadelphia.
A. E. Borie.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
George Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer	Philadelphia.

(No. 69.)

MOUNT CARBON.

PHILADELPHIA, *October 3, 1872.*

Hon. J. F. HARTRANFT,

Auditor General, Harrisburg, Pa.:

DEAR SIR:—I have from you this morning a printed copy of an act, addressed to me as treasurer of the Mount Carbon railroad company. I beg leave to inform you that said company was merged with the Philadelphia and Reading railroad company on the 13th day of June last past.

Yours, very respectfully,

WILLIAM ROBINSON, JR.,
Late Treasurer.

(No. 70.)

MOUNT PLEASANT AND BROAD FORD.

STATE OF PENNSYLVANIA, } ss:
Westmoreland County, }

Personally appeared A. O. Tinstman, president, and H. Clay Frick, treasurer, of the Mount Pleasant and Broad Ford railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed) A. O. TINSTMAN, *President.*
 H. CLAY FRICK, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of December, 1872. }

MARTIN N. STAUFFER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed	117,750 00
Amount paid in as by last report	111,150 00
Total amount now paid in of capital stock	112,550 00
Funded debt as per last report	None.
The amount now of funded debt	None.
Floating debt as by last report	43,173 02
The amount now of floating debt	43,482 64
Total amount now of floating debt	43,482 64
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 issued	2,131
Par value of each share	\$50 00
Average market value during the year, about	20 00

Amount paid in on each share: All on part and part on all.

Amount of capital on which the respective dividends were declared No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$154,323 02	\$154,632 64
Equipment.....	<u>Nothing.</u>	<u>Nothing.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Broad Ford to Mount Pleasant	9 $\frac{5}{10}$ miles.
Length of main line road laid. :	9 $\frac{5}{10}$ "
Length of main line of road laid in Pennsylvania,	9 $\frac{5}{10}$ "
Length of double track of road.....	None.
Length of sidings.....	3,000 to 5,000 ft.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	45 and 56 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company	None.
Number of first class passenger cars	None.
Number of second class passenger cars	None.
Number of baggage, mail and express cars	None.
Number of freight cars.....	None.
Number of wooden bridges, (total length in feet, can't tell,)	16
Number of stations on main road: Passenger and freight	10
How is track laid, and on what foundation? On wooden cross-ties, bedded in broken stone.	

The road is leased to the Pittsburg and Connellsville railroad company.

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

Our road being leased by Pittsburg and Connellsville railroad company, they must answer all questions not answered by us.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. P. Markle	West Newton, Pa.
I. Painter	West Newton, Pa.
W. O. Hughart	Pittsburg, Pa.
C. S. Overholt	Mount Pleasant, Pa.
D. Shupe	Mount Pleasant, Pa.
J. B. Jordan	Mount Pleasant, Pa.
J. O. Tinstman	West Overton, Pa.
B. F. Overholt	West Overton, Pa.
Jos. R. Stauffer	West Overton, Pa.
A. J. Crossland	Broad Ford, Pa.
M. O. Tinstman	Broad Ford, Pa.
S. Keister	Broad Ford, Pa.
A. O. Tinstman, President	Broad Ford, Pa.
H. Clay Frick, Secretary and Treasurer	Broad Ford, Pa.

(No. 71.)

MONT ALTO.

OFFICE MONT ALTO R. R. COMPANY, }
PHILADELPHIA, PA., *February 17, 1873.* }

Gen. HARRISON ALLEN,

Auditor General:

DEAR SIR:—In reply to your circular, calling for a report from this company, I would respectfully state that I am not prepared to make answer to the several questions propounded, as our road was in course of construction at the time your circular was issued, and request your indulgence until the time of making the next annual report.

Yours respectfully,

WM. J. BARR, *Treasurer.*

P. S.—I neglected acknowledging your circular, under the impression that our superintendent and engineer, Col. Wiestling, would call on you and explain.

(No. 72.)

MUNCY CREEK.

STATE OF PENNSYLVANIA, } ss:
Sullivan County,

Personally appeared before me, Michael Meylert, president, and James K. Boak, treasurer, of the Muncy Creek railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) MICHAEL MEYLERT, *President.*
 JAMES K. BOAK, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1873. }

WM. MEYLERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	128,600 00
Amount paid in as by last report.....	52,000 00
Total amount now paid of capital stock.....	123,600 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, 1891,).....	\$105,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	105,000 00
The amount now of floating debt.....	30,000 00
Total amount now of floating and funded debt..	135,000 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 issued.....	2,572
Par value of each share.....	\$50 00
Average market value during the year.....	No market.
Amount paid in on each share: In full for all issued.	
Amount of capital on which the respective dividends were declared.....	No dividends.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$136,140 00
Equipment.....	12,500 00
Total cost.....	148,640 00

CHARACTERISTICS OF ROAD.

Length of main line of road from Halls station to Bemice.....	40 miles.
Length of main line road laid.....	6 "
Length of main line of road laid in Pennsylvania.....	6 "
Length of double track of road.....	None.
Length of sidings.....	$\frac{1}{2}$ mile.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	40 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	2
Number of first class passenger cars, (average cost, \$2,500,).....	1
Number of second class passenger cars, (average cost, \$1,400,).....	1
Number of freight cars, trucks.....	2
Number of coal, ore and stone cars.....	None.
Number of wooden bridges, (total length in feet, 105).....	3
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.....	\$100,000 00
How is track laid, and on what foundation? On oak and chestnut sills, ballasted track.	

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

Number of passengers (all classes) carried in cars,	8,433
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour),	12
Weight of first class passenger engines.....	48,000 lbs.
Weight of freight engines.....	50,000 "

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

For first class through passengers.....	<u>4$\frac{1}{8}$ cents.</u>
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The rate per ton, (of 2,000 pounds,) per mile, charged for freight:

For through freight.....	<u>7 cents.</u>
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EXPENSES.

Repairs or maintenance of way, including build- ings.....	<u>\$3,125 50</u>
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RECEIPTS.

Months.	Passengers.	Freight.	Total.
January, 1872.....	\$96 00	\$181 45
February, 1872.....	83 50	303 29
March, 1872.....	131 85	336 02	.....
April, 1872.....	126 90	629 30	.....
May, 1872.....	177 75	602 37	.....
June, 1872.....	227 88	627 07	.....
July, 1872.....	138 25	493 24	.....
August, 1872.....	419 02	323 19	.....
September, 1872.....	223 40	452 49	.....
October, 1872.....	305 30	598 79	.....
November, 1872.....	178 50	471 95	.....
December, 1872.....	149 50	216 32	.....
Total.....	2,257 85	5,235 48	\$7,493 33

ACCIDENTS.

We have no accidents on the road.

We have about 8 miles of additional road graded.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Dewitt Bodine	Hughesville, Pa.
Dr. M. Steck.....	Hughesville, Pa.
B. M. Ellis.....	Hughesville, Pa.
H. E. Warner.....	Wolf Run, Pa.
Michael Meylert, President.....	Laporte, Sullivan Co., Pa.
Jas. K. Boak, Secretary and Treasurer...	Hughesville, Lycoming Co., Pa.

(No. 73.)

NESQUEHONING VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

• Personally appeared J. B. Moorhead, president, and F. Mitchell, treasurer, of the Nesquehoning Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) J. B. MOOREHEAD, *President.*
 F. MITCHELL, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of February, 1873. }

W. W. DOUGHERTY, *Alderman*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	1,300,000 00
Amount paid in as by last report.....	1,250,000 00
Total amount now paid in of capital stock.....	1,300,000 00
Date and rate per cent. per annum of dividend or dividends: Cash, 10 per cent. per annum, payable (5 per cent., March 1, and 5 per cent., September 1.)	
Number of shares of stock issued.....	26,000
Par value of each share.....	\$50 00
Average market value during the year	54 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	1,300,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$1,152,968 23	\$1,206,385 40

CHARACTERISTICS OF ROAD.

Length of main line of road from Mauch Chunk to Tamanend	16½ miles.
Length of main line road laid	16½ "
Length of main line of road laid in Pennsylvania,	16½ "
Length of double track of road	None.
Length of sidings	2¾ miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	60 lbs.
Branch roads owned by the company, and their length, viz: Branch into Panther Creek valley, 1 mile long.	
Number of engine houses and shops	7
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,532,)	12
Number of stations on main road, passenger and freight	12
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way	None.
Number of tunnels, (length, 3,800 feet,)	1
How is track laid, and on what foundation? Ordinary track, on ballast.	
Length in miles laid with steel rails	None.
Length in miles laid with iron rails	<u>16½.</u>

Equipment furnished by Central railroad of New Jersey, lessees of Lehigh and Susquehanna railroad.

Summary of payments :

Dividends: \$130,000 per annum, paid by Lehigh coal and navigation company.

State taxes on dividends: \$6,500, paid by Lehigh coal and navigation company.

This road was operated by the Lehigh coal and navigation company (under a lease of 999 years) until April 1, 1871, when the lease of the main line was transferred to the Central railroad company of New Jersey.

All returns not answered in this report are included in the annual report of the Lehigh coal and navigation company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George Whitney.....	Philadelphia.
W. G. Moorhead.....	Philadelphia.
F. R. Cope.....	Philadelphia.
M. Baird.....	Philadelphia.
E. W. Clark.....	Philadelphia.
Chas. Wheeler.....	Philadelphia.
G. F. Tyler.....	Philadelphia.
F. Hazard.....	Mauch Chunk
J. P. Ilsley.....	Philadelphia.
I. V. Williamson.....	Philadelphia.
P. C. Garrett.....	Philadelphia.
A. J. Derbyshire.....	Philadelphia.
J. B. Moorhead, President.....	Philadelphia.
F. Mitchell, Secretary and Treasurer.....	Philadelphia.

(No. 74.)

NEW CASTLE AND BEAVER VALLEY.

STATE OF PENNSYLVANIA, }
Lawrence County, } ss:

Personally appeared A. L. Crawford, president, and J. S. 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, for the financial year ending October 1, are true, to the best of their knowledge and belief.

(Signed) A. L. CRAWFORD, *President.*
 J. S. CRAWFORD, *Treasurer.*

Affirmed and subscribed before me, this }
 24th day of October, 1872. }

THOMAS M'BRIDE, *N. P.*

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	605,000 00
Total amount now paid in of capital stock	605,000 00
Funded debt, as per last report	88,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds	\$88,300 00
2d mortgage bonds	None.
3d mortgage bonds	None.
Floating debt as by last report	\$2,000 00
The amount now of floating debt	None.
Total amount now of floating and funded debt...	88,300 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: Cash, January, April, July and October	
	2½ per ct. each.

RAILROAD REPORT.

325

Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	<u>600,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$731,885 64</u>	<u>\$799,412 39</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from New Castle to Homewood	14.92 miles.
Length of main line road laid.....	14.92 "
Length of main line of road laid in Pennsylvania,	14.92 "
Length of double track of road	None.
Length of sidings.....	3½ miles.
Gauge of road	4 ft. 10 in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of first and second class passenger, baggage, mail, express and freight cars	None.
Number of coal, ore and stone cars.....	None.
Number of wooden bridges, (total length in feet, 1,070,).....	6
Number of stone bridges, (total length in feet, 50,).....	2
Number of railroads crossed	None.
Number of stations on main road.....	7
Number of wood and water stations on main road,	3
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? Oak
cross-ties and gravel ballast.

Length in miles laid with steel rail..... None.

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

This road is operated by the Pennsylvania company, under a lease for ninety-nine years, to whose report we would respectfully refer you for answer to the interrogatories under this head.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. L. Crawford.....	New Castle, Pa.
Wm. Patterson.....	New Castle, Pa.
R. W. Cunningham.....	New Castle, Pa.
G. W. Crawford.....	New Castle, Pa.
W. L. Scott.....	Erie, Pa.
G. W. Cass.....	Pittsburg, Pa.
William Harbaugh.....	Pittsburg, Pa.
A. L. Crawford, President..... New Castle, Pa.	
J. S. Crawford, Secretary and Treasurer..... New Castle, Pa.	

(No. 75.)

NEW CASTLE AND BEAVER VALLEY.

[Furnished by the Pennsylvania company, lessees.]

NEW CASTLE AND BEAVER VALLEY R. R. Co., }
 OFFICE OF THE TREASURER,
 NEW CASTLE, PA., *March 18, 1873.* }

Hon. HARRISON ALLEN,

Auditor General:

DEAR SIR:—Yours of the 14th was received on 15th, and at once presented to the Pennsylvania company; and last evening I received from them the enclosed report, as made out and filled up by that company, and trust it will reach you before the 20th.

You will observe that we made our part of the report at quite an early date, and in same manner as in each year since our road was leased. Heretofore no complaint reached us, and we presumed that the operations of our road (in running thereof) was included in with the P., F.W. and O. railway, as it has been called by them (since its lease) the New Castle branch.

In future we trust we shall be able to forward you both parts of the reports at the same time and as a whole.

Yours truly,

J. S. CRAWFORD,

Treasurer.

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

Number of miles run by passenger trains.....	21,197
Number of miles run by freight trains.....	143,783
Number of miles run by coal trains: Included in freight.	
Number of passengers (all classes) carried in cars,	165,266
Number of tons of 2,000 lbs. of through freight for the year on main road	11,281
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	628,352

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.....	18
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines	None.
Weight of freight engines	None.

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

January, 1872.....	10,858	July, 1872.....	16,958
February, 1872.....	11,128	August, 1872.....	15,989
March, 1872.....	11,910	September, 1872.....	16,933
April, 1872.....	14,531	October, 1872.....	13,773
May, 1872.....	13,334	November, 1872.....	14,247
June, 1872.....	12,096	December, 1872.....	13,509

The amount of freight, specifying the quantity in tons :

Bituminous coal and coke	279,851	Agricultural products.....	5,841
Pig iron : Included in iron and other ores.....		Merchandise and manufactures,	172,542
Railroad iron.....	5,316	Live stock.....	3,535
Iron and other ores.....	94,498	Lumber	10,365
		Other articles.....	56,404

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

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

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

For through freight.....	2 cents.
For through coal.....	2 "
For local freight.....	3¼ "
For local coal	<u>2½ "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Allotted to passenger transportation.....	\$7,958 83
Allotted to freight transportation.....	15,917 68
	<u>23,876 51</u>

Repairs of machinery:

Allotted to passenger transportation.....	\$11,088 09
Allotted to freight transportation.....	21,176 19
	<u>33,264 28</u>

Operating the road:

Allotted to passenger transportation.....	\$19,473 32
Allotted to freight transportation.....	38,946 63
	<u>58,419 95</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
January, 1872.....	\$4,826 32	\$17,736 87	\$444 75	\$23,007 94
February, 1872.....	5,012 59	18,712 85	418 75	24,144 19
March, 1872.....	5,018 59	18,423 67	431 75	23,874 01
April, 1872.....	6,613 01	24,836 84	431 75	31,881 60
May, 1872.....	5,798 43	24,182 41	444 75	30,425 59
June, 1872.....	5,647 55	23,167 40	418 75	29,233 70
July, 1872.....	8,159 01	24,359 85	444 75	32,963 61
August, 1872.....	7,501 16	24,376 71	444 75	32,322 62
September, 1872.....	7,746 43	21,973 55	418 75	30,138 73
October, 1872.....	6,573 95	25,877 89	444 75	32,896 59
November, 1872.....	6,434 25	19,317 69	431 75	26,183 09
December, 1872.....	5,869 90	16,097 34	431 75	22,398 99
Total.....	75,201 19	259,062 47	5,207 00	339,470 66

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$115,560 74
Miscellaneous: Paid Pennsylvania company....	203,692 79
	<u>319,253 53</u>

Cost of transportation:

What express companies run on your road, and on what terms? Adams express company \$13 00 per day.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	..
Employees.....	..	1
Others	3	..
Total.....	<u>4</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, viz :

1872.

March 16. A boy, by the name of John Coltman, was struck by an engine and instantly killed at Clinton.

July 25. P. Tagne, brakeman, foot injured in attempting to get on an engine at New Castle.

August 6. T. Marlin, laborer, instantly killed while pushing a car at Etna furnace.

October 12. O. Zimmerman, passenger, killed at Mahoningtown; he was supposed to be intoxicated.

October 12. J. C. Clarke, iron boiler, killed at New Castle; supposed to have been intoxicated.

(No. 76.

NEWRY.

STATE OF PENNSYLVANIA, }
 Blair County, } ss:

Personally appeared Joseph Fichtner, president, and Jonathan Conrad, treasurer, of the Newry railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) JOSEPH FICHTNER, *President.*
 JONA. CONRAD, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of December, 1872. }

GEORGE WEAVER, *J. P.*

STOCK AND DEBT.

Capital stock authorized by law, (with power to increase,)	\$15,000 00
Amount of stock subscribed: About.....	11,650 00
Amount paid in as by last report	11,150 00
Total amount now paid in of capital stock:	
About.....	11,150 00
Funded debt, as per last report	None.
The amount now of funded debt.....	None.
Floating debt, as per last report: About.....	10,778 99
The amount now of floating debt, (exclusive of interest since December 31, 1871,)	10,778 99
Total amount now floating and funded debt, (exclusive of interest since December 31, 1871,)..	10,778 99
Date and rate per cent per annum of dividend or dividends.....	None.
Number of shares of stock issued: About.....	446
Par value of each share.....	\$25 00

Average market value during the year: Stock
not in market.

Amount paid in on each share, (excepting about
20 shares subscribed and not paid in,).....

\$25 00

Amount of capital on which the respective divi-
dends were declared

None

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, grading and tressel work, (estimated cost,).....	\$12,283 00	\$12,283 00
Superstructure, (by Penn'a R. R. Co.,)	10,374 31	10,374 31
Total cost.....	<u>22,657 31</u>	<u>22,657 31</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Newry siding on Allegheny Portage railroad to Newry.....	1 $\frac{1}{10}$ miles.
Length of main line of road laid.....	1 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania,	1 $\frac{1}{10}$ "
Length of double track of road.....	None.
Length of sidings: About.....	878 feet.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track: About..	45 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	1 engine house.
Number of engines	None.
Number of first and second class passenger cars, and baggage, mail, express, freight, coal, ore, stone and caboose cars.....	None.
Number of iron bridges	None.
Number of wooden bridges: No regular bridge, but some tressel work.	
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	None.

Number of stations on main road, (passenger and freight,)	1
Number of wood and water stations on main road,	1
Value of real estate held by the company, exclusive of road way: About.....	\$400 00
Number of tunnels	None.
How is track laid and on what foundation? On cross-ties, resting on broken stone ballast.	
Length in miles laid with steel rails	<u>None.</u>

As we are not operating the road, but have leased it to the Pennsylvania railroad company, we have not the statistics at hand to enable us intelligently to answer your interrogatories, as per blank form, with regard to the doings of the road during the year in transportation and total miles run, monthly statement of passengers (all classes) carried in cars, the amount of freight in tons, the rate per ton per mile charged for freight, the rate of fare for passengers, &c., but the foregoing report, we believe, is as complete and as nearly correct as we can make it.

Very respectfully,

JOSEPH FICHTNER,

President Newry R. R. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Alexander Knox	Newry, Blair Co., Pa.
Daniel M. Bare	Roaring Spring, Blair Co., Pa.
Francis M'Coy	Newry, Blair Co., Pa.
William Forbes	Altoona, Blair Co., Pa.
William H. Brooke	Newry, Blair Co., Pa.
James Stevens	Newry, Blair Co., Pa.
William Smith	Duncansville, Blair Co., Pa.
John Hoover	Newry, Blair Co., Pa.
James Conrad	Newry, Blair Co., Pa.
Charles Hughs, Sr.	Newry, Blair Co., Pa.
Jonathan Conrad., . . .	Newry, Blair Co., Pa.
H. M'Intosh.	Newry, Blair Co., Pa.
Joseph Fichtner, President.....	Newry, Blair Co., Pa.
Alexander Knox, Secretary.....	Newry, Blair Co., Pa.
Jonathan Conrad, Treasurer.....	Newry, Blair Co., Pa.

(No. 77.)

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, for the financial year ending December 31, 1872, 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 }
 26th day of February, 1873. }

OLIVER EDWARDS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$8,000,000 00
Amount of stock subscribed.....	5,842,000 00
Amount paid in as by last report.....	5,601,700 00
Total amount now paid in of capital stock.....	5,842,000 00
Funded debt, as per last report	7,718,602 09
The amount now of funded debt, (classified and date of maturity, as follows:	
3d mortgage 6 per cent., coupon bonds of York and Cumberland R. R. Co., 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
3d mortgage 6 per cent., coupon bonds of Northern Central railway company, due April 1, 1900,	1,223,000 00
	<hr/>
	4,223,000 00

Brought forward	\$4,223,000 00
Deduct amount in sinking funds,	927,397 91
	<hr/>
	3,295,602 09
1st mortgage 6 per cent., annuity of Northern Central railway com- pany, due State of Maryland, ir- redeemable	1,500,000 00
Consolidated mortgage 6 per cent., gold bonds of Northern Central railway company, due July 1, 1900: Total, including \$3,295, 602 09, as above, \$6,000,000 00.	
Issued dollar cou- pon bonds.....	2,320,000 00
Issued dollar regis- tered bonds	175,000 00
	<hr/>
	2,495,000 00
	<hr/>
	7,290,602 09
Income convertible 7 per cent. cou- pon bonds of Northern Central railway company, due April 1, 1880	1,000,000 00
Income 7 per cent. coupon bonds of Northern Central railway company, due January 1, 1922,	2,750,000 00
	<hr/>
	\$11,040,602 09
Floating debt as by last report.....	218,725 74
The amount now of floating debt.....	539,656 92
Total amount now of floating and funded debt..	11,580,259 01
Rate per cent. per annum of interest on funded debt: See above.	
Date and rate per cent. per annum of dividends or dividends: Stock, none; cash, May and No- vember.....	3 per cent. each.
Number of shares of stock issued.....	116,840
Par value of each share.....	\$50 00
Average market value during the year.....	Unknown.

Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared: May, \$5,601,600 00; November, \$5,841,900 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$11,484,745 25	\$11,666,830 02
Equipment.....	3,049,719 41	3,223,407 73
Total cost.....	<u>14,534,464 66</u>	<u>14,890,237 75</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Baltimore to Sunbury.....	138 miles.
Length of main line road laid.....	138 "
Length of main line of road laid in Pennsylvania,	102 "
Length of double track of road	78 "
Length of sidings	50½ "
Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track.....	64 pounds.
Roads worked or leased by the company, and their length, viz: Shamokin Valley and Pottsville railroad, 28 miles; Elmira and Williamsport railroad, 78 miles; Elmira, Jefferson and Canandaigua railroad, 69 miles.	
Number of engine houses and shops.....	3
Number of engines.....	140
Number of first class passenger cars.....	69
Number of baggage, mail and express cars	42
Number of freight cars.....	6,273
Number of iron bridges.....	35
Number of wooden bridges.....	119
Number of stone bridges.....	30
Number of railroads crossed.....	5
Number of stations on main road.....	56
Number of wood and water stations on main road,	22
Number of tunnels, (length, 300 feet,)	1

How is track laid, and on what foundation?

Stone ballast and cross-ties.

Length in miles laid with steel rail..... 22

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

Number of miles run by passenger trains.....	584,308
Number of miles run by freight and coal trains,	1,523,961
Number of through passengers for the year on main road.....	18,654
Number of passengers (all classes) carried in cars,	746,288
Number of tons of 2,000 lbs. of through freight for the year on main road	305,533
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	2,062,050
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.....	30
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	59,000 pounds.
Weight of freight engines.....	63,000 "

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal,	889,230	Agricultural products.....	238,360
Petroleum and other oils.....	44,999	Merchandise and manufactures,	232,878
Pig iron.....	42,530	Live stock.....	17,076
Railroad iron.....	81,375	Lumber	236,752
Other iron or castings.....	33,174	Other articles	106,786
Iron and other ores.....	141,135		
Stone and lime.....	59,255	Total	<u>2,062,050.</u>

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

Average rate on all passengers carried..... 3 $\frac{1}{2}$ cents.

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

Average rate on all freight carried

1 $\frac{7}{10}$ cents.

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.....	\$453,010 72	\$135,903 22	\$317,107 50
Taxes on real estate.....	1,807 67	542 30	1,265 37
Total.....	454,818 39	136,445 52	318,372 87
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$171,189 00	\$51,356 70	119,832 30
Repairs of passenger and baggage cars.....	68,658 43	68,658 43	.....
Repairs of freight cars.....	320,505 69	.....	320,505 69
Repairs of tools and machinery in shops.....	15,962 19	4,788 66	11,173 53
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	89,690 72	26,907 22	62,783 53
Total.....	666,006 03	151,711 01	514,295 02
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$62,005 81	\$18,601 74	\$43,404 07
Agents and clerks.....	68,761 20	14,671 25	54,089 95
Labor—loading and unloading freight.....	23,319 92	1,052 95	22,266 97
Porters, watchmen and switch tenders.....	49,003 20	14,700 96	34,302 24
Car cleaning and inspecting, furniture and fixtures.....	56,693 59	12,870 34	43,823 25
Wood and water station attendance.....	22,961 02	6,888 30	16,072 72
Conductors, baggage masters and brakemen.....	181,625 71	44,185 60	137,440 11
Engineers and firemen.....	146,756 96	33,537 33	112,219 63
Fuel and cost of preparing for use.....	249,367 83	74,810 34	174,557 49
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	23,549 05	6,764 70	16,784 35
Telegraph, mail and station expenses.....	31,852 31	9,507 82	22,344 49
Loss and damage of goods and baggage.....	11,291 64	.....	11,291 64
Use of freight cars.....	10,056 48	.....	10,056 48
Shoveling snow.....	2,063 06	618 90	1,444 16
Damage to property, including damage by fire and cattle killed on road.....	5,839 43	5,839 43	.....
General superintendence.....	15,834 50	4,677 97	11,206 53
Contingencies.....	206,280 85	62,784 25	146,496 60
Total.....	1,168,312 56	311,511 88	856,800 68

Receipts for the year ending December 31, 1872:

Passengers.....	\$609,279 70
Freight.....	2,161,794 12
Mail and express.....	100,834 72
Miscellaneous.....	223,693 96
Total.....	<u>3,095,602 50</u>

Summary of payments:

For construction and equipment.....	\$355,773 09
For maintaining the road, &c.—repairs of machinery and operating the road.....	2,289,136 98
For dividends.....	343,305 00
For interest and gold premium.....	664,180 97
State and United States taxes.....	12,716 70
Total.....	<u>3,665,112 74</u>

Cost of transportation:

Cost per passenger per mile, proximate average..	2 ⁸⁷ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average,	<u>1⁸²/₁₀₀ "</u>

What express companies run on your road, and on what terms? Adams, at fixed prices per 100 pounds, varying according to distance transported.

What transportation or freight companies run on your road, and on what terms? Union railroad and transportation company, National line, Peipher line, Crescent line, Empire line, Anchor line, P. R. R. and A. V. R. Oil line. Conditions are arranged from time to time, as required to meet the competition of other lines.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	2	..
Employees.....	9	20
Others.....	8	3
Total.....	<u>19</u>	<u>23</u>

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

Of the two passengers killed during 1872, one, George P. Lauer, of Harrisburg, had his head too far out of the car window, and was struck by a bridge at Heck's furnace and killed. The other, Philip Glatfelter, intoxicated, was killed by falling off mail train south, at Smyser's, on the 24th of October, 1872.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Colder.....	Harrisburg, Pa.
A. E. Kapp.....	Northumberland, Pa.
George Small.....	Baltimore, Md.
E. C. Biddle.....	Philadelphia, Pa.
J. M. Kennedy.....	Philadelphia, Pa.
B. F. Newcomer.....	Baltimore, Md.
Henry Welsh.....	York, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
S. M. Shoemaker.....	Baltimore, Md.
Edmund Smith.....	Philadelphia, Pa.
J. D. Cameron, President.....	Harrisburg, Pa.
Robert S. Hollins, Secretary.....	Baltimore, Md.
John S. Leib, Treasurer.....	Baltimore, Md.

(No. 73.)

NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin A. Comly, president, and William Wister, treasurer, of the North Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, 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 2d day of January, 1873. }

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 of capital stock.....	3,473,500 00
Funded debt, as per last report	3,943,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1885,).....	\$2,189,000 00
2d mortgage bonds, (date of maturity, April 1, 1877,).....	360,000 00
3d mortgage bonds, (date of maturity, May 1, 1896,).....	1,493,500 00
	<hr/>
	4,042,500 00
Floating debt, as by last report.....	125,538 72
The amount now of floating debt.....	63,394 00
Total amount now of floating and funded debt...	4,105,894 00

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: 1 scrip dividend of 5 per cent.

Number of shares of stock issued.....	69,470
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>3,305,150 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$6,815,642 92	\$7,086,930 01
Equipment.....	1,166,187 10	1,208,779 24
Total cost.....	<u>7,981,830 02</u>	<u>8,295,709 25</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Philadelphia to Bethlehem.....	55 $\frac{8}{10}$ miles.
Length of main line road laid.....	55 $\frac{8}{10}$ "
Length of main line of road laid in Pennsylvania,.....	55 $\frac{8}{10}$ "
Length of double track of road.....	24 "
Length of sidings.....	22 $\frac{1}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track: 64, 60 and 56 pounds.	
Branch roads owned by the company and their length, viz: 1 $\frac{8}{10}$ and 10 $\frac{3}{10}$ miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	7
Number of engines.....	39
Number of first class passenger cars, (average cost of each, \$3,850,).....	36
Number of baggage, mail and express cars, (average cost of each, \$1,770,).....	20

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Number of freight cars, (average cost of each, \$609,)	460
Number of coal, ore and stone cars, rated as four-wheel cars; (average cost of each, \$200 00.)...	448
Number of iron bridges, (total length in feet, 738,)	8
Number of wooden bridges, (total length in feet, 1,305,).....	4
Number of stone bridges, (total length in feet, 100,)	2
Number of railroads crossed.....	4
Number of stations on main road.....	34
Number of wood and water stations on main road,	12
Value of real estate held by the company, exclusive of road way	\$1,524,749 60
Number of tunnels, (length of each, 500 feet and 2,160 feet,).....	2
How is track laid, and on what foundation? Stone ballast, white oak ties, wrought iron chairs and fish joints.	
Length in miles laid with steel rail.....	<u>8½</u>

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

Number of miles run by passenger trains.....	372,515
Number of miles run by freight and coal trains..	244,577
Number of through passengers for the year on main road	120,509
Number of passengers (all classes) carried in cars,	889,571
Number of tons of 2,000 lbs. of through freight for the year on main road.....	337,730
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	880,119
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by express trains, including stops.	25
Average rate of speed adopted by freight trains, including stops	9

Weight of first class passenger engines..... 53,000 pounds.
 Weight of freight engines..... 70,000 pounds.

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

November, 1871.....	54, 134	June, 1872.....	85, 937
December, 1871.....	54, 698	July, 1872.....	102, 007
January, 1872.....	53, 435	August, 1872.....	101, 767
February, 1872.....	49, 965	September, 1872.....	99, 203
March, 1872.....	55, 520	October, 1872.....	91, 810
April, 1872.....	66, 261		
May, 1872.....	74, 834	Total.....	<u>889, 571</u>

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

Anthracite coal.....	386, 464	Agricultural products.....	80, 079
Bituminous coal.....	4, 431	Merchandise and manufactures.....	83, 613
Petroleum and other oils.....	8, 419	Live stock.....	3, 385
Pig iron.....	71, 861	Lumber.....	47, 827
Railroad iron.....	6, 942	Other articles.....	15, 905
Other iron or castings.....	16, 377		
Iron and other ores.....	102, 055	Total.....	<u>860, 110</u>
Stone and lime.....	57, 811		

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

For first class through passengers.....	2.81 cents.
For first class way passengers.....	2.85 "
Average.....	<u>2.83 "</u>

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

For through freight.....	1.87 cents.
For local freight.....	4.07 "
General average.....	<u>2.97 "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings	\$171,298 08	\$102,778 85	\$68,519 23
Taxes on real estate	11,787 46	4,007 74	7,779 72
Total	183,085 54	106,786 59	76,298 95
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$38,533 94	\$19,652 31	\$18,881 63
Repairs of passenger and baggage cars	12,861 78	12,861 78	.....
Repairs of freight cars	56,266 60	.....	56,266 60
Repairs of tools and machinery in shops	8,521 92	3,153 11	5,368 81
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	28,156 54	14,078 27	14,078 27
Total	144,340 78	49,745 47	94,595 81
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$21,615 70	\$7,349 84	\$14,266 86
Agents and clerks	52,214 44	17,752 91	34,461 53
Labor—loading and unloading freight	19,085 03	.....	19,085 03
Porters, watchmen and switch tenders	13,103 20	6,289 06	6,813 14
Car cleaning and inspecting, furniture and fixtures	6,834 47	4,237 87	2,597 10
Wood and water station attendance	2,802 42	1,681 45	1,120 97
Conductors, baggage masters and brakemen	59,482 32	28,464 76	31,017 56
Engineers and firemen	51,039 99	20,629 20	30,410 79
Fuel and cost of preparing for use	72,062 30	30,918 93	41,133 37
Oil and waste for engines and tenders, passenger, baggage and freight cars	8,122 38	4,675 46	4,446 92
Telegraph, mail and station expenses	7,403 40	2,221 02	5,182 38
Loss and damage of goods and baggage	1,761 45	.....	1,761 45
Use of freight cars	\$38,411 22	.....	.....
Shoveling snow	383 22	229 93	153 29
Contingencies, being amounts not included above	100,291 09	25,377 96	74,913 13
Total	417,190 41	149,827 39	267,363 02

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
November, 1871.....	\$27,595 97	\$63,784 39	\$1,424 91	\$6,159 98	.....	\$98,965 25
December, 1871.....	27,562 16	63,685 60	1,540 11	4,328 07	.....	97,115 94
January, 1872.....	26,076 62	58,134 42	1,304 31	3,597 34	.....	89,112 69
February, 1872.....	23,898 21	65,644 37	1,297 38	3,681 96	.....	94,521 92
March, 1872.....	27,813 88	69,567 17	1,142 79	2,872 08	.....	101,395 92
April, 1872.....	35,083 20	67,837 84	1,538 06	4,596 86	\$4,047 63	118,103 59
May, 1872.....	39,500 33	66,036 82	1,651 73	4,430 58	.....	111,619 46
June, 1872.....	41,219 43	65,462 75	1,399 27	5,632 83	.....	113,714 28
July, 1872.....	52,151 71	57,946 23	1,377 21	4,971 45	.....	116,446 60
August, 1872.....	52,492 50	71,812 03	1,523 35	5,549 85	.....	131,377 63
September, 1872....	47,797 92	74,127 66	1,536 47	4,685 79	.....	128,147 84
October, 1872.....	50,995 33	79,610 65	1,609 66	2,595 38	6,606 32	141,417 34
Total.....	452,187 26	803,649 93	17,345 25	53,101 97	10,653 95	1,336,938 36

Summary of payments :

For construction and equipment, real estate, &c.,	\$313,879 23
For maintaining the road, &c.—repairs of machinery and operating the road.....	744,616 73
For dividends. No cash dividends.	
For interest	295,879 27
For miscellaneous	5,604 36
For municipal taxes.....	11,787 46
For State taxes.....	21,171 81
Total.....	<u>1,392,938 86</u>

Cost of transportation :

Cost per passenger per mile, proximate average,	1.55 cents.
Cost per ton freight per mile, proximate average,	<u>1.63 "</u>

What express companies run on your road, and on what terms ?
Central express and Heston's express, at ten cents per ton per mile.

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

ACCIDENTS.

	Killed.	Injured.
Passengers	7	1
Employees.....	4	1
Others	7	2
Total.....	<u>11</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, viz :

1871.

November 18. James Swartley, track laborer, accidentally killed by an engine, at Lausdale, by stepping on the track in front of it.

December 21. James Spencer, an elderly man, a farmer, accidentally killed, at old York Road station, by trying to cross the track in front of a train.

1872.

January 30. Abraham Yeakel, coal brakeman, accidentally killed, at Bethlehem, when assisting in shifting an engine.

February 19. Morris Yeager, 86 years old, accidentally killed near Hatfield when walking on the track.

May 7. Anthony Williams, hurt by his wagon running into a hand car at Jenkintown station.

June 13. James E. Bowdoin, killed at Bethlehem by a freight engine while he was watching a passenger train. Coroner's verdict, "accidental death."

June 28. Hugh Carlon, accidentally killed in Philadelphia, by getting off a train in motion, at night. He was not a passenger.

July 14. John P. Kengott, fireman, killed, and Abraham Reedet, engineer, hurt, by running over a cow on a straight track below Doylestown.

August 20. Sarah Clayton, aged about 57 years, was killed near Ashbourne, when trying to cross the track in front of a train.

September 11. John Goeller, track laborer, killed by being caught between cars at the freight depot, at Noble street. Verdict, "accidental death."

September 17. James Lynch, a stone cutter, fatally hurt, at Fort Washington, when trying to get on a train in motion.

September 27. John Lewis, had his foot hurt, near Hatfield, when trying to drive across the track, in front of a train.

September 28. Henry Krips was killed near Lansdale, when walking on the track, in the evening.

October 8. James Fagin, was fatally injured, at Bethlehem, by jumping off a train in motion, in the evening.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
John Jordan, Jr.....	Philadelphia.
J. Gillingham Fell	Philadelphia.
William C. Ludwig	Philadelphia.
Ellwood Shannon.....	Philadelphia.
Edward C. Knight	Philadelphia.
Alfred Hunt.....	Philadelphia.
William C. Kent	Philadelphia.
Thomas Smith.....	Philadelphia.
Jacob Reigel.....	Philadelphia.
O. H. Wilson.....	Philadelphia.
(Two vacancies.)	
Franklin A. Comly, President.....	Philadelphia.
Edward Armstrong, Secretary.....	Philadelphia.
William Wister, Treasurer.....	Philadelphia.

(No. 79.)

OIL CREEK AND ALLEGHENY RIVER.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Phillips, president, and F. 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

W. PHILLIPS, *President.*F. A. PHILLIPS, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1873. }

JAMES M. TAYLOR, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$4,959,450 00
Amount of stock subscribed.....	4,959,450 00
Amount paid in as by last report.....	4,959,450 00
Total amount now paid in of capital stock	4,959,450 00
Funded debt, as per last report	3,180,000 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
1st mortgage bonds, (date of maturity, April 1, 1882,)	580,000 00
1st mortgage bonds, (date of maturity, July 2, 1890,).....	500,000 00
Consolidated mortgage bond, (date of maturity, May 1, 1888,)	1,100,000 00
	<u>3,680,000 00</u>
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt...	3,680,000 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: Cash, January 1, 1872, 2½ per cent; July 1, 1872; 4 per cent; rate per annum	6½ per cent.
Number of shares of stock issued.....	99,189
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>4,959,450 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$7,336,386 44	\$8,554,547 14
Equipment	1,008,330 63	1,008,330 63
Total cost	<u>8,344,717 07</u>	<u>9,562,877 77</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Corry and Union to Irvineton.....	120 miles.
Length of main line road laid	120 "
Length of main line of road laid in Pennsylvania,	120 "
Length of sidings	32½ "
Gauge of road: 42 miles, 3 rails 6 feet, and 4 feet 9 inches; 78 miles, 4 feet 9 inches.	
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Cherry Run branch	3 miles.
Number of engine houses and shops.....	13
Number of engines.....	32
Number of first class passenger cars, (average cost of each, \$4,500,).....	19
Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	5
Number of freight cars, (average cost of each, \$700,)	314

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Number of coal, ore and stone cars.....	None.
Number of caboose cars, (average cost of each, \$1,000,)	14
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 2,100,).....	10
Number of stone bridges.....	None.
Number of railroads crossed, (Atlantic and Great Western railway, at Union,).....	1
Number of stations on main road	27
Number of water stations on main road	22
Value of real estate held by the company, exclu- sive of road way	\$50,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? With cross-ties partly ballasted with stone and gravel.	
Length in miles laid with steel rail.....	<u>1</u>

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

Number of miles run by passenger trains.....	204,126
Number of miles run by freight trains	545,543
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,	559,926
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	676,500
Average rate of speed adopted by 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.....	22 tons.
Weight of freight engines.....	<u>32 "</u>

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

January, 1872.....	46,397	July, 1872.....	49,593
February, 1872.....	44,721	August, 1872.....	47,570
March, 1872.....	43,157	September, 1872.....	47,387
April, 1872.....	51,797	October, 1872.....	44,112
May, 1872.....	47,723	November, 1872.....	47,171
June, 1872.....	52,779	December, 1872.....	<u>37,519</u>

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal,	179,519	Merchandise and manufactures,	41,758
Petroleum and other oils.....	353,869	Lumber.....	27,503
Other iron or castings.....	12,325	Other articles.....	43,440
Stone and lime.....	2,290		
Agricultural products.....	15,786	Total.....	<u>678,500</u>

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

For first class through passengers.....	3½ cents.
For first class way passengers.....	<u>3½ "</u>

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

For through freight.....	1½ cents.
For through coal.....	1½ "
For local freight.....	5 "
For local coal.....	<u>3 "</u>

EXPENSES.

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MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$239,936 26	\$59,984 06	\$179,952 20
Taxes on real estate.....	2,869 12	963 96	1,915 16
Total.....	242,805 38	60,938 02	181,867 36
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$64,110 25	\$13,527 56	\$40,582 69
Repairs of passenger and baggage cars.....	39,829 92	29,829 92	.....
Repairs of freight cars.....	36,364 62	.....	36,364 62
Repairs of tools and machinery in shops.....	9,559 17	2,384 79	7,154 38
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	19,178 91	4,793 47	14,380 44
Total.....	149,017 87	50,535 74	98,482 13
OPERATING THE ROAD,			
Office expenses, stationery, &c.....	\$6,746 72	\$1,903 13	\$4,843 59
Agents and clerks.....	61,896 44	7,415 95	54,480 49
Labor—loading and unloading freight.....	19,181 10	.....	19,181 10
Porters, watchmen and switch-tenders.....	3,925 89	981 47	2,944 42
Car cleaning and inspecting, furniture and fixtures.....	12,569 77	7,684 63	4,885 14
Wood and water station attendance.....	6,067 49	1,514 37	4,543 12
Conductors, baggage masters and brakemen.....	98,929 88	27,032 71	69,897 17
Engineers and firemen.....	62,396 03	14,513 36	47,882 67
Fuel and cost of preparing for use.....	44,354 47	11,088 62	33,265 85
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	5,768 11	883 10	4,885 01
Telegraph, mail and station expenses.....	37,464 07	12,081 35	25,382 72
Loss and damage of goods and baggage.....	16,132 07	365 75	15,766 32
Shoveling snow.....	8,969 24	2,242 31	6,726 93
General superintendence.....	11,968 56	2,696 61	9,271 95
Contingencies.....	37,845 30	9,520 52	28,324 78
Total.....	432,200 14	99,873 83	332,326 26

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From other sources..... \$247,620 91

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1872.....	\$23,747 99	\$98,567 52	\$1,962 73	\$1,077 97	\$125,356 21
February, 1872.....	23,352 76	81,855 58	1,834 70	2,062 95	109,095 99
March, 1872.....	22,379 83	64,787 88	1,889 98	678 25	89,680 94
April, 1872.....	28,139 42	71,556 83	1,907 07	.....	101,603 32
May, 1872.....	26,461 63	81,308 50	1,959 30	1,598 27	111,327 70
June, 1872.....	30,200 42	80,910 00	1,933 95	949 75	113,996 12
July, 1872.....	28,271 46	77,582 19	2,005 88	79 90	107,938 93
August, 1872.....	28,219 59	80,079 47	1,978 84	645 69	110,923 59
September, 1872.....	30,599 23	82,022 51	1,866 70	4,256 72	118,745 16
October, 1872.....	26,136 34	82,174 11	2,526 90	524 80	111,862 15
November, 1872.....	28,120 56	72,597 12	2,043 75	700 00	103,461 43
December, 1872.....	19,869 88	59,404 31	2,084 58	1,204 09	82,062 86
Total.....	314,999 11	932,796 02	23,995 88	13,763 39	1,285,554 40

Summary of payments:

For construction and equipment.....	\$34,160 70
For maintaining the road, &c.—repairs of machinery and operating the road.....	824,023 39
For dividends.....	347,161 50
For interest.....	257,600 00
For miscellaneous.....	7,190 90
For State taxes.....	41,589 36
For United States taxes.....	437 50
Total.....	<u>1,512,163 35</u>

COST OF TRANSPORTATION.

Cost per passenger per mile, proximate average..	3 cents
Cost per ton freight per mile, proximate average,	<u>3 "</u>

What express companies run on your road, and on what terms? Union express, at \$50 per day; United States express company, from Union City to Titusville, at one and a half first class freight rates.

What transportation or freight companies run on your road, and on what terms? Our road is free to all.

ACCIDENTS.

	Killed.	Injured.
Passengers	3	0
Employees	1	8
Others	2	9
Total	<u>6</u>	<u>17</u>

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

1872.

January 12. E. Robinson, had fore finger of left hand taken off while in the act of making coupling, Oil City yard.

February 16. Newton Hilliard, attempted to jump on train, No. 3, in Titusville, and fell under car, the wheels passing over both legs, receiving fatal injuries.

March 20. Dennis Connors, a brakeman, Oil City yard, had left hand caught between draw-heads, rendering amputation of little finger necessary.

May 7. Bruce Wells, a brakeman, fell from train and was run over near Gray's Mills; killed instantly.

May 5. David Sands, while walking on track near Gregg's switch, was struck by gravel train and had a leg and arm broken.

June 15. A child named Josephine Carlin, was struck by a car while standing on track in Titusville yard, receiving fatal injuries.

July 12. Thomas Belnap, a passenger, attempted to jump on train, No. 4, while in motion at Irvineton, and was injured.

August 20. Edward Orgom, was sleeping under a car, on siding at Rouseville; was dragged on rail and ties; injuries severe but not dangerous; was intoxicated.

August 26. Marion Bucher, a boy, while attempting to jump on freight cars at Titusville, fell and had legs badly bruised, as to render amputation necessary.

August 24. A man named Baker, was struck by gravel train while walking on Gordon Run trestle; had arm broken.

September 20. James P. Mooney, was sitting on freight car at Columbia, with feet hanging over end of car; when train started up the slack came together and caught his foot, bruising it badly.

September 27. James Wiley, in attempting to cross the track at Glyndon, ahead of a special train, was struck and severely injured.

October 2. An unknown man, was struck by train, No. 3, while walking on track near Petroleum Centre; severely injured.

October 4. Michael Slatterly, fell from special train, near Junction, and was instantly killed.

October 10. Horace Mix, a carpenter, fell from Venango bridge, near Oil City, and was seriously injured.

October 14. M. O. Burns was lying on track, near Titusville; was run over by gravel train, going south, and instantly killed.

November 7. H. C. Gifford, a brakeman, had his arm broken, while switching, at Tionesta.

November 11. J. A. Hooper, in attempting to jump from one freight car to another, while train was switching at Pioneer, and fell on track, was run over and instantly killed.

November 12. Pat Dunlarey, a conductor in Oil City yard, while making coupling, had left ankle badly sprained.

November 13. Thomas Anderson, a brakeman, was standing on train while passing through bridge, at Hydetown, his head struck top of bridge; head and face bruised.

November 23. Phillip Brady, a passenger, fell between cars, in Titusville yard; instantly killed.

December 14. Thomas Courtney, a brakeman, Oil City yard, while in the act of making a coupling, had his hand caught between the drawheads, crushing three fingers.

December 21. George Devers, a brakeman, Oil City yard, while making a coupling, had left hand caught between drawheads, crushing fingers and thumb.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Phillips.....	Pittsburg.
William M. Lyon.....	Pittsburg.
J. Patton Lyon.....	Pittsburg.
William K. Nimick.....	Pittsburg.
Thomas A. Scott.....	Philadelphia.
C. B. Wright.....	Philadelphia.
W. S. Lane.....	Philadelphia.
William Phillips, President.....	Pittsburg, Pa.
F. A. Phillips, Secretary and Treasurer.....	Corry, Pa.

(No. 86.)

PEACH BOTTOM.

STATE OF PENNSYLVANIA, } ss:
 York County, }

Personally appeared Stephen G. Boyd, president, and A. C. Manifold, treasurer, of the Peach Bottom railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) S. G. BOYD, *President.*

A. C. MANIFOLD, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of January, 1873. }

GEO. A. HECKERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	271,600 00
Amount paid in as by last report.....	16,000 00
Total amount now paid in of capital stock.....	32,881 05
No floating or funded debt.	
Date and rate per cent. per annum of dividend or dividends: No dividends declared.	
Number of shares of stock issued	170
Par value of each share	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share: Ten dollars on each share have been paid in in most cases.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction, engineering and incidental	\$1,521 00	\$25,263 14

CHARACTERISTICS OF ROAD.

Length of main line of road from Oxford, Chester county, to York, York county.....	60 miles.
Length of main line road laid: 12 miles graded, none completed.	
Gauge of road	3 feet.
Weight of rail per yard on main track: Will use thirty pound rail.	
Branch roads owned by the company.....	<u>None.</u>

Work is being rapidly pushed forward, and it is hoped to have, about thirty miles in operation by close of year.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Dickey	Oxford, Chester co., Pa.
S. M'Cullough.....	Mechanics Grove, Lancaster co., Pa.
Z. K. Loucks.....	York, Pa.
Michael Schall.....	York, Pa.
William Wallace.....	Hopewell Centre, York co., Pa.
A. C. Manifold	Hopewell Centre, York co., Pa.
C. R. M'Conkey.....	Peach Bottom, Pa.
J. A. Alexander.....	Oxford, Pa.
S. B. Russell	Oxford, Pa.
N. Myers.....	Chestnut Level, Pa.
L. W. Finley.....	Castle Fin, Pa.
John Twaddell.....	Oxford, Pa.
S. G. Boyd, President.....	York, Pa.
William Wallace, Secretary.....	Hopewell Centre, York co., Pa.
A. C. Manifold, Treasurer	Hopewell Centre, York co., Pa.

(No. 81.)

PENNSYLVANIA.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared before me J. Edgar Thomson, president, and Thomas T. Firth, treasurer, of the Pennsylvania railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, 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 }
 7th day of February, 1873. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000,000 00
Amount of stock subscribed.....	53,710,350 00
Amount paid in as by last report.....	41,339,475 00
Total amount now paid in of capital stock.....	53,271,937 50
Funded debt, as per last report	28,443,340 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1880,)	\$4,970,000 00
2d mortgage bonds, (date of maturity, 1875,)	4,865,840 00
General mortgage bonds, (date of maturity, 1910,)	19,490,760 00
	<hr/>
	29,326,600 00
Debt due the State, (for purchase of main line,) bearing 5 per cent. interest.....	5,584,699 98
Floating debt, as by last report.....	2,348,203 23
The amount now of floating debt	3,713,246 15

Total amount now of floating and funded debt, exclusive of the balance due the State for the purchase of the public works	\$33,039,846 15
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, 1872, November 1, 1872, each 5 per cent. in cash.	
Number of shares of stock issued.....	1,056,511
Par value of each share.....	\$50 00
Average market value during the year.....	About 57 00
Amount paid in on each share: \$1,056,511 00, full paid; \$17,696, part paid.	
Amount of capital on which the respective dividends were declared: May, \$40,006,925 00; November, \$50,779,875 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, equipment, real estate, telegraph line, Philadelphia and Columbia railroad and Delaware extension	<u>\$34,610,160 70</u>	<u>\$42,450,207 68</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Philadelphia to Pittsburgh	354 $\frac{2}{10}$ miles.
Length of main line road laid	354 $\frac{2}{10}$ "
Length of main line of road laid in Pennsylvania,	354 $\frac{2}{10}$ "
Length of double track of road	353 $\frac{8}{10}$ "
Length of sidings	193 $\frac{1}{10}$ "
Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track: 64 and 67 pounds for iron, and 56, 65 and 67 pounds for steel.	

Branch roads owned by the company, and their length, viz: Hollidaysburg branch, $7\frac{1}{2}$ miles; Morrison's Cove branch, $19\frac{1}{2}$ miles; Indiana branch, 19 miles; Delaware extension, $5\frac{1}{2}$ miles; Steubenville extension, $1\frac{1}{2}$ miles; Tyrone branch, $3\frac{1}{2}$ miles; York branch, 13 miles.

Roads worked or leased by the company, viz: East Brandywine and Waynesburg, 17 miles; Harrisburg and Lancaster, 54 miles; Mifflin and Centre County, $12\frac{1}{2}$ miles; Sunbury and Lewis-town, 44 miles; Tyrone and Clearfield, $40\frac{1}{2}$ miles; Bald Eagle Valley, $51\frac{1}{2}$ miles; Newry branch, $1\frac{1}{2}$ miles; Ebensburg and Cresson, 11 miles; Western Pennsylvania, $84\frac{1}{2}$ miles; Philadelphia and Erie, $287\frac{1}{2}$ miles; Bedford and Bridgeport, 38 miles; Danville, Hazleton and Wilkesbarre, 45 miles; Lewisburg, Centre and Spruce Creek, 11 miles; Connecting railway, $6\frac{1}{2}$ miles; Philadelphia and Trenton, $26\frac{1}{2}$ miles.

Number of engine houses and shops	15
Number of engines	593
Number of first class passenger cars, (average cost of each, \$5,000,).....	227
Number of second class passenger cars, (average cost of each, \$3,000,)	65
Number of baggage, mail and express cars, (average cost of each, \$1,500,).....	112
Number of freight cars: House cars, (average cost of each, \$550,) 3,145; stock cars, 1,900; trucks, (average cost of each, \$600,) 3,766; total,	8,811
Number of individual cars	7,634
Number of coal cars.....	1,741
Number of caboose cars, (average cost of each, \$675,)	284
Number of iron bridges, (total length in feet, 14,687,).....	154
Number of wooden bridges, (total length in feet, 5,853,).....	35

Number of stone bridges, of 24 feet span and upwards	17
Number of railroads crossed	4
Number of stations on main road : Passenger, 131 ; freight, 72 ; total	203
Number of wood and water stations on main road : 21 wood, 76 water.	
Number of tunnels : (length of each, 200, 900, 1,200, 3,612, 825, 300, 450, 450,)	8
How is track laid, and on what foundation ? On cross-ties resting on broken stone ballast.	
Length in miles laid with steel rail, single track..	<u>544</u>

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

Number of miles run by passenger trains.....	2,909,374
Number of miles run by freight trains.....	10,471,583
Number of miles run by coal trains: No special coal trains, mileage included in freight.	
Number of through passengers for the year on main road	214,448
Number of passengers (all classes) carried in cars,	5,250,393
Number of tons of 2,000 pounds of through freight for the year on main road.....	1,155,229
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	7,844,779
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines	72,600
Weight of freight engines.....	<u>77,500</u>

STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Total.....	<u>5,250,393</u>
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The amount of freight, specifying the quantity in tons :

Anthracite coal.....	776, 226	Agricultural products.....	1, 134, 517
Bituminous coal.....	2, 892, 845	Merchandise and manufactures..	504, 444
Petroleum and other oils..	462, 228	Live stock.....	396, 296
Pig iron	334, 947	Lumber.....	463, 889
Railroad iron.....	157, 026	Other articles.....	20, 126
Other iron or castings.....	222, 192		
Iron and other ores.....	297, 120	Total	<u>7, 844, 779</u>
Stone and lime	183, 925		

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

For first class through passengers	2½ cents.
For first class way passengers.....	3 “
For second class through passengers.....	2 “
For emigrant passengers.....	<u>1½ “</u>

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

For through and local freight, and coal.....	<u>1 ⁴¹/₁₀₀₀₀</u>
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EXPENSES.

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PENNSYLVANIA

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$2,752,519 66	\$784,304 25	\$1,968,215 41
Taxes on real estate.....	116,329 47	24,221 80	92,108 17
Iron rails.....	1,021,296 73	255,824 18	765,472 55
Total	3,890,145 86	1,063,849 73	2,826,296, 13
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,140,613 00	\$177,345 55	\$963,267 45
Repairs of passenger and baggage cars.....	393,898 71	393,898 71	.....
Repairs of freight cars.....	842,855 60	.....	842,855 60
Repairs of tools and machinery in shops.....	108,452 25	27,118 03	81,339 22
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	448,716 82	112,178 96	336,537 86
Total.....	2,934,536 38	710,536 25	2,224,000 13
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$262,628 62	\$88,970 46	\$173,658 16
Agents and clerks.....	709,622 89	239,785 38	469,837 51
Labor—loading and unloading freight.....	207,171 85	.....	207,171 85
Porters, watchmen and switch tenders.....	79,780 87	41,622 22	38,108 15
Car cleaning and inspecting, furniture and fixtures.....	221,634 79	102,489 60	119,145 10
Wood and water station attendance.....	91,484 88	22,871 19	68,613 69
Conductors, baggage masters and brakemen.....	1,379,155 25	238,061 64	1,141,093 61
Engineers and firemen.....	£50,421 08	161,114 47	689,806 61
Fuel and cost of preparing for use.....	911,042 10	148,227 79	762,814 31
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	189,117 68	41,206 91	147,910 77
Telegraph, mail and station expenses.....	565,653 70	37,510 97	528,142 73
Loss and damage of goods and baggage.....	147,863 34	28,292 29	119,571 05
Tolls over other roads.....	630,971 28	147,867 83	483,113 46
Use of freight and passenger cars.....	186,107 21	3,782 27	182,824 04
Shoveling snow.....	85,297 91	8,900 03	26,397 88
Damage for injury of persons.....	81,296 62	81,296 62	.....
State and United States taxes.....	253,381 70	37,507 42	215,874 37

EXPENSES—CONTINUED.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transp'n.
General superintendence.....	\$133,073 11	\$33,278 18	\$99,794 98
Contingencies, or items for which there are no appropriate headings in printed form	54,336 83	31,020 21	23,316 17
Total.....	6,939,990 85	1,443,795 47	5,496,195 38
Grand total.....	13,764,673 00	3,218,181 45	10,546,491 64

Receipts on construction and equipment account during the year :

From stockholders.....	\$11,932,462 50
From sale of bonds.....	883,260 00
Total.....	<u>12,815,722 50</u>

RECEIPTS.

Passengers.....	\$4,262,017 88
Freight.....	16,856,891 41
Mail and express.....	604,542 13
Miscellaneous	289,073 85
Total.....	<u>22,012,525 27</u>

Summary of payments :

For construction and equipment.....	\$7,840,046 98
For maintaining the road, &c.—repairs of machinery and operating the road.....	13,764,672 09
For dividends paid.....	4,432,852 00
For interest, balance to debit of account.....	167,979 95
For miscellaneous account, interest and principal, main line	460,000 00
For State taxes upon capital and coupons.....	287,564 99
Total.....	<u>26,689,735 22</u>

Cost of transportation :

Cost per passenger per mile, proximate average..	1- $\frac{837}{1000}$
Cost per ton freight per mile, proximate average,	$\frac{886}{1000}$

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 railroad and transportation company, National line, Peipher line, Crescent line, Allentown line, Empire line. Conditions are arranged from time to time, as required, to meet the competition of other lines.

ACCIDENTS.

	Killed.	Injured.
Passengers	10	50
Employees	67	189
Others	69	75
	<hr/>	<hr/>
Total	146	314
	<hr/>	<hr/>

Of passengers killed as above, two were intoxicated and fell from the train and one was deranged and jumped from the train when in motion, and of those injured ten were hurt by getting on or off train when in motion, and one had his arm broken by putting it out of the car window.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Sam'l T. Bodine.....	Philadelphia.
Jos. B. Myers.....	Philadelphia.
Edw. C. Knight.....	Philadelphia.
Washington Bucher.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
John Rice.....	Philadelphia.
John Scott.....	Pittsburg.
William Anspach.....	Philadelphia.
G. Morrison Coates.....	Philadelphia.
Alex. M. Fox.....	Philadelphia.
Thos. A. Scott.....	Philadelphia.
Herman J. Lombaert.....	Philadelphia.
Edmund Smith.....	Philadelphia.
George B. Roberts.....	Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Joseph Lealey, Secretary.....	Philadelphia.
Thomas T. Firth, Treasurer.....	Philadelphia.

(No. 82.)

PENNSYLVANIA COAL.

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

Personally appeared John Ewen, Esq., president, and George A. Hoyt, Esq., treasurer, of the Pennsylvania Coal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

JOHN EWEN, *President.*GEO. A. HOYT, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of February, 1873. }

E. H. MEAD, *Com. for Pennsylvania.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,850,329 00
Amount of stock subscribed.....	4,000,000 00
Amount paid in as by last report.....	4,000,000 00
Total amount now paid in of capital stock.....	4,000,000 00
Funded debt, as per last report.....	542,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1881,).....	\$536,500 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	<hr/>
	536,500 00
Floating debt, as by last report	425,000 00
The amount now of floating debt	375,000 00
Total amount now of floating and funded debt..	911,500 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: Stock, none; cash, 5 per cent each, February 1, May 1, August, and November 1.

Number of shares of stock issued.....	80,000
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>4,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

By last report. By present report.

Construction and equipment: These have never been kept separate, the account was closed in 1860.....	<u>\$2,000,000 00</u>	<u>\$2,000,000 00</u>
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CHARACTERISTICS OF ROAD.

Length of main line of road from Hawley, Pa., to Port Griffith, Pa.....	47 miles.
Length of main line road laid	100 "
Length of main line of road laid in Pennsylvania,	47 "
Length of double track of road.....	47 "
Length of sidings	10 "
Gauge of road.....	4 ft. 3 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; the company's road from Hawley to Port Griffith, Pa, is a gravity road, worked by stationary engines, for transportation of coal mined by the company; no locomotive power used.	

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.....	8
Number of freight cars: House cars, 10; flat, 50, total.....	60
Number of coal cars.....	2,480
Number of iron bridges.....	None.
Number of wooden bridges.....	5
Number of stone bridges.....	None.
Number of stations on main road.....	5
Number of wood and water stations on main road,	None.
Value of real estate held by the company, exclu- sive of road way, estimated.....	\$1,342,929 00
Number of tunnels, (length, 800 feet,).....	1
How is track laid and on what foundation? 50 miles cross-ties and T rail; balance strap rail and sleepers on the ground.	

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

Number of passengers (all classes) carried in cars,	3,486
Number of tons of 2,000 lbs. of through freight for the year on main road.....	1,199,167
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,376,772
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.

January, 1872.....	208	July, 1872.....	340
February, 1872.....	209	August, 1872.....	396
March, 1872.....	317	September, 1872.....	287
April, 1872.....	303	October, 1872.....	268
May, 1872.....	243	November, 1872.....	409
June, 1872.....	302	December, 1872.....	205

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	1,365,038
Merchandise and manufactures.....	2,692
Lumber.....	9,042
Total.....	<u><u>1,376,772</u></u>

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

For first class through passengers.....	3 cents.
For first class way passengers	3 "
For second class through passengers.....	None.
For second class way passengers.....	None.

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

For through freight—merchandise.....	7½ cents.
" " " lumber.....	4½ "
For through coal: None but company's coal carried.	
For local freight and local coal: Same as above.	

EXPENSES.

Maintaining the road and real estate of the corporation: Estimated.....	\$121,500 00
Repairs of machinery: Estimated	192,200 00
Operating the road: Estimated.....	100,000 00

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources,	None.
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RECEIPTS.

Months.	Passengers.	Freight.	Total.
January, 1872.....	\$156 00	\$1,730 87
February, 1872.....	156 00	1,404 69
March, 1872.....	237 00	384 25	.....
April, 1872.....	227 00	136 40	.....
May, 1872.....	182 00	2,823 07	.....
June, 1872.....	226 00	2,269 78	.....
July, 1872.....	255 00	2,752 27	.....
August, 1872.....	296 00	1,600 85	.....
September, 1872.....	215 00	1,994 25	.....
October, 1872.....	200 00	2,047 22	.....
November, 1872.....	307 00	1,912 50	.....
December, 1872.....	154 00	1,366 99	.....
Total.....	2,611 00	20,422 14	\$23,033 14

Summary of payments :

For construction and equipment: No addition made to this account in 1872.

For maintaining the road, &c.—repairs of machinery and operating the road, (estimated,).....	\$413,700 00
Dividends	800,000 00
Interest, (on bonds, \$37,800, on account \$6,-151.95,).....	43,951 95
Municipal taxes.....	15,863 50
State taxes.....	87,997 19
United States taxes.....	None.

Cost of transportation :

Cost per passenger per mile, proximate average, and cost per ton freight per mile, proximate average: We have no data for this.

What express companies run on your road? None.

What transportation or freight companies run on your road, None.

ACCIDENTS.

	Killed	Injured.
Employees.....	1	2
Passengers.....	..	..
Others.....	1	..
	—	—
Total.....	2	2

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

John Dils, killed December 21, 1872, at No. 15 stationary engine, while disconnecting cars.

Erastus Hodgkin, slightly injured while connecting cars.

Wm. Turner, fatally injured by fall while repairing machinery at No. 20 stationary engine, June 9, 1872; died a few days afterwards.

J. T. Barns, killed February 20, 1872; run over by the cars a short distance from No. 16 stationary engine.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ewen	New York.
Isaac L. Platt.....	Plainfield, N. J.
Wm. F. Havemeyer.....	New York.
Jonathan Thome.....	New York.
William R. Griffith.....	New York.
Charles Morgan.....	New York.
John Q. Jones.....	New York.
George L. Brown.....	New York.
E. Judson Hawley.....	New York.
John Ewen, President	New York.
Edwin H. Mead, Secretary.....	New York.
George A. Hoyt, Treasurer.....	New York.
John B. Smith, Superintendent.....	Dunmore, Pa.

(No. 83.)

PENNSYLVANIA AND DELAWARE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles Weiler, president, and Martin Landenberger, treasurer, of the Pennsylvania and Delaware railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) CHARLES WEILER, *President.*
 MARTIN LANDENBERGER, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1873. }

CHAS. E. HENRY, *Notary Public.*

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.....	132,412 00
Total amount now paid in of capital stock.....	483,297 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, August 10, 1901,).....	\$360,000 00
Income bonds, (date of maturity, September 30, 1891,)	340,000 00
	700,000 00
Floating debt, as by last report	100,000 00
The amount now of floating debt: None except the coupons attached to the said \$700,000 00 bonded indebtedness.	
Total amount now of floating and funded debt..	700,000 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent. ; Income bonds,	7 per cent.
Date and rate per cent. per annum of dividend or dividends.....	None declared.
Number of shares of stock issued.....	7,791
Par value of each share	\$50 00
Average market value during the year.....	None.
Amount paid in on each share : Upon 9,450 shares there has been paid \$50 00. The balance due on stock subscription is upon 550 shares, on which different amounts have been paid.	
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	\$231,097 70	\$1,200,000 00
Equipment: To be furnished by the Pennsylvania railroad company.		

CHARACTERISTICS OF ROAD.

Length of main line of road from Pomeroy, Chester county, Pa, to Delaware State line.....	22½ miles.
Length of main line road laid.....	22½ "
Length of main line of road laid in Pennsylvania,	22½ "
Length of double track of road	None.
Length of sidings	2,700 feet.
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 engine houses and shops.....	1
Number of engines	None.
Number of first class passenger cars.....	None.
Number of second class passenger cars	None.

Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 780.)	8
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	1
Number of stations on main road.....	None as yet.
Value of real estate held by the company, exclu- sive of road way.....	None.
How is track laid, and on what foundation? With fish points, on hard wood, cross-ties and earth, and stone foundation.	
Length in miles laid with steel rail	<u>None.</u>

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

The road is not in operation yet, but will be leased and operated by the Pennsylvania railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Chandler Phillips.....	Avondale, Chester Co., Pa.
Samuel R. Parke	Parkesburg, Chester Co., Pa.
Joshua B. Broomell	Coatesville, Chester Co., Pa.
George S. Jones.....	Philadelphia, Pa.
John M. Pomeroy.....	Pomeroy, Chester Co., Pa.
Hon. A. C. Harmer.....	Philadelphia, Pa.
Francis P. Nicholson	Philadelphia, Pa.
Charles Brothers.....	Landenberg, Chester Co., Pa.
Charles Weiler, President.....	Landenberg, Chester Co., Pa.
Walter B. Mitchell, Secretary.....	727 Walnut St., Philadelphia, Pa.
Martin Landenberger, Treasurer.....	Philadelphia, Pa.

(No. 84.)

PENNSYLVANIA AND NEW YORK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared, Robert H. Sayre, president, and Charles Hartshorne, 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, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed) ROBT. H. SAYRE, *President.*
 CHAS. HARTSHORNE, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1873. }

W. C. ALDERSON, *N. P.*

STOCK AND DEBT.

Amount paid in as by last report, (common stock, \$1,061,700; preferred stock, \$2,000,000,).....	\$3,061,700 00
Total amount now paid in of capital stock, (common, \$1,061,700; preferred, \$2,500,000,)	3,561,700 00
Funded debt as per last report	3,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1896,)	\$1,500,000 00
1st mortgage bonds, (date of maturity, June 1, 1906,)	1,500,000 00
	<hr/>
	3,000,000 00
Floating debt as by last report.....	415,007 85
The amount now of floating debt.....	351,234 23
Total amount now of floating and funded debt..	3,351,234 23
Rate per cent per annum of interest on funded debt, 1st mortgage.....	7 per cent.

Number of shares of stock issued: 21,234 shares common; 25,000 shares preferred.

Par value of each share: Common, \$50; preferred, \$100.

Amount paid in on each share: \$50, common; \$100, preferred.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$4,829,887 48	\$5,086,425 79
Equipment	401,995 91	628,814 19
Total cost	<u>5,231,883 39</u>	<u>5,715,239 98</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Wilkesbarre, Pa., to Erie railway junction.....	104 $\frac{3}{10}$ miles.
Length of main line road laid.....	104 $\frac{3}{10}$ "
Length of main line of road laid in Pennsylvania,	104 $\frac{3}{10}$ "
Length of double track of road	16 $\frac{17}{100}$ "
Length of sidings	19 $\frac{79}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	58 and 60 lbs.
Branch roads owned by the company, and their length, viz: Pleasant Valley branch, 5 $\frac{6}{100}$ miles; Southern Central connection, 2 $\frac{12}{100}$ miles; Ithaca and Athens connection, 1 $\frac{22}{100}$ miles; Barclay connection, 2 $\frac{43}{100}$ miles.	
Roads worked or leased by the company, viz: Sullivan and Erie railroad.	
Number of engine houses and shops: 9 engine houses, 1 shop.	
Number of engines	18
Number of first class passenger cars.....	2
Number of freight cars.....	388
Number of coal and gravel cars, (coal, 781, gravel, 31,)	812
Number of caboose cars.....	18
Number of iron bridges, (total length in feet, 165,)	1 span.
Number of wooden bridges, (total length in feet, 6,647,).....	48

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Number of stations on main road.....	26
Number of water stations on main road.....	16
Value of real estate held by the company exclusive of roadway: None outside of the necessary lands required for railroad purposes.	
Number of tunnels	None.
How is track laid and on what foundation? Fish joint, oak and chestnut ties, gravel ballast.	
Length in miles laid with steel rail	<u>None.</u>

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

Number of miles run by passenger trains.....	No account.
Number of miles run by freight trains.....	"
Number of miles run by coal trains.....	"
Number of through passengers for the year on main road.....	15,469
Number of passengers (all classes) carried in cars,	190,309
Number of tons of 2,000 lbs. of through freight for the year on main road.....	No account.
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,268,531.08
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	24
Average rate of speed adopted by express trains, including stops.....	30 to 35
Average rate of speed adopted by freight trains, including stops.....	8 to 12
Weight of first class passenger engines.....	68,000 lbs.
Weight of freight engines.....	<u>82,000 lbs.</u>

Monthly statement of passengers (all classes) carried in cars :

December, 1871.....	15,153	June, 1872.....	14,429
January, 1872.....	14,234	July, 1872.....	17,661
February, 1872.....	11,586	August, 1872.....	18,296
March, 1872.....	13,411	September, 1872.....	20,368
April, 1872.....	15,109	October, 1872.....	18,053
May, 1872.....	15,042	November, 1872.....	<u>16,962</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	650,660.07	Iron and other ores.....	257.12
Bituminous coal	376,941.15	Stone and lime.....	12,918.14
Pig iron.....	5,346.02	Merchandise and manufactures,	163,908.15
Railroad iron.....	13,791.16	Lumber	44,716.07

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

For first class through passengers, about.....	2 $\frac{3}{4}$ cents.
For first class way passengers.....	3 $\frac{1}{2}$ "
For second class through passengers.....	None.
For second class way passengers	None.

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

For through and local freight.....	2 $\frac{44}{100}$ cents.
For through coal.....	1 $\frac{1}{4}$ to 1 $\frac{1}{2}$ "
For local freight	No account.
For local coal.....	About 2 $\frac{1}{4}$ cents.

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.....	\$218,769 84		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$61,307 68		
Repairs of passenger and baggage cars.....	64,915 91		
Total.....	126,223 59		
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$57,746 81		
Agents and clerks.....	43,548 47		
Labor—loading and unloading freight, shifting coal, &c., including porters, watchmen and switch tenders.....	21,334 64		
Conductors, baggage masters and brakemen.....	65,353 88		
Engineers and firemen.....	65,271 94		
Fuel and cost of preparing for use.....	67,862 54		
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	16,832 46		
Telegraph, mail and station expenses.....	6,953 57		
Loss and damage of goods and baggage.....	2,291 33		
Tolls over other roads.....	201,826 57		
Use of engines.....	87,553 00		
Coal car mileage.....	107,794 10		
General superintendence.....	16,500 00		
Contingencies.....	65,284 09	\$111,352 89	\$1,057,798 94
Total.....	1,171,151 83		

Receipts on construction and equipment account during the year :

From stockholders (from sale of same amount of preferred stocks)..... \$500,000 00

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Coal.	Miscellaneous.	Total.
December, 1871,	\$12,877 10	\$31,342 58	\$382 91	\$55,048 51	.....	.....
January, 1872 ...	14,196 42	25,362 10	399 04	59,875 13	.....	.....
February, 1872...	9,196 09	23,310 72	811 86	76,181 05	.....	.....
March, 1872.....	11,007 47	25,040 84	728 01	93,821 72	.....	.....
April, 1872.....	12,151 41	27,266 44	718 84	101,318 46	.....	.....
May, 1872.....	12,618 88	33,596 08	516 81	105,161 51	.....	.....
June, 1872.....	13,402 64	33,832 63	5,946 44	74,915 78	.....	.....
July, 1872.....	14,605 22	26,921 53	987 40	95,823 89	.....	.....
August, 1872.....	18,144 93	37,961 50	1,307 53	91,444 94	.....	.....
September, 1872	18,422 00	37,245 76	1,162 90	84,180 22	.....	.....
October, 1872.....	16,414 65	52,866 30	1,220 63	92,337 58	\$25,628 57	.....
November, 1872	12,988 66	41,731 09	2,851,30	68,943 90	1,076 50	.....
Total.....	166,025 47	399,477 57	17,026 17	999,052 69	26,705 07	\$1,608,286 97

Summary of payments :

For construction and equipment	\$465,043 69
For maintaining the road, &c.—repairs of machinery and operating the road	1,171,151 83
Dividends	87,500 00
Interest, less taxes	199,286 50
Municipal taxes.....	871 82
State taxes	25,219 14
United States taxes.....	2,516 12
Total.....	<u>1,951,589 10</u>

ACCIDENTS.

	Killed.	Injured.
Employees.....	8	14
Others.....	2	3
Total.....	<u>10</u>	<u>17</u>

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

1872.

January 17. Charles Resin, laborer, killed; bank of frozen earth fell on him at Athens.

February 5. Joseph Bradley, brakeman, killed; arm crushed and side injured while coupling an engine at Coxton.

March 2. M. Farrell, brakeman, injured; arm crushed while coupling cars at Sugar Run.

March 13. F. Lameraux, brakeman, injured; bruised about head; fell from top of car at Vosburg.

April 3. William Brown, boy, injured; flesh scraped from his leg by jumping on a coal train at Towanda.

April 3. Henry Naylor, brakeman, leg bruised; thrown from a car to the track by broken brake-chain, near Pittston.

April 23. Solomon Fellows, brakeman, injured; leg crushed while attempting to get on a caboose car at Ulster.

May 7. William Dougherty, brakeman, injured; finger broken while coupling cars at Towanda.

July 3. William Terry, trackman, killed; lying on track asleep, at Horse Race dam.

July 12. Charles Hubbard, laborer, killed; lying on track intoxicated, near Waverly.

July 26. James Hartney, laborer, killed; struck by an engine, on a trestle near Waverly.

July 27. Charles F. Aten, farmer, injured while driving over a crossing at Lackawanna; he was struck by a train and bruised.

July 27. John M. Aten, farmer, (son of above,) was struck by an engine, while driving over a crossing at Lackawanna, and killed.

August 5. William Walker, brakeman, injured; the grate bar of an engine bursted at Ransom's, scalding him.

August 5. David Crossley, fireman, injured; the grate bar of an engine bursted at Ransom's, scalding him.

August 5. Hugh Murray, brakeman, injured; arm hurt while coupling cars at Athens.

August 5. John Toole, brakeman, while in the act of getting off of an engine at Ransom's, the grate bar bursted, injuring him.

August 10. W. M'Donald, brakeman, injured ; caught between cars at Meshoppen and had his leg broken.

August 14. Lewis F. Kenyon, laborer, was killed while lying on the track at Meshoppen.

August 31. James Hunt, brakeman, injured ; arm bruised while coupling cars at Coxton.

September 1. George Powell, clerk, killed ; struck by cars at Coxton and injured in the back.

September 13. O. B. Dickey, brakeman, injured ; the end of a car gave way at Towanda, breaking his leg and dislocating his ankles.

November 5. John M'Donald, brakeman, injured ; squeezed between cars while uncoupling, near Pittston.

November 8. P. Faley, brakeman, injured ; finger broken while uncoupling cars at Athens.

November 11. John Madden, brakeman, injured ; squeezed while coupling cars at Towanda.

November 18. John Fitzsimmons, brakeman, killed ; run over by an engine at Waverly.

February 21. William Miller, employee, killed ; the train broke in two at Monroe ; he fell on the track and was run over by the train.

STATE OF PENNSYLVANIA, } ss:
Philadelphia City, }

Personally appeared before me, a notary public in and for said city, Robert H. Sayre and Charles Hartshorne, treasurer of the Pennsylvania and New York canal and railroad company, and in due form of law affirmed that the above statement of accidents for 1872, on the above road, is true to the best of their knowledge and belief.

ROBT. H. SAYRE,

Pres't. Penna. and N. Y. canal and railroad company.

CHAS. HARTSHORNE,

Treasurer.

Affirmed and subscribed before me, this }
7th day of February, 1873. }

W. C. ALDERSON, *Notary Public.*

This report embraces and includes the returns of the Sullivan and Erie coal and railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert H. Sayre.....	Bethlehem, Pa.
Asa Packer.....	Philadelphia, Pa.
Wm. W. Longstreth.....	Philadelphia, Pa.
Charles Hartshorne.....	Philadelphia, Pa.
R. A. Packer.....	Towanda, Pa.
John J. Taylor.....	Owego, N. Y.
Garrett B. Linderman.....	Bethlehem, Pa.
Robert Lockhart.....	Bethlehem, Pa.
Victor E. Plollet.....	Wysox, Pa.
J. Henry Swoyer.....	Wilkesbarre, Pa.
John W. Hollenbach..	Wilkesbarre, Pa.
Wm. H. Sayre.....	Bethlehem, Pa.
James Wharton.....	Philadelphia, Pa.
Robert H. Sayre, President.....	Bethlehem, Pa.
Charles Hartshorn, Secretary and Treasurer.	Philadelphia, Pa.

(No. 85.)

PENNSYLVANIA PETROLEUM.

PENNSYLVANIA PETROLEUM RAILROAD COMPANY, }
 TITUSVILLE, PA., March 15, 1873. }

HON. HARRISON ALLEN,

Auditor General, Pennsylvania:

MY DEAR SIR:—In reply to your favor of the 14th inst., in reference to a report of the operations of this company for the past year, I beg leave to say, that no portion of the road has been completed and opened to the public. About thirty-five miles (35) of the road has, however, been graded, and about five miles (5) of track laid. The entire line from the city of Erie to Pithole City, will undoubtedly be completed and opened during the coming summer.

I am as ever, yours faithfully,

A. H. STEELE, *President.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$4,000,000 00
Amount of stock subscribed.....	4,000,000 00
Total amount now paid in of capital stock: About \$700,000, and expended in construction.	
The amount now of funded debt: No mortgage debt.	

COST OF ROAD.

Construction, about.....	By present report. \$700,000 00
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CHARACTERISTICS OF ROAD.

Length of main line of road in process of construction, from Tidioute to Erie, Pa.....	67 miles.
Length of main line of road laid, about	5 "

Length of main line of road laid in Pennsylvania, about	5 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	<u>64 pounds.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. L. M. Dorlon.....	New York.
Charles Day.....	New York.
John A. Dale.....	Tionesta, Pa.
J. G. Dale.....	Tionesta, Pa.
F. H. Gibbs.....	Titusville, Pa.
B. D. Benson.....	Titusville, Pa.
M. B. Lowry.....	Erie, Pa.
A. H. Steele. President.....	Titusville, Pa.
James T. Blair, Secretary.....	Titusville, Pa.
Charles Day, Treasurer.....	New York.

(No. 56.)

PERKIOMEN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared A. H. Seipt, president, and John Welch, treasurer, of the Perkiomen railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

A. H. SEIPT, *President.*JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1873. }

B. F. HORAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed	39,950 00
Amount paid in as by last report.....	37,890 00
Total amount now paid in of capital stock.....	37,890 00
Funded debt, as per last report	619,100 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1897,)	621,300 00
Floating debt as by last report	402,660 99
The amount now of floating debt	538,184 61
Total amount now of floating and funded debt...	1,159,484 61
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	799
Par value of each share.....	\$50 00
Amount paid in on each share, (averaged,).....	47 42

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$989,404 26	\$1,091,624 47
Equipment furnished by P. and R. R. Co., lessees.		

CHARACTERISTICS OF ROAD.

Length of main line of road from Perkiomen Junction to Emaus	36.5 miles.
Length of main line road laid	18.4 "
Length of main line of road laid in Pennsylvania, Length of double track of road	18.4 " None.
Length of sidings	2.84 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	56 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses	1
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,710,)	8
Number of stone bridges	None.
Number of culverts, (total length in feet, 82,) ...	10
Number of railroads crossed	None.
Number of stations on main road	14
Number of water stations on main road	2
Value of real estate held by the company, exclu- sive of road way	\$17,697 41
Number of tunnels	None.
How is track laid and on what foundation? Wooden cross-ties and stone ballast.	
Length in miles laid with steel rail.	None.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	None.
From sale of bonds	\$2,200 00

PERKIOMEN

RECEIPTS.

Months.	Passengers.	Freight.	Total.
December, 1871	\$225 01	\$348 33	\$573 34
January, 1872	229 58	319 62	549 20
February, 1872	229 83	357 77	587 60
March, 1872	250 49	363 87	614 36
April, 1872	304 69	354 91	659 60
May, 1872	332 76	414 85	747 61
June, 1872	324 32	407 24	731 56
July, 1872	564 94	491 66	1,056 60
August, 1872	683 01	930 75	1,613 76
September, 1872	535 67	508 69	1,044 36
October, 1872	486 74	523 00	1,009 74
November, 1872	563 40	440 55	1,003 95
Total	4,730 44	5,461 24	10,191 68

Summary of payments:

For construction and equipment	\$102,220 21
Interest on bonded debt	37,218 00
For miscellaneous	1,030 58
For State taxes	1,856 65
Total	<u>142,325 44</u>

All returns not given in this report will be included in the return made by the P. and R. R. Co., lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob Schwenk	Schwenksville, Pa.
A. K. Stauffer	Pennsburg, Pa.
Philip Super	Pennsburg, Pa.
George Graber	Pennsburg, Pa.
G. D. Hunsicker	Perkiomen Bridge, Pa.
Wm. Grimm	Allentown, Pa.
Jesse Zeigler	Salfordville, Pa.
Jas. Boyd	Norristown, Pa.
S. Gross Fry	Philadelphia, Pa.
Chas. Shanely	Hosensack, Pa.
W. F. Reed	Hoppenville, Pa.
E. W. Trexler	
A. H. Seipt, President	Skippackville, Montgomery Co., Pa.
Howard Hancock, Secretary	Philadelphia, Pa.
John Welch, Treasurer	Philadelphia, Pa.
John E. Wooten, General Supt	Reading, Pa.

(No. 87.)

PHILADELPHIA AND BALTIMORE CENTRAL.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Henry Wood, president and acting treasurer, of the Philadelphia and Baltimore Central railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of his knowledge and belief.

(Signed)

H. WOOD,

President and acting Treasurer.

CITY OF PHILADELPHIA, ss:

Sworn and subscribed before me, this }
 11th day of January, 1873. }

SAMUEL J. HULL, J. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$2,000,000 00
Amount of stock subscribed.....	225,000 00
Amount paid in as by last report.....	220,606 11
Total amount now paid in of capital stock.....	220,606 11
Funded debt, as per last report	1,500,000 00
The amount now of funded debt, (classified and date of maturity, as follows:	
1st mortgage bonds, State of Pennsylvania, (date of maturity, 1st January, 1879,).....	\$800,000 00
1st mortgage bonds, State of Maryland, (date of maturity, 1st October, 1891,)	300,000 00
State Pennsylvania and Maryland, 2d mortgage bonds, (date of maturity, 1st January, 1900,).....	400,000 00
	<hr/>
	1,500,000 00
Floating debt as by last report.....	90,288 87

The amount now of floating debt	\$53,413 53
Total amount now of floating and funded debt..	1,553,413 53
Rate per cent. per annum of interest on funded debt: 1st mortgage, Pennsylvania, 7 per cent.; 1st mortgage, Maryland, 6 per cent.; 2d mort- gage, Pennsylvania and Maryland, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued: Common, 4,335; preferred, 4,828.	
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share.....	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,803,848 53	\$1,806,208 76
Equipment.....	177,743 94	177,743 94
• Total cost.....	<u>1,981,592 47</u>	<u>1,983,952 70</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from West Chester junction to junction of Columbia and Port De- posit railroad.....	46 miles.
Length of main line road laid.....	46 "
Length of main line of road laid in Pennsylvania,	36½ "
Length of double track of road	None.
Length of sidings	About 6 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track, (pounds)	50, 56, 57, & 60
Branch roads owned by the company.....	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.....	9

Number of first class passenger cars, (average cost of each, \$3,500)	7
Number of baggage, mail and express cars, (average cost of each, \$2,250,).....	3
Number of freight cars: House cars, (average cost of each, \$700,) 57; trucks, (average cost of each, \$500,) 38	95
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	30
Number of stone bridges.....	None.
Number of railroads crossed, (West Chester and Philadelphia, Wilmington and Reading, Pennsylvania and Delaware,).....	3
Number of stations on main road	31
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of roadway, (partly held by easement and partly in fee,).....	\$20,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Stone ballast and dirt.	
Length in miles laid with steel rail	<u>None.</u>

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

Number of miles run by passenger trains.....	114,446
Number of miles run by freight trains.....	59,823
Number of miles run by coal trains	2,043
Number of through passengers for the year on main road	133,061
Number of passengers (all classes) carried in cars,	315,515
Number of tons of 2,000 lbs. of through freight for the year on main road	65,146
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	134,307
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	25 tons.
Weight of freight engines	32 "

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

November, 1871.....	16,046	May, 1872.....	21,695
December, 1871.....	16,739	June, 1872.....	39,550
January, 1872.....	22,873	July, 1872.....	49,084
February, 1872.....	17,082	August, 1872.....	38,653
March, 1872.....	18,996	September, 1872.....	23,197
April, 1872.....	24,257	October, 1872.....	27,338

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	21,993	Agricultural products.....	23,430
Bituminous coal.....	2,804	Merchandise and manufactures.....	24,202
Petroleum and other oils.....	212	Live stock.....	1,146
Other iron or castings.....	7,258	Lumber.....	13,054
Iron and other ores.....	2,132	Other articles.....	27,295
Stone and lime.....	5,776		

That portion of the road situated in Pennsylvania has, during the year, been in the hands of a trustee, for the first mortgage bondholders, and the report is made up, in part, of statistics furnished by him. We cannot give information in detail.

All statements sent herewith include operation of leased lines.

RECEIPTS.

Months.	Passengers.	Freight.	Mail & ex- press.	Miscellane- ous.	Total.
November, 1871.....	\$8,062 95	\$12,753 93	\$515 31	\$119 61	\$21,421 80
December, 1871.....	8,432 75	11,914 05	545 31	92 50	20,944 61
January, 1872.....	8,618 31	11,214 54	370 31	124 78	20,327 94
February, 1872.....	7,121 87	11,564 97	720 32	114 67	19,521 83
March, 1872.....	8,991 53	12,658 35	545 31	102 67	22,297 86
April, 1872.....	10,305 67	13,999 97	545 31	175 60	25,026 55
May, 1872.....	10,084 70	14,303 27	545 31	123 84	25,057 12
June, 1872.....	13,379 32	11,843 90	515 32	104 83	25,873 37
July, 1872.....	15,684 96	10,761 61	545 31	208 85	27,200 73
August, 1872.....	16,170 86	12,078 47	545 31	112 58	28,907 22
September, 1872.....	10,894 16	12,763 52	545 31	133 70	24,336 69
October, 1872.....	13,171 78	20,664 46	545 32	256 90	34,638 46
Total.....	130,854 80	156,521 04	6,543 75	1,670 53	295,594 18

Summary of payments:

Operating expenses, including renewals and repairs	\$190,339 09
Other expenses, including rent of leased lines and property, taxes and insurance, law, interest and improvements	103,628 39
Total	<u>294,017 48</u>

What express companies run on your road? Adams express company.

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

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	1
Employees	2	4
Others	1	..
Total	<u>3</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, viz :

1872.

November 15. Samuel Kurtz, freight brakeman, caught between freight cars, at Kennett; head cut.

December 12. John Roach, laborer on gravel train, fell between cars and killed, at Avondale.

1873.

March 3. Absalom Watson, brakeman, hand crushed coupling cars, at Rockdale.

March 16. Mary Houpt, killed on bridge near Rockdale station, in attempting to cross ahead of freight train.

June 17. John Churchman, brakeman, arm broken coupling cars at Brandywine Summit.

July 12. Thomas Williams, track hand, fell from freight train, fractured spine and since died.

July 28. Edwin Armstrong, leg hurt, at Kennett; passenger
overset at switch.

August 26. Thomas Dunlap, brakeman, thrown from top of
car, near West Branch; badly hurt.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. M. Felton.....	Philadelphia, Pa.
Isaac Hinckley.....	Philadelphia, Pa.
R. H. Lamborn.....	Philadelphia, Pa.
David Woelpper.....	Chadd's Ford, Pa.
Aaron Baker	Avondale, Pa.
Milton Conard.....	West Grove, Pa.
Joseph Bringham.....	Wilmington, Del.
G. D. Armstrong.....	New London, Pa.
Edwin Haines.....	Rising Sun, Md.
Jacob Tome.....	Port Deposit, Md.
Thos. Donaldson.....	Baltimore, Md.
Samuel Dickey.....	Oxford, Pa.
Henry Wood.....	President.
Joseph Huddell	Secretary.
Henry Wood.....	Acting Treasurer.

(No. 88.)

PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward F. Gay, president, and George P. Little, treasurer, of the Philadelphia and Erie railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, 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 }
 6th day of February, 1873. }

HENRY C. SPAOKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$10,000,000 00
Amount of stock subscribed.....	6,500,000 00
Amount paid in as by last report.....	6,048,700 00
Total amount now paid in of capital stock, (common and preferred,).....	8,450,000 00
Funded debt, as per last report.....	14,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1877, 1881,).....	\$6,000,000 00
2d mortgage bonds, (date of maturity, 1888,).....	3,000,000 00
3d mortgage bonds, (date of maturity, 1920,).....	5,730,000 00
	<hr/>
	14,730,000 00
Floating debt, as by last report.....	149,362 00
The amount now of floating debt.....	573,966 00
Total amount now of floating and funded debt..	15,303,966 00

Rate per cent. per annum of interest on funded debt, 1st mortgage, $6\frac{1}{8}$ per cent. ; 2d mortgage, 7 per cent. ; 3d mortgage, 6 per cent., gold.	
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued, (common and preferred,)	169,000
Par value of each share.....	\$50 00
Average market value during the year.....	26 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, including real estate	\$20,799,470 00	\$21,139,470 00
Equipment furnished by Pennsylvania railroad company.		

CHARACTERISTICS OF ROAD.

The following characteristics of road, &c., are furnished by lessee :

Length of main line of road from Erie, Pennsylvania, to Sunbury, Pa.	287 $\frac{6}{10}$ miles.
Length of main line road laid.....	287 $\frac{6}{10}$ "
Length of main line of road laid in Pennsylvania,	287 $\frac{6}{10}$ "
Length of double track of road: None regarded as such.	
Length of sidings.....	114 $\frac{3}{10}$ "
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track: 56 and 64 lbs. iron, and 56 and 60 lbs. steel.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 5 shops with engine houses; 6 engine houses detached from shops.	

RAILROAD REPORT.

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Number of engines.....	130
Number of first class passenger cars, (average cost of each, \$3,500,).....	32
Number of second class passenger cars, (average cost of each, \$1,577,).....	6
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	20
Number of freight cars: House cars, (average cost of each, \$700,) 878; trucks, (average cost of each, \$650,) 1,915; total.....	2,793
Number of coal, ore and stone cars: Coal, 66; ore, none; stone, 96; total, (average cost of each, \$475,)	162
Number of caboose cars, (average cost of each, \$528,)	50
Number of iron bridges, (total length in feet, Phoenix beams, 140,).....	5
Number of wooden bridges, (total length in feet, 17,285,).....	152
Number of stone bridges.....	None.
Number of culverts. Have not the information.	
Number of railroads crossed: Four at grade, one above grade; total.....	5
Number of stations on main road: Passenger, 37; freight, 53; total.....	90
Number of wood and water stations on main road,	43
Number of tunnels.....	None
How is track laid, and on what foundation? T rails, stone and gravel ballasted.	
Length in miles laid with steel rails: About 44 miles—41½ miles steel, and 2½ miles steel capped.	

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

Number of miles run by passenger trains.....	663,542
Number of miles run by freight trains, (including distributing,).....	2,248,809
Number of miles run by coal trains: None run separately.	

Number of through passengers for the year on main road.....	3,814½
Number of passengers (all classes) carried in cars,	839,793
Number of tons of 2,000 lbs. of through freight for the year on main road.....	460,681
Gross amount of tonnage for the year, (2,000 lbs. per ton.).....	2,028,568
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	23
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines: 54,000 . to 68,500 pounds.	
Weight of freight engines: 62,000 to 88,000 lbs.	

STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS.

Total.....	<u><u>\$839,793</u></u>
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The amount of freight, specifying the quantity in tons:

Anthracite coal.....	782,295	Agricultural products.....	337,561
Bituminous coal.....	83,885	Merchandise and manufactures,	116,793
Petroleum and other oils.....	119,244	Live stock.....	5,453
Pig iron.....	23,499	Lumber.....	335,059
Railroad iron.....	62,512	Other articles.....	100,058
Other iron or castings.....	25,364		
Iron and other ores.....	13,169	Total.....	<u><u>2,028,568</u></u>
Stone and lime.....	23,676		

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 emigrant through passengers	<u><u>1½ "</u></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, average rate.....	<u><u>1 ¹⁹/₁₀₀ cents.</u></u>
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EXPENSES.

RAILROAD REPORT.

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26 RAILROAD REP.

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	\$1,287,192 33	\$340,621 85	\$946,570 48
Total.....	1,287,192 33	340,621 85	946,570 48
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$232,819 63	\$48,021 39	\$184,798 24
Repairs of passenger and baggage cars	90,821 55	90,821 55	
Repairs of freight cars.....	242,337 37		242,337 37
Repairs of tools and machinery in shops.....	30,903 30	7,725 73	23,177 57
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	122,325 02	30,581 08	91,743 94
Total.....	719,206 87	177,149 75	542,057 12
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$41,716 99	\$23,113 63	\$18,603 36
Agents and clerks.....	77,277 69	19,458 96	57,818 73
Labor—loading and unloading freight.....	35,926 34		35,926 34
Porters, watchmen and switch tenders.....	5,157 40	2,527 13	2,630 27
Car cleaning and inspecting, furniture and fixtures.....	51,632 58	16,744 25	34,888 33
Wood and water station attendance.....	18,731 51	4,652 86	14,078 65
Conductors, baggage masters and brakemen.....	289,278 64	48,397 38	240,881 26
Engineers and firemen.....	202,955 91	38,594 15	164,361 76
Fuel and cost of preparing for use.....	238,986 42	36,801 73	202,184 69
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	35,601 91	7,405 03	28,196 88
Telegraph, mail and station expenses	99,996 41	23,027 86	76,968 55
Loss and damage of goods and baggage.....	34,544 01		34,544 01
Tolls over other roads, and Philadelphia and Erie railroad tolls.....	703,229 89	591 86	702,638 03
Use of freight and passenger cars.....	38,224 50	1,597 14	36,627 36
Shoveling snow.....	19,207 82	4,801 95	14,405 87
Damage for injury of persons.....	22,945 80		
State taxes on tonnage and revenue	43,089 85	5,467 83	37,622 02
General superintendence.....	15,850 00	3,958 00	11,892 00
Total.....	1,974,853 67	260,115 56	1,714,738 11
Grand total.....	3,980,752 87	777,887 16	3,202,865 71

Receipts on construction and equipment account during the year :

From sales of bonds	<u>\$590,546 00</u>
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RECEIPTS.

Passengers	\$647,274 09
Freight	3,177,548 92
Mail and express	72,491 07
Miscellaneous	83,438 79
Total	<u><u>3,980,752 87</u></u>

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road, and tolls paid P. and E. railroad	\$3,937,663 02
For State taxes	43,089 85
Total	<u><u>3,980,752 87</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average..	3 ⁷⁸⁰ / ₁₀₀₀ cents.
Cost per ton freight per mile, proximate average,	<u><u>1⁸⁴¹/₁₀₀₀ "</u></u>

What express companies run on your road? Road leased to Pennsylvania railroad company.

What transportation or freight companies run on your road? Road leased to Pennsylvania railroad company.

ACCIDENTS.

	Killed.	Injured.
Passengers	3	26
Employees	20	41
Others	5	4
Total	<u><u>28</u></u>	<u><u>71</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia, Pa.
Edward F. Gay.....	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
Saml. T. Bodine	Philadelphia, Pa.
Jacob P. Jones	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Jno. M. Kennedy.....	Philadelphia, Pa.
Washington Bucher.....	Philadelphia, Pa.
Joseph W. Gaskill.....	Philadelphia, Pa.
Samuel G. Thompson.....	Philadelphia, Pa.
J. Alex. Simpson.....	Philadelphia, Pa.
John Noblit.....	Philadelphia, Pa.
Wm. H. Lippincott.....	Philadelphia, Pa.
Edward F. Gay, President.....	Philadelphia, Pa.
George P. Little, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 89.)

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 affirmed, that the statements in the within report, for the financial year ending September 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
 25th day of October, 1872. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock authorized by law.....	\$2,500,000 00
Amount of stock subscribed, (including amount of loan converted and stock issued under act ap- proved March 29, 1870,).....	2,231,900 00
Amount paid in as by last report, (including amount of loan converted and stock issued un- der act approved March 29, 1870,).....	2,231,900 00
Funded debt, as per last report	None.
Floating debt, as per last report.....	None.
Date and rate per cent per annum of dividend or dividends: Cash, December 4, 1871, March 4, June 4, and September 4, 1872, each.....	3 per cent.
Number of shares of stock issued.....	44,638
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>2,231,900 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,146,538 43	\$1,146,538 43
Equipment.....	368,261 58	368,261 58
Total cost.....	<u>1,514,800 01</u>	<u>1,514,800 01</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Philadelphia to Norristown	17 miles.
Length of main line road laid, (including Germantown branch,).....	20 "
Length of main line of road laid in Pennsylvania,	20 "
Length of double track of road.....	20 "
Length of sidings.....	5 "
Gauge of road.....	4 ft. 8½ inches.
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, 3 miles; Plymouth, (leased as a branch of the Philadelphia, Germantown and Norristown railroad, to the Philadelphia and Reading railroad company,) 9, $\frac{25}{100}$ miles.	
Roads worked or leased by the company, viz: None. The Philadelphia, Germantown and Norristown railroad and its Germantown branch are leased to and operated by the Philadelphia and Reading railroad company.	
Number of engine houses and shops.....	4
Number of engines.....	24
Number of first class passenger cars, (average cost of each, \$2,209,).....	45
Number of baggage, mail and express cars, (average cost of each, \$1,211,).....	13
Number of freight cars, (average cost of each, \$469,).....	192
Number of iron bridges, (total length in feet,)...	33

Number of wooden bridges.....	16
Number of railroads crossed: Three city railways cross the railroad 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.....	\$500,793 ⁴² / ₁₀₀
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.	
Length in miles laid with steel rails	3 ¹ / ₂

RECEIPTS.

Months.	Miscellane- ous.	Total.
October, 1871.....		
November, 1871.....	\$58 40	\$58 40
December, 1871.....	77, 371 44	77, 371 44
January, 1872.....	189 67	189 67
February, 1872.....		
March, 1872.....	69, 405 83	69, 405 83
April, 1872.....	997 50	997 50
May, 1872.....	257 25	257 25
June, 1872.....	69, 405 83	69 405 83
July, 1872.....	99 54	99 54
August, 1872.....		
September, 1872.....	70, 030 84	70, 030 84
Total.....	287, 816 30	287, 816 30

Summary of payments:

For dividends	\$271,179 50
For miscellaneous	12,594 15
For municipal and United States taxes: The lessees pay all municipal, State and United States taxes on real estate, capital and dividends.	
For State taxes.....	29,012 50
Total.....	312,786 15

ACCIDENTS.

The Statement of accidents on the Philadelphia, Germantown and Norristown railroad and the Germantown and Plymouth

branches, will be made by the Philadelphia and Reading railroad company, lessees.

The Philadelphia, Germantown and Norristown railroad, and the rolling stock are leased to the Philadelphia and Reading railroad company, and the returns not made in this report will be included in the report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Coffin Colket.....	Philadelphia, Pa.
J. J. Woodward.....	Philadelphia, Pa.
J. Warner Johnson.....	Philadelphia, Pa.
William Musser.....	Philadelphia, Pa.
Joseph Perot.....	Philadelphia, Pa.
William 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.
Winfield Scott Wilson.....	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 99.)

PHILADELPHIA AND NEWTOWN.

STATE OF PENNSYLVANIA, }
Bucks County, } ss :

Personally appeared Horatio G. Sickel, president, and Charles Willard, treasurer, of the Philadelphia and Newtown railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) HORATIO G. SICKEL, *President.*
 CHAS. WILLARD, *Treasurer.*

Affirmed and subscribed before me, this }
 24th day of January, 1873, by Chas. }
 Willard, Treasurer.

GEO. A. JENKS, *J. P.*

Sworn and subscribed before me, this }
 27th day of January, A. D. 1873, by }
 G. Sickel, President.

ROBERT R. SMITH, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed	420,000 00
Amount paid in as by last report	None.
Total amount now paid in of capital stock	74,760 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.
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 issued	None.

Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share: Five installments called.	

CHARACTERISTICS OF ROAD.

Length of main line of road from Philadelphia to Newtown, Pa.....	21 miles.
Length of main line road laid.....	None.
Length of main line of road laid in Pennsylvania: All in Pennsylvania.	
Length of double track of road.....	None.
Length of sidings.....	None.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	None.
Branch roads owned by the company.....	None.

Number of miles under contract, 21½. Twelve different miles are partly graded; some nearly or quite finished.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. G. Sickel.....	Philadelphia, Pa.
R. Johnson.....	Philadelphia, Pa.
I. Eyre.....	Newtown, Pa.
A. Blaker.....	Newtown, Pa.
B. J. Smith.....	Newtown, Pa.
I. H. Hillborn.....	Newtown, Pa.
Chas. Willard.....	Newtown, Pa.
H. G. Sickel, President.....	Philadelphia, Pa.
Chas. Willard, Secretary and Treasurer.....	Newtown, Pa.

(No. 91.)

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 and affirmation, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before }
 me, this 17th day of February, 1873. }

B. F. HORAN, N. P.

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount paid in as by last report.....	\$31,566,575 28
Total amount now paid in of capital stock.....	34,236,175 28
Funded debt, as per last report.....	21,936,483 00
The amount now of funded debt, as follows:	
Mortgage bonds.....	\$24,763,800 00
Debenture bonds.....	3,472,630 00
Total.....	28,236,430 00
Bonds and mort-	
gages on real	
estate	\$1,810,224 00
Less ground rents,	1,004,485 00
	<hr/> 805,739 00
	<hr/> 29,042,169 00
The amount now of floating debt	300,000 00
Total amount now of floating and funded debt..	29,342,169 00

Rate per cent. per annum of interest on funded debt.....	5, 6 & 7 per ct.
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, 5 per cent., each, June and December, 1872.	
Number of shares of stock issued.....	684,723 00
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: June, 1872, \$31,566,575 28;	
December, 1872, \$34,236,175 28.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$24,046,452 47	\$25,044,867 32
Equipment.....	14,630,623 01	17,248,473 20
Total.....	<u>38,677,075 48</u>	<u>42,293,340 52</u>

CHARACTERISTICS OF ROAD.

Length of main line and sidings and all roads worked or leased by the company.....	1,385 $\frac{3}{4}$ miles.
Length of main line road laid.....	323 "
Length of main line of road laid in Pennsylvania,	323 "
Length of double track of road.....	151 "
Gauge of road.....	4 ft. 8 $\frac{1}{4}$ in.
Weight of rail per yard on main track.....	64 & 68 lbs.
Branch roads owned by the company, and their length, viz: West Reading railroad, 1 $\frac{2}{3}$ miles.	
Roads worked or leased by the company, viz:	
Catawissa and Williamsport railroad, since November 1, 1872, East Mahanoy railroad, Little Schuylkill railroad, Schuylkill Valley railroad, Mill Creek railroad, Mount Carbon railroad, Port Carbon railroad, Mine Hill railroad, Allentown railroad, East Pennsylvania railroad, Colebrookdale railroad, Pickering Valley railroad, Perkiomen railroad, Chester Valley railroad, Germantown and Norristown railroad.	

The tonnage and passengers, and the Philadelphia and Reading railroad company's proportion of receipts, also the total expenses of the foregoing roads, are included in this return.

Number of engine houses and shops: 24 engine houses, 14 shops.

Number of engines.....	377
Number of first class passenger cars, (average cost of each, \$4,168,).....	196
Number of second class passenger cars, (average cost of each, \$2,979,).....	6
Number of baggage, mail and express cars, (average cost of each, \$1,782,).....	53
Number of eight wheeled freight cars: House cars, 1,114, (average cost of each, house cars, \$665;) trucks, 1,788, (average cost of each, trucks, \$550;) total.....	2,902
Number of coal, ore and stone cars: Coal, 10,772, (average cost of each, \$544;) ore, 10, (average cost of each, \$525;) stone, 448, (average cost of each, \$540;) total.....	11,230
Number of caboose cars, (average cost of each, \$475,)	6
Number of iron bridges, (total length in feet, 1,561,)	28
Number of wooden bridges, (total length in feet, 2,572,).....	27
Number of stone bridges, (total length in feet, 6,157,).....	56
Number of railroads crossed: Locomotive, 7; horse, 7.	
Number of stations on main road	78
Number of wood and water stations on main road: 31 water, 12 wood.	
Value of real estate held by the company, exclusive of road way.....	\$6,551,731 64
Number of tunnels, (length of each, Pulpit Rock, 1,657 feet; Black Rock, 1,932 feet; Flat Rock, 932	3

How is track laid, and on what foundation? Broken
stone and furnace cinder.

Length in miles laid with steel rail..... 25

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

Number of miles run by passenger trains on main road and branches.....	1,212,913
Number of miles run by freight trains on main road and branches.....	1,249,734
Number of miles run by coal trains on main road only.....	1,633,810
Number of through passengers for the year on main road and all branches.....	791,478
Number of passengers (all classes) carried in cars, main road and branches.....	6,383,991
Number of tons of 2,000 lbs. of through freight for the year on main road and branches.....	7,154,078
Gross amount of tonnage for the year, (2,000 lbs. per ton,) including materials for use of road...	10,981,657
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	22
Average rate of speed adopted by express trains, including stops.....	27
Average rate of speed adopted by freight trains, including stops.....	8 to 14
Weight of first class passenger engines.....	18 to 29
Weight of coal and freight engines.....	<u>24 to 32</u>

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

December, 1871.....	454,848	July, 1872.....	656,315
January, 1872.....	567,439	August, 1872.....	614,010
February, 1872.....	382,427	September, 1872.....	618,679
March, 1872.....	415,972	October, 1872.....	542,560
April, 1872.....	484,644	November, 1872.....	534,419
May, 1872.....	577,614		
June, 1872.....	535,064	Total.....	<u>6,383,991</u>

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

Anthracite coal.....	6,420,511	Merchandise & manufactures...	145,032
Bituminous coal	507,175	Live stock.....	267,436
Petroleum and other oils.....	70,165	Lumber	221,636
Pig iron.....	299,799	Other articles	297,091
Railroad iron.....	80,058	Company's materials, passen-	
Other iron or castings.....	212,515	gers, baggage, &c.....	1,162,571
Iron and other ores.....	639,061		
Stone and lime.....	414,185	Total	10,931,657
Agricultural products	244,372		

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

For first class through passengers, (average,)...	2 $\frac{41}{100}$ cents.
For first class way passengers, (average,).....	2 $\frac{41}{100}$ "
For second class through passengers, (average,)..	2 "
For second class way passengers, (average,).....	2 "

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

For freight and tolls on coal, (per ton per mile, average,)	1 $\frac{54}{100}$ cents.
For freight and tolls on merchandise, (per ton per mile, average,)	2 $\frac{26}{100}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Coal & M'dse Trans.
Repairs or maintenance of way, including buildings.....	\$1,397, 143 80	\$274, 113 08	\$1, 123, 030 27
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$460, 225 12		
Repairs of passenger and baggage cars.....	96, 783 17		
Repairs of freight and coal cars.....	823, 577 80		
Repairs of planes and stationary engines.....	55, 379 22		
Repairs of depots, offices, water stations, &c.....	27, 042 81		
Total	1, 463, 007 62	153, 615 80	1, 309, 891 82
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$323, 615 37		
Agents, clerks and superintendence.....			
Labor—loading and unloading freight.....	366, 268 78		
Porters, watchmen and switch tenders.....			
Car cleaning and inspecting, furniture and fixtures.....	1, 136, 290 80		
Wood and water station attendance.....			
Conductors, baggage masters and brakemen.....	605, 891 23		
Engineers, firemen and all train hands.....			
Fuel and cost of preparing for use.....	159, 287 57		
Oil, tallow and waste for engines and tenders, passenger, baggage and freight cars.....	121, 144 17		
Hauling and assorting cars in coal region, and at Richmond.....	296, 837 18		
Salaries of officers and clerks, law, stationery, advertising, &c.....			
Sundries, water rents, &c.....			
Total	3, 009, 335 10	476, 232 18	2, 533, 102 92

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Sale of bonds \$9,453,630 00

RECEIPTS.

Months.	From coal.	From merchandise.	From travel.	From U. S. mail.	Miscellaneous.	Total.
Dec. 1871.....	\$518,679 39	\$186,987 59	\$120,798 33	\$3,107 42	\$7,507 62	\$837,080 35
Jan., 1872....	325,267 55	192,116 55	128,658 04	3,107 41	8,168 87	657,318 42
Feb., 1872....	356,428 26	172,506 11	108,102 98	3,107 40	6,944 86	645,089 71
March, 1872,	489,762 91	200,358 72	122,663 75	3,107 41	7,790 57	823,683 36
April, 1872...	672,264 19	223,521 07	137,011 71	3,107 41	8,346 72	1,044,251 10
May, 1872....	700,857 55	252,781 29	151,047 02	3,107 40	8,593 32	1,116,386 58
June, 1872...	787,964 60	214,048 16	153,295 18	3,254 93	8,444 95	1,167,007 82
July, 1872...	653,766 60	214,853 30	189,793 18	3,254 90	9,739 37	1,071,407 35
Aug., 1872...	691,920 05	252,946 44	185,734 33	3,254 91	8,385 23	1,142,240 96
Sept. 1872....	767,328 45	233,318 38	179,190 91	3,254 92	7,602 40	1,190,695 06
Oct., 1872....	898,976 40	256,901 42	156,685 06	3,204 91	8,079 78	1,322,847 57
Nov., 1872...	649,898 69	237,690 80	156,981 88	5,044 13	7,414 33	1,107,029 83
Total.....	7,513,114 74	2,688,029 83	1,786,962 37	39,913 15	97,018 02	12,125,038 11

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$5,869,486 02
Dividends, and United States and State taxes on dividends.....	3,453,263 67
Interest on bonded debt and bonds and mortgages on real estate.....	1,885,959 88
Rents of laterals, dumpage.....	1,135,900 96
Appropriated for renewing railroad iron.....	851,971 08
Municipal taxes.....	106,870 82
State taxes on tonnage and gross receipts.....	188,636 18
United States excise stamps.....	844 41

Total.....	13,492,933 02
Total amount of surplus fund.....	1,958,003 66

COST OF TRANSPORTATION.

Cost per passenger per mile, proximate average..	1 $\frac{23}{100}$ cents.
Cost per ton freight per mile, proximate average,	$\frac{98}{100}$ "
Cost per ton coal per mile, proximate average....	$\frac{78}{100}$ "

NOTE.—Taxes, cost of renewing rails, rents and interest not included.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	2	..
Employees.....	9	26
Others.....	23	27
Total.....	<u>34</u>	<u>53</u>

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

1871.

December 7. James Carr, both legs broken and one arm crushed by coal train, at Bridgeport.

December 11. Jacob Pool, leg squeezed; caught between bumpers of coal cars, at Lebanon.

December 11. John Bachman, both legs crushed; walking on track at Reading and run over by market train.

December 15. Unknown man; killed at Fleetwood by extra train; threw himself under the train.

December 18. Peter King, killed by freight train, at Shamrock; walking on track.

December 19. Charlotte White, killed at Manayunk; attempted to cross track in front of approaching passenger train.

December 18. J. M'Manemy, hand crushed; struck by coal train while walking, on track, at Mahanoy planes.

December 23. Isaac Hinckley, by falling from freight train near Girardville.

December 29. D. Acker, wrist sprained; struck by brake on car, at Shamokin.

1872.

January 3. P. M. C. Donald, killed while jumping from coal train, at Preston.

January 4. A. Keim, hand crushed; carelessness, at Mahanoy plane.

January 4. Julia Straw, killed; driving across track at Fishing creek.

January 4. Jacob Baker, seriously injured; driving across track at Fishing creek.

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January 13. Daniel Hinteralider, arm cut off, at Topton; caused by engine backing.

January 13. Pat Griffus, injured; struck by freight engine, at Reading.

January 22. Franklin Smeek, leg broken, at Reading; caught between bumpers.

January 23. Joseph Coulston, body squeezed between cars, at Locust summit.

January 23. I. Stevens, knee bruised; struck by brake lever, at Big Mine run.

January 23. Adam Shaffer, killed; jumped off coal train at Reading, and was caught by engine passing on other track.

January 26. Michael Smith, badly injured; run over by coal train, at Philadelphia, while walking on track.

January 26. William Carr, legs cut off; coupling cars at Philadelphia.

January 28. William Smith, legs crushed, attempting to get on train at Reading.

January 31. Philip Ziegler, leg broken; car jumping track at Shamrock.

February 19. D. Hope, leg broken and body crushed; walking on track and struck by passenger train, at Girardville.

February 19. J. Saeger, killed by bursted wheel, at Gordon plane, No. 1.

February 20. Jeremiah Bassiter, killed at Limerick, attempting to get on passenger car in motion.

February 21. Wm. Nicholson, leg cut off; caused by cars riding track, at Port Kennedy.

March 6. Thomas Tracy, killed on Mahanoy grade, attempting to get on coal train in motion.

March 18. Michael Somers, foot crushed, attempting to get on freight train, at Philadelphia.

March 19. Charles M'Carrol, arms cut off; coupling cars at Harrisburg.

March 21. Joseph Platt, slightly injured; driving across track at Lebanon.

March 21. Unknown man, injured; driving across track, at Lebanon, and carriage struck by engine.

March 22. Wm. M'Intyre, leg broken; struck by passenger train while walking on track at Alaska.

April 2. Amos Bridegram, badly injured; driving across track at Fleetwood and struck by engine.

April 4. Elizabeth Duff, both feet cut off by engine, in Fairmount park; fell down trying to cross track ahead of the train.

April 13. Thomas Hurley Bennam, leg cut off while sorting cars at Lock Haven.

April 13. Anthony Gingham, hand crushed; caught between bumpers of coal cars, at Mahanoy city.

May 3. Henry Kinzell, leg bruised; caught between bumpers of coal cars at Reading.

May 6. ——— Greenawalt, thigh broken; standing on bumpers of car, and was thrown off, at Harrisburg.

May 7. Adam Hay, killed; tried to get on coal train at Tuckerton.

May 7. Wm. Tracy, killed; stepped on track directly in front of an approaching train, near Perkiomen Junction.

May 14. Jacob Feger, killed; walking towards train in motion and tried to jump on cowcatcher, at Schuylkill Haven.

May 14. Alpheus Miller, killed while coupling cars, at Reading.

May 14. Unknown man, killed; fell off coal train at Tuckerton.

May 20. Wm Peters, killed; jumped off passenger train, after his hat, near Myerstown.

May 26. Unknown man, found dead on track.

May 31. Irvin Hallanay, leg crushed; fell under wheels of train at Douglasville.

June 1. Pat. Keane, leg cut off; knocked down by coal train at Mahanoy plane.

June 1. John Parter, killed by passenger train; walking on track at Girardville.

June 3. Wm. Schultz, slightly injured; driving across track and struck by engine of train, at Lebanon.

June 13. John Nagle, foot crushed; trying to get on train at Palmyra.

July 1. John Pott, face bruised; carelessness, at Mahanoy plane.

July 11. J. Gould, killed, at Spring Mill, by express train; sacrificed his life to save three women standing on the track.

July 20. Michael Gough, hand crushed; caught between coal car bumpers, at Mahanoy plane.

July 25. ——— Wilson, leg fractured; driving near track and thrown from carriage at Mifflin lane.

August 7. Andrew O'Niel, killed by falling from train at Harrisburg.

August 24. Wm. Mason, killed at Reading; trying to get on passenger train in motion.

August 12. Levi Shade, killed at Blandon; struck by engine.

August 24. Jacob Engel, arm cut off by passenger train, at Manayunk.

August 30. Frank Lins, arm bruised; cars bumping at Girardville.

September 3. Sarah Cantwell, twenty-six months old, killed while standing on track of Germantown and Norristown railroad.

September 8. J. F. Haycock, killed at Paxton; struck by bridge timbers,

September 9. John Ray, killed; trying to get on passenger train in motion, at Limerick.

September 9. Thomas Gaffoghan, legs crushed by carelessness at Shenandoah Junction.

September 17. Thos. Jones, legs cut off by carelessness, at Big Mine run.

September 26. John Bixter, slightly injured, driving across track at Pine Grove.

September 26. John Gilman, broke thigh; fell from bridge at Conshohocken.

September 28. John Schneeder, killed at Reading; caught between coal cars.

September 28. Joseph Jacobs, killed at Gordon; foot caught in rope.

September 30. Reuben Neiss, injured badly; run over by roadway truck at Kaufman.

October 8. Christian Mulohill, body injured; fell from coal train at Rising Sun.

October 9. Daniel Wickline, leg cut off; walking on track and run over by engine at Neversink.

October 11. John Smith, thrown from carriage and slightly hurt; horse frightened by whistle of approaching engine at Pottsville.

October 11. James M'Oran, killed; walking on track and struck by engine at Philadelphia.

October 16. Mrs. Beard, head cut; driving across track and carriage struck by engine at Sinking Spring.

October 23. Louisa Ollman, killed; picking coal under cars at Philadelphia.

October 18. Charles Moyer, killed; walking on track and run over by coal train at Wernersville.

October 22. ——— Maloney, killed; jumped off passenger train under headway at Cumbola.

November 8. O. Croft, killed; asleep on track at Mt. Carbon, and run over by engine and train.

November 9. Martin Galden, killed; walking on track at Shamokin.

November 16. Unknown man, killed in Philadelphia, attempting to cross track ahead of train.

November 16. Michael M'Gaughlin, killed in Philadelphia; riding on bumpers and was crushed between cars.

November 18. Joseph Gere, hand crushed; brake lever falling off at Mahanoy plane.

November 19. W. G. Kneaser, badly injured; run into by cars at Gordon.

November 25. Jeremiah Schatt, killed at Mahanoy City; fell under wheels of freight train.

November 25. Richard Murphy, hand crushed at Shenandoah; caught between bumpers of cars.

NAMES AND RESIDENCE OF OFFICERS.

Officers	Post office address.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borle	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst	Philadelphia.
Chas. E. Smith	Philadelphia.
Franklin B. Gowen, President	Philadelphia.
J. W. Jones, First Vice President	Philadelphia.
G. A. Nicolls, Second Vice President.....	Philadelphia.
David J. Brown, Secretary	Philadelphia.
S. Bradford, Treasurer	Philadelphia.
John E. Wootten, General Superintendent	Reading.
Wm. Lorenz, Chief Engineer ..	Philadelphia.

(No. 92.)

PHILADELPHIA AND TRENTON.

[Road operated by Pennsylvania railroad company.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Floyd H. White, treasurer, of the Philadelphia and Trenton railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*

FLOYD H. WHITE, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of February, 1873. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,662,900 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	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: Cash, January, 2½ per cent.; April, 2½ per cent.; July, 2½ per cent.; October, 2½ per cent.	
Number of shares of stock issued, (and \$20 00 fraction,)	12,591
Par value of each share	\$100 00
Average market value during the year	122 00

Amount paid in on each share	\$100 00
Amount of capital on which the respective dividends were declared	<u><u>1,259,100 00</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u><u>\$1,545,950 41</u></u>	<u><u>\$1,534,478 76</u></u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Kensington to Morrisville.....	26.60 miles.
Length of main line road laid.....	26.60 "
Length of main line of road laid in Pennsylvania,	26.60 "
Length of double track of road	26.40 "
Length of sidings.....	9 $\frac{1}{2}$ "
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track: 56, 60, 60 $\frac{1}{2}$, 62 and 67 pounds.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz: The Connecting railway and the Frankford and Holmesburg railroad.	2
Number of engine houses	4
Number of engines	None.
Number of first class passenger cars	None.
Number of second class passenger cars	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges	None.
Number of wooden bridges.....	6
Number of stone bridges.....	None.
Number of railroads crossed, (Philadelphia and Reading railroad,)	1
Number of stations on main road: Passenger, 20; freight, 12; total.....	32

Number of wood and water stations on main road:

5 water and 2 wood.

Value of real estate held by the company, exclusive of road way.....

\$329,626 09

Number of tunnels

None.

How is track laid, and on what foundation? With fish-joints, on cross-ties and gravel ballast.

Length in miles laid with steel rail, (single track,)

22³⁷/₁₀₀ miles.

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

Number of passengers (all classes) carried in cars,

1,561,080

Number of tons of 2,000 lbs. of through freight for the year on main road

1,066,163

Gross amount of tonnage for the year, (2,000 lbs. per ton,).....

1,124,640

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

Total.....

1,561,080

The amount of freight, specifying the quantity in tons:

Total tons

1,124,640

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 emigrant through passengers

1¼ "

For emigrant way passengers.....

1¼ "

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

Governing rate on Pennsylvania railroad.

EXPENSES.

Incorporated in the expenses of the N. Y. division of the Pennsylvania railroad company, and not kept separate.

RECEIPTS.

Passengers.....	\$1,038,937 35
Freight.....	629,472 06
Mail and express	91,348 73
 Total.....	 <u>1,759,758 14</u>

This report includes the returns of the Frankford and Holmesburg railroad company and the Connecting railway, and all returns not given are included in the report of the Pennsylvania railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
J. Edgar Thomson.....	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Joseph B. Myers.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
Edward C. Knight	Philadelphia, Pa.
Samuel T. Bodine.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
George M. Dorrance	Bristol, Pa.
J. Edgar Thomson, President.....	233 S. 4th St., Philadelphia, Pa.
Floyd H. White, Secretary and Treasurer...	233 S. 4th St., Philadelphia, Pa.

(No. 93.)

PHILADELPHIA, WILMINGTON AND BALTIMORE.

STATE OF PENNSYLVANIA, }
Philadelphia 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, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed) ISAAO HINCKLEY, *President.*
 ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1873. }

SAMUEL P. HULL, J. P.

STOCK AND DEBT.

Capital stock as authorized by law Unlimited.

Amount of stock subscribed: As nearly as can
 be ascertained this amount is the same as the
 next item, "amount paid in."

Amount paid in as by last report..... \$10,997,900 00

Total amount now paid in of capital stock 11,485,750 00

Funded debt, as per last report 1,745,000 00

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

Registered bonds, (date of maturity,
 July 1, 1884,) \$340,500 00

Registered bonds, (date of maturity,
 April 1, 1876,) 400,000 00

Registered bonds, (date of maturity,
 April 1, 1887,)..... 1,000,000 00

Registered bonds, (date of maturity,
 October 1, 1892,) 250,000 00

1,990,500 00

Floating debt, as by last report	\$23,366 56
The amount now of floating debt	69,803 63
Total amount now of floating and funded debt ..	2,060,303 63
Rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, January 2, and July 5, 1872, 4 per cent. each.	
Number of shares of stock issued	229,715
Par value of each share	\$50 00
Average market value during the year: About \$54 00 per share.	
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: January 2, 1872, \$11,-479,800 00; July 5, 1872, \$11,481,300 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, (no separate account kept,)	\$11,001,030 05	\$11,890,736 59

CHARACTERISTICS OF ROAD.

Length of main line of road from Philadelphia to Baltimore.....	95.31 miles.
Length of main line road laid	95.31 "
Length of main line of road laid in Pennsylvania,	18.21 "
Length of double track of road.....	80.59 "
Length of sidings.....	38.41 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	57 to 60 lbs
Branch roads owned by the company, and their length, viz: Port Deposit branch, 3.766 miles.	
Roads worked or leased by the company, viz: Southwark, New Castle and Wilmington, New Castle and Frenchtown, and Delaware railroads, and Smyrna branch of Delaware railroad.	
Number of engine houses and shops: 4 engine houses; 3 shops.	

RAILROAD REPORT.

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Number of engines.....	64
Number of first class passenger cars, (average cost of each, \$4,000,) 13 twelve wheeled; 91 eight-wheeled.	
Number of baggage, mail and express cars, (average cost of each, \$1,800,).....	48
Number of freight cars, (average cost of each, \$690,)	1,225
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 286,)	2
Number of wooden bridges, (total length in feet, 14,772,).....	39
Number of stone bridges, (total length in feet, 1,157).....	61
Number of railroads crossed.....	5
Number of stations on main road : Passenger, 42; freight, 23; total	65
Number of wood and water stations on main road,	10
Value of real estate held by the company, exclusive of road way	\$169,848 43
How is track laid, and on what foundation? Cross-ties, with wood and iron joint fixtures, and laid in gravel and stone ballasting.	
Length in miles laid with steel rail.....	85.18

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

Number of miles run by passenger trains.....	612,425
Number of miles run by freight trains	512,761
Number of miles run by construction trains.....	78,287
Number of through passengers for the year on main road.....	336,714
Number of passengers (all classes) carried in cars,	1,747,195
Number of tons of 2,000 lbs. of through freight for the year on main road.....	113,550
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	449,780

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour), . . .	20
Average rate of speed adopted by express trains, including stops	26
Average rate of speed adopted by freight trains, including stops: Through, 18 and 12 miles; way, 8 miles.	
Weight of first class passenger engines.	24 to 33 tons.
Weight of freight engines.	29 to 35 "

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

Do not keep accounts so as to give these figures.

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal.	32,892	Stone and lime.	80,493
Petroleum and other oils.	5,102	Agricultural products.	80,234
Pig iron.	10,932	Merchandise and manufactures.	43,208
Railroad iron.	20,754	Live stock.	23,229
Other iron or castings.	79,802	Lumber.	40,849
Iron and other ores.	5,431	Other articles.	21,834

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 "

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

For through freight.	2 cents.
For through coal.	1 $\frac{4}{10}$ "
For local freight.	3 "
For local coal.	1 $\frac{3}{4}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$274,916 59	\$192,441 61	\$82,474 98
Taxes on real estate.....	26,027 49	15,616 49	10,411 00
Total.....	300,944 08		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$124,022 77	\$69,452 75	\$54,570 02
Repairs of passenger and baggage cars.....	148,715 16	148,715 16	
Repairs of freight cars.....	134,549 37		134,549 37
Repairs of tools and machinery in shops.....	19,782 07	13,847 45	5,934 62
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	45,428 18	27,256 91	18,171 27
Total.....	472,297 55		
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,591 76	\$1,114 23	\$477 53
Agents and clerks..... (included below).....			
Labor—loading and unloading freight.....do.....			
Porters, watchmen and switch-tenders.....	49,839 98	34,887 99	14,951 99
Car cleaning and inspecting, furniture and fixtures..... (included below).....			
Wood and water station attendance.....do.....			
Conductors, baggage masters, brakemen, engineers and firemen.....do.....			
Fuel and cost of preparing for use.....	118,370 83	71,022 50	47,348 33
Oil and waste for engines and tenders, passenger, baggage and freight cars (included above).....			
Telegraph, mail and station expenses (included below).....			
Loss and damage of goods and baggage.....do.....			
Tolls over other roads and use of freight cars.....do.....			
Shoveling snow.....	1,234 54	878 18	376 36
Damage for injury of persons..... (included below).....			
Damage to property, including damage by fire and cattle killed on road...do.....			
General superintendence.....	681,361 36	408,816 82	272,544 54
Total.....	852,418 47		
Grand total	1,625,660 10	984,050 09	641,610 01

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, (new stock,).....	\$483,350 00
Sale of bonds.....	250,000 00
Total.....	<u>733,350 00</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1871.....	\$114,424 39	\$60,816 43			
December, 1871.....	113,337 45	63,983 74			
January, 1872.....	101,005 89	72,200 80			
February, 1872.....	114,490 71	80,096 83			
March, 1872.....	122,697 34	77,224 06			
April, 1872.....	133,574 25	72,428 50			
May, 1872.....	137,152 76	79,230 23			
June, 1872.....	142,463 27	68,988 31			
July, 1872.....	145,291 97	68,533 00			
August, 1872.....	145,688 94	71,368 74			
September, 1872.....	152,223 97	119,253 15			
October, 1872.....	159,558 76	117,908 56			
Total	1,581,909 74	952,034 35	\$122,703 24	\$77,491 64	\$2,734,138 99

Summary of payments:

For construction, (no account kept of equipment,).....	\$891,021 75
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,625,660 10
Dividends, including United States tax for dividend, payable January 2, 1872.....	930,218 15
Interest	94,445 07
Miscellaneous, surplus funds, municipal taxes, State taxes and United States taxes: Included in general expenses.	

Cost of transportation:

Cost per passenger per mile, proximate average..	1.6 cents.
Cost per ton per mile, proximate average.....	<u>1.9 “</u>

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

1st class, per ton	\$8 60
2d class, per ton.....	7 00

3d class, per ton..... \$5 20

About from 50 to 60 cents per ton per mile on passenger trains; about 40 cents per ton per mile on freight trains.

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

ACCIDENTS.

	Killed.	Injured.
Employees	4	3
Others	15	6
	—	—
Total	19	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, viz :

1871.

November 2. F. Wisher, (colored,) while walking on track in Wilmington, was struck by an engine; died from injury, November 11.

November 6. Peter Garrity, was killed at Gibson's, while driving across the track in front of a passenger train.

November 7. An unknown man, while walking on the track on Gray's Ferry road, was struck by an express train and killed.

November 17. F. Gahahan, walking on track near Milk House curve, was struck by an express train and killed.

1872.

January 11. Wm. Henderson, freight brakeman, while shifting cars below Gray's Ferry, fell through a bridge and was killed.

February 10. An unknown man was badly injured at Concord Road crossing, below Chester, by being struck by a passenger train, while attempting to drive across the track.

March 22. Two men named Boulden, while attempting to drive across the track south of Elkton, were truck by an express train and injured.

March 26. Joseph M'Hiven, while attempting to get on a freight train near Ellerslie, fell and was run over.

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April 4. Andrew Geisler, jumped off a passenger train near Canton, on outskirts of Baltimore, and was instantly killed.

April 5. An unknown man, walking on the track near Gibson's, was struck by a passenger train and killed.

April 13. A colored woman, walking on the track at Hedgeville, in Wilmington, was struck by a gravel train and seriously injured.

April 30. Geo. Adams, (colored,) jumped from a passenger train upon which he was riding without authority, and was struck by a passing passenger train near Linwood, and was instantly killed.

May 21. John M'Crossin, freight conductor, was struck by bridge at Orange Farm crossing, and severely injured.

May 27. Thomas Morgan, freight brakeman, while shifting cars in Wilmington, fell under train, was run over and instantly killed.

June 13. Douglass Houghton, jumped or fell out of window of smoking car on night express train near Havre de Grace, and was instantly killed.

July 22. T. King, freight brakeman, had one leg crushed while coupling cars at Newark.

July 31. Henry O. Kemble, freight brakeman, while shifting in Philadelphia yard, was run over and killed.

July 31. Frank Howard, freight brakeman, hurt about the head while coupling cars at Elkton.

August 7. John Grubson, walking on the track near Magnolia, was struck by a passenger train and killed.

August 15. J. T. Robinson, crossing track at entrance to Philadelphia yard, was struck by a shifting engine and had an arm cut off; died at Pennsylvania hospital.

August 24. An unknown man, attempting to get on a freight train on Washington avenue, was run over and instantly killed.

August 26. Joseph Briggs, (colored,) while lying on the track at Delaware Junction, was run over and killed.

August 31. Michael Lynch, injured by falling off passenger train north of Lazaretto.

August 31. An unknown colored man, was instantly killed at Ridley Creek bridge, by jumping or falling from a passenger train.

September 3. An unknown colored man, while asleep on track in Wilmington, was run over by a shifting engine and killed.

September 7. James Swift, lying on track near Edgewood, was run over by a passenger train and killed.

October 31. John Simon, freight brakeman, while shifting cars in Wilmington, was run over and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
Samuel M. Felton.....	Thurlows, Pa.
William Sellers.....	Philadelphia, Pa.
Samuel Welsh.....	Philadelphia, Pa.
Jesse Lane.....	Wilmington, Del.
Joseph Bringham.....	Wilmington, Del.
Samuel Harlan, Jr.....	Wilmington, Del.
Thomas Kelso.....	Baltimore, Md.
Enoch Pratt.....	Baltimore, Md.
Thomas Donaldson.....	Baltimore, Md.
Thomas Whitridge.....	Baltimore, Md.
Samuel M. Shoemaker.....	Baltimore, Md.
Jacob Tome.....	Port Deposit, Md.
Nathaniel Thayer.....	Boston, Mass.
William Minot, Jr.....	Boston, Mass.
Isaac Hinckley, President.....	Philadelphia, Pa.
Alfred Horner, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 24.)

PICKERING VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Pickering Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1873. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	96,850 00
Amount paid in as by last report.....	90,855 00
Total amount now paid in of capital stock.....	92,125 00
Funded debt, as per last report.....	330,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1st, 1900,).....	331,800 00
Floating debt, as by last report	112,712 92
The amount now of floating debt	130,552 67
Total amount now of floating and funded debt..	462,352 67
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 issued.....	1,775
Par value of each share	\$50 00
Amount paid in on each share.....	50 00

RAILROAD REPORT.

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COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$468,478 64	\$472,837 77
Equipment furnished by P. & R. R. company, lessees.		

CHARACTERISTICS OF ROAD.

Length of main line of road from Phoenixville to Byers	11.3 miles.
Length of main line road laid	11.3 "
Length of main line of road laid in Pennsylvania, Length of double track of road.....	11.3 " None.
Length of sidings .....	.4 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses.....	1
Number of iron bridges, (total length in feet, 66,) Number of wooden bridges, (total length in feet, 170,)	3 2
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, Value of real estate held by the company, exclu- sive of road way.....	None. \$800 00
Number of tunnels	None.
How is track laid, and on what foundation? Wooden, cross-ties, broken cinder and stone ballast.	
Length in miles laid with steel rail	None.

Receipts on construction and equipment account during the year:

From stockholders.....	\$1,270 00
From sale of bonds	1,500 00
Total	2,770 00

RECEIPTS.

Months.	Passengers.	Freight.	Total.
December, 1871.....	\$180 37	\$74 70	\$255 07
January, 1872.....	199 29	74 07	273 36
February, 1872.....	174 30	96 60	270 90
March, 1872.....	182 55	116 64	299 19
April, 1872.....	217 82	71 27	288 59
May, 1872.....	201 33	87 08	288 41
June, 1872.....	272 20	99 99	372 19
July, 1872.....	282 65	70 94	353 59
August, 1872.....	512 87	123 56	636 43
September, 1872.....	346 72	124 68	471 40
October, 1872.....	236 69	117 17	353 86
November, 1872.....	294 61	124 12	418 73
Total.....	3,100 00	1,180 82	4,281 72

Summary of payments:

For construction and equipment.....	\$4,359 13
For interest on funded debt.....	23,177 00
Miscellaneous	903 42
State taxes.....	1,174 86
Total.....	<u>29,614 41</u>

The returns not given in this report will be included in the report of the Philadelphia and Reading railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Levi Prizer.
 Elias Oberholtzer.
 John Oberholtzer.
 John Todd.
 H. K. Brownback.
 Jos. J. Tustin.
 Jacob Beerbrower.

Directors.

Adam Raby.
 John Jones.
 Sam'l Kraemer.
 Sam'l Stolman.
 Levi B. Kealer.
 James Boyd.

Franklin B. Gowen, President..... Philadelphia.
 Howard Hancock, Secretary..... Philadelphia.
 John Welch, Treasurer..... Philadelphia.

(No. 95.)

PITHOLE VALLEY.

STATE OF PENNSYLVANIA, } ss:
Crawford County,

Personally appeared A. H. Steele, president, and F. A. Goddard, treasurer, of the Pithole Valley railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

A. H. STEELE, *President.*F. A. GODDARD, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of February, 1873. }

ANDREW B. HOWLAND, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed	250,000 00
Amount paid in as by last report	250,000 00
Total amount now paid in of capital stock	250,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1881,)	\$100,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
	<hr/> 100,000 00
Floating debt, as by last report	3,247 01
The amount now of floating debt	17,131 93
Total amount now of floating and funded debt...	117,131 93
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 issued	5,000
Par value of each share	\$50 00

Average market value during the year	None sold.
Amount paid in on each share.....	None.
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	\$100,000 00	\$100,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road: From Pithole City, Pa., to Oleopolis.	
Length of main line road laid.....	7 miles.
Length of main line of road laid in Pennsylvania,	7 "
Length of double track of road	None.
Length of sidings	1 mile.
Gauge of road.....	4 ft. 9½ in.
Weight of rail per yard on main track: 56 pounds on 6 miles; 62 pounds on 1 mile.	
Branch roads owned by the company	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	2
Number of first class passenger cars, (leased to U. S. R. S. Co.,.....	1
Number of second class passenger cars, (average cost of each, \$1,500,).....	2
Number of baggage, mail and express cars, 1 leased, (average cost of each, \$800,).....	2
Number of freight cars: House cars, (average cost of each, \$800,) 2; trucks, (average cost of each, \$600,) 20; total	22
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, about 1,000,)	12
Number of stone bridges	None.

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Number of culverts.....	3
Number of railroads crossed.....	None.
Number of stations on main road : Passenger and freight.....	5
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway	\$3,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties and gravel ballast.	
Length in miles laid with steel rail	<u>None.</u>

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

Number of miles run by passenger trains : No account kept.	
Number of passengers (all classes) carried in cars,	About 9,800
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	12,854
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 and freight engines: 25 and 27 tons, each.	

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

For freight.....	15 cents.
For coal	<u>10 "</u>

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

Repairs or maintenance of way, including buildings.....	\$10,864 13
Total, (freight and passenger trains mixed,)	<u>10,864 13</u>

Repairs of machinery:

Repairs freight cars.....	\$2,088 55
Repairs of tools and machinery in shops, (freight and passenger trains mixed,).....	65 50
Total.....	<u>2,154 05</u>

Operating the road:

Office expenses, stationery, &c.....	\$418 23
Agents and clerks	1,355 35
Labor—loading and unloading freight	10 00
Porters, watchmen and switch tenders	825 72
Conductors, baggage masters and brakemen....	2,164 61
Engineers and firemen	1,913 48
Fuel and cost of preparing for use	2,377 29
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	408 06
Telegraph, mail and station expenses.....	978 60
Use of passenger and baggage cars	1,177 30
General superintendence	2,000 00
Contingencies	70 16
Total.....	<u>13,698 80</u>

Receipts on construction and equipment account during the year:

From other sources, sale of locomotive.....	\$7,000 00
Total	<u>7,000 00</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars & engines	Miscella- ous.	Total.
November, 1871.....	\$231 00	\$823 60	\$37 73	\$93 00	.....	\$1,185 33
December, 1871.....	267 80	863 50	36 47	90 54	.....	1,258 33
January, 1872.....	166 20	949 66	31 00	76 08	.....	1,222 94
February, 1872.....	153 55	1,060 67	25 03	90 00	.....	1,329 25
March, 1872.....	172 65	788 24	28 66	90 00	.....	1,079 55
April, 1872.....	342 90	696 48	31 13	90 00	.....	1,160 51
May, 1872.....	283 60	657 05	32 86	90 00	.....	1,063 51
June, 1872.....	319 45	854 94	44 82	90 00	\$7,000 00	8,309 21
July, 1872.....	249 35	595 96	49 96	22 50	.....	917 77
August, 1872.....	284 90	697 57	46 00	.....	.....	1,028 47
September, 1872 ..	194 55	691 28	35 70	168 00	.....	1,089 53
October, 1872.....	170 65	421 95	30 36	216 00	.....	838 96
Total.....	2,836 60	9,100 92	429 72	1,116 12	7,000 00	20,483 36

Summary of payments :

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$26,716 98
For interest	7,297 88
Total.....	34,014 86
Total amount of surplus fund	None.

Cost of transportation :

Cost per passenger per mile, cost per ton freight per mile, proximate average: Trains mixed; no separate account kept.

What express companies run on your road, and on what terms? Union express; 25 cents per hundred pounds.

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

ACCIDENTS.

	Killed.	Injured.
Passengers	2
Total.....	..	2

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

1872.

January 1. Passenger car jumped the track at Wood's Station, injuring two persons: Asa Terryl, of Pithole, leg broken; Mrs. Hart, residence unknown, neck slightly hurt.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. L. M. Barlow	New York.
John A. Dale	Tionesta, Pa.
Joseph G. Dale	Tionesta, Pa.
Samuel Rea	Pittsburg, Pa.
David Jones	Titusville, Pa.
William L. Lay	Oil City, Pa.
A. H. Steele, President.....	Titusville, Pa.
James T. Blair, Secretary and Superintendent.....	Titusville, Pa.
F. A. Goddard, Treasurer and Auditor.....	Titusville, Pa.

(No. 96.)

PITTSBURG, CINCINNATI AND ST. LOUIS.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Thaw, vice president, and Thomas D. Messler, comptroller, of the Pittsburg, Cincinnati and St. Louis railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) W. THAW, *Vice President.*

THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
 6th day of March, 1873. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$13,500,000 00
Amount of stock subscribed.....	8,433,550 00
Amount paid in as by last report	5,424,350 00
Total amount now paid in of capital stock.....	8,433,550 00
Funded debt, as per last report	10,004,140 24
The amount now of funded debt, classified as follows:	
1st mortgage bonds.....	\$6,222,000 00
Columbus and Newark division..	775,000 00
1st mortgage bonds.....	3,000,000 00
2d mortgage bonds.....	5,215 24
3d mortgage bonds.....	2,500 00
Income bonds.....	7,025 00
	<hr/>
	10,011,740 24
Floating debt, as by last report.....	3,470,121 78
The amount now of floating debt.....	1,841,885 10
Total amount now of floating and funded debt...	11,853,625 34

Rate per cent. per annum of interest on funded debt: 1st mortgage, P., O. and St. L., 7 per cent.; 1st mortgage, S. and I., 6 per cent.; Columbus and Newark division, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, none.

Number of shares of stock issued	168,671
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$14,552,551 37	\$15,095,349 51
Equipment	3,473,067 17	3,740,437 57
Total cost, including real estate,	<u>18,025,618 54</u>	<u>18,835,787 08</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Pittsburg, Pa., to Columbus.	193 miles.
Length of main line road laid	193 "
Length of main line of road laid in Pennsylvania,	35½ "
Length of double track of road	10½ "
Length of sidings between Pittsburg and Columbus.....	34½ "
Gauge of road	4 ft. 9½ in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company, and their length, viz: Cadiz branch, Junction to Cadiz, O., 8 miles; sidings on Cadiz branch, 1 mile.	
Roads worked or leased by the company, viz: Chartiers railway, Little Miami railroad, and the Columbus, Chicago and Indiana Central railway.	
Number of engine houses and shops: engine houses, 6; shops, 3; total.....	9

Number of engines	109
Number of first class passenger cars, (average cost of each, \$3,575,).....	24
Number of second class passenger cars, (average cost of each, \$2,000,)	10
Number of baggage, mail and express cars, (average cost of each, \$1,500,).....	19
Number of freight cars : House cars, (average cost of each, \$700,) 1,260 ; flat cars, (average cost of each, \$600,) 245 ; total.....	1,505
Number of coal, ore and stone cars, (average cost of each, \$500)	110
Number of caboose cars, (average cost of each, \$725,)	48
Number of iron bridges, (total length in feet, 3,450,)	4
Number of wooden bridges, (total length in feet, 8,936,)	58
Number of stone bridges, (total length in feet, 1,764,)	15
Number of railroads crossed.....	2
Number of stations on main road : Passenger, 79 ; freight, 61 ; total.....	140
Number of wood and water stations on main road,	24
Value of real estate held by the company, exclusive of road way : Included in cost of road and equipment.	
Number of tunnels, (length of each, 1,393, 2,400, 327, 838, 351, 1,315, 945, 1,396, 1,290 feet,)	9
How is track laid, and on what foundation ? About one-third stone ballast, balance gravel.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of miles run by passenger trains.....	678,467
Number of miles run by freight trains.....	2,200,064
Number of miles run by coal trains.....	86,700

Number of through passengers for the year on main road	89,483
Number of passengers (all classes) carried in cars,	611,201
Number of tons of 2,000 pounds of through freight for the year on main road.....	529,898
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,429,115
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	31 tons.
Weight of freight engines	33 "

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

January, 1872.....	41, 874	July, 1872.....	50, 947
February, 1872.....	40, 134	August, 1872.....	55, 667
March, 1872.....	46, 338	September, 1872.....	60, 929
April, 1872.....	49, 639	October, 1872.....	55, 621
May, 1872.....	50, 246	November, 1872.....	54, 123
June, 1872.....	52, 891	December, 1872.....	<u>53, 242</u>

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal and coke.....	432, 226	Merchandise & manufactures, including petroleum and other oils,	302, 054
Railroad iron.....	13, 661	Live stock.....	131, 627
Iron and other ores.....	45, 799	Lumber.....	34, 184
Agricultural products	364, 742	Other articles.....	<u>104, 822</u>

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

For first class through passengers	3 cents.
For first class way passengers.....	3½ "
For second class through passengers.....	2 $\frac{15}{100}$ "
For second class way passengers	<u>None.</u>

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

For through freight, average per ton per mile.....	1 $\frac{13}{100}$ cents.
For through coal, average per ton per mile	1 “
For local freight, average per ton per mile.....	1 $\frac{7}{10}$ “
For local coal, average per ton per mile	1 $\frac{9}{10}$ “

EXPENSES.

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RAILROAD REPORT.

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MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings	\$764,781 37	\$254,927 12	\$509,854 25
Taxes on real estate (included in municipal and State taxes).....			
Total.....	764,781 37	254,927 12	509,854 25
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$303,034 15	\$101,011 38	\$202,022 77
Repairs of passenger and baggage cars.....	84,663 32	84,663 32	
Repairs of freight cars.....	220,063 20		220,063 20
Repairs of tools and machinery in shops	25,648 61	8,549 53	17,099 08
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	37,487 42	12,495 81	24,991 61
Total	670,896 70	206,720 04	464,176 65
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$31,184 86	\$10,394 95	\$20,789 91
Agents and clerks.....	123,621 93	42,873 98	80,747 97
Labor—loading and unloading freight.	75,863 16		75,863 16
Porters, watchmen and switch tenders.....	63,050 64	21,013 54	42,037 10
Car cleaning and inspecting, furniture and fixtures	36,864 23	12,288 07	24,576 16
Wood and water station attendance.....	13,315 65	4,433 55	8,877 10
Conductors, baggage masters and brakemen	258,645 81	86,215 27	172,430 54
Engineers and firemen	210,758 68	70,252 56	140,506 12
Fuel and cost of preparing for use.....	227,134 37	75,701 45	151,432 92
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	44,768 85	11,255 61	33,511 24
Telegraph, mail and station expenses.....	68,279 31	22,093 10	46,186 21
Loss and damage of goods and baggage.....	52,192 21	272 45	51,119 76
Use of freight cars	243,147 64		243,147 64
Shoveling snow.....	614 46	204 82	409 64
Damage for injury of persons.....	14,629 18	4,879 72	9,749 46
Damage to property, including damage by fire and cattle killed on road.....	4,245 01	1,415 01	2,830 00
General superintendence	14,213 73	4,737 91	9,475 82
Contingencies	75,600 27	25,200 09	50,400 18
Total.....	1,561,128 01	393,237 04	1,167,890 93

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1872	\$51,462 92	\$225,863 74	\$7,246 83	\$6,950 30	\$291,523 79
February, 1872	53,519 47	203,748 57	7,942 90	4,281 89	269,472 93
March, 1872	63,436 11	230,897 79	10,022 15	4,230 11	308,586 16
April, 1872	70,579 84	229,933 13	11,074 63	8,199 55	319,787 15
May, 1872	72,655 66	244,853 62	10,512 20	11,180 61	339,211 09
June, 1872	70,462 53	228,694 58	9,287 51	9,619 09	318,063 71
July, 1872	70,218 38	199,596 22	8,173 62	12,781 42	290,769 64
August, 1872	81,919 28	247,794 82	9,595 80	16,325 06	355,434 96
September, 1872	95,126 49	238,863 39	12,499 21	12,379 31	358,868 40
October, 1872	82,438 27	273,359 43	11,767 29	13,954 86	381,519 85
November, 1872	66,574 65	242,922 06	10,864 00	10,297 79	330,658 50
December, 1872	57,465 02	216,123 60	11,129 66	8,034 28	292,752 54
Total	835,858 72	2,782,650 95	119,915 80	118,223 25	3,856,648 72

Summary of payments :

For construction and equipment	\$805,342 78
For maintaining the road, &c.—repairs of machinery and operating the road	2,996,806 08
For interest	673,500 00
For miscellaneous	51,665 41
For municipal and State taxes	78,342 72
Total	<u>4,605,656 99</u>

What express companies run on your road, and on what terms ? Adams express company, \$124 95 per day, with additional charge per 100 pounds for any excess weight carried daily over the amount of 4,000 pounds eastward and 16,000 pounds westward.

What transportation or freight companies run on your road, and on what terms ? National line ; they bear all expenses of receiving, forwarding and billing of freight, except hauling of trains, paying therefor rates which are regulated by current traffic.

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	2
Employees	3	42
Others	8	8
Total	<u>11</u>	<u>52</u>

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

1872.

January 3. Mrs. Paul Newell, struck by engine, fifty yards east of Nimick station ; walking on track ; killed.

January 13. Thomas Collins, freight conductor, fell off car at Dinsmore ; right thigh broken and back injured.

January 24. John Dias, freight brakeman, tried to jump between two uncoupled cars, at Midway, while both were separating ; ankle broken.

February 6. D. W. Jones, freight brakeman, slipped and fell between cars at Jones ferry ; side bruised and one rib broken.

February 7. M. Burney, yard brakeman at Pittsburg, stepped out from between cars, while train was moving, and fell under wheels ; toes crushed.

February 9. W. G. Hall, freight conductor ; train ran over broken rail, east end Bulger siding, throwing him off ; head and face cut, and hand mashed.

February 9. John O. Feegan, freight brakeman ; same accident as above ; body bruised.

February 9. John R. Wilson, freight brakeman ; same accident as above ; ankle bruised.

February 11. G. Barnhart, fireman, broke glass in cab of engine, when waking from sleep at Pittsburg ; foot injured.

February 22. W. Hay, street car driver, disregarded flagman's signals, at Pittsburg, to cross track in face of passenger train ; head slightly injured.

February 28. James Olingersmith, yard brakeman at Pittsburg ; two fingers cut while coupling.

March 19. A man supposed to be John Oseman, walked on track near Nimick, Pa., struck by train ; killed.

March 25. G. H. White, brakeman, slipped and fell between cars at Racoon bridge, Pa., while letting off brakes ; slightly injured.

March 27. Frank Bohrer, freight brakeman, slipped and fell while getting off the cars at Dinsmore tunnel, Pa. ; slightly cut on head.

April 8. George M. Lewis, flagman, while coupling cars at Mansfield, Pa., had elbow crushed.

April 11. John M'Donald, brakeman; found on track in Pittsburg yard; supposed to have been struck by yard engine; was intoxicated; arm broken.

April 18. Frank Leckey, freight brakeman, fell between cars at Sheridan, Pa.; head bruised.

April 17. Wm. Glenn, freight brakeman; finger crushed while coupling cars at Oakdale, Pa.

April 27. Samuel Brown, freight brakeman on tunnel train, stepped on wet stones and fell between cars at Cork Run tunnel; right leg fractured.

May 9. Frank Vos, passenger, resting in car window while close to main track at Birmingham; arm broken above elbow.

May 9. John C. Harris, passenger; same as above; left arm cut.

May 9. H. Smith, engineer; same as above; left arm broken.

May 14. A man supposed to be Jerome J. Crawford, killed in Pittsburg tunnel, by some night train.

May 14. P. Moran, laborer, jacking up car at Broadhead, Pa., when jack slipped and crushed thumb.

May 15. Michael Foley, laborer, coupling cars at Mansfield, Pa.; arm pinched.

May 21. John Connolly, laborer, struck by coal train at Fort Pitt, while walking on track; back and leg bruised, face and head cut.

May 23. M. Cain, laborer, right hand crushed while laying iron at Mansfield, Pa.

May 30. Daniel O'Shea, foreman under contractor, riding on freight train, jumped off in cut west of Walker's Mills, Pa., and fell on ties; back bruised and whole body shocked.

June 1. M. Jenkins, freight brakeman, foot slipped while attempting to get on train at Cherry coal mines, Pa.; fell under train; instantly killed.

June 7. C. H. Smith, freight brakeman; jumped off engine at Noblestown, Pa.; leg bruised.

June 14. David Davis, freight brakeman; left leg crushed while coupling, at Ingram, Pa.; died June 16.

June 16. W. Lloyd, and unknown man; lying on track at night, $1\frac{1}{2}$ miles west of Hanlins, Pa., were struck by engine. Unknown supposed to have been killed by Lloyd, who placed him on the track and laid down beside him; both killed.

June 21. M. Warensford, freight brakeman; collision with freight train at Jones' ferry, Pa., caused by wrong switching; right leg broken.

July 22. Pat. M'Donald, laborer; right hand crushed while laying iron at Walker's Mills.

July 25. Henry Kennedy, laborer under contractor; jumped off freight train in 17 cut, west of Walker's Mills; right arm badly bruised.

July 27. Michael Kennedy, miner; attempted to get on tunnel train, between engine and cars, at Birmingham; right heel cut off; left foot, right leg and back bruised.

August 10. Mrs. Jas. Fooley; driving ducks from track and slipped in front of engine; killed, $1\frac{1}{2}$ miles east of Mansfield, Pa.

August 15. Thos. Nickles, fireman; fell off tank while raising supply pipe at Burgettstown, Pa.; right shoulder dislocated, deep wound on forehead.

August 20. Emmit Sikes, brakeman; slipped while getting on engine, at Noblestown; foot crushed.

August 31. Pat. Given, laborer; jerked off platform, at Pittsburg; head bruised.

August 31. Tim Donavan, boy, was playing with a snake on track, at Walker's Mills; struck by engine; leg cut.

September 2. John Comber, laborer on construction train; jumped off train at Bell's siding, Pa.; leg sprained and whole body shocked.

September 7. Owen M'Gowen, laborer; finger crushed while laying switch, at Mansfield, Pa.

September 15. D. Garrison, flagman; struck by brace in Cork Run tunnel, while riding on top of caboose; nose and face bruised.

September 16. John Daly, driver, was driving mules on track, slipped, and fell under train, at Broadhead; instantly killed.

October 1. O. P. Millison, engineer; shoulder dislocated in collision, $1\frac{1}{2}$ miles west of Walker's Mills.

October 5. Mark Ward, laborer; lifting coal cars on gondola; left thumb crushed.

October 18. Pat. Buckley, laborer, intoxicated and sitting on ties; struck by engine, at Mansfield, Pa.; two ribs broken and head slightly cut.

October 19. L. C. Dunlap, brakeman; fell off train in Pittsburg tunnel; killed.

October 20. Thos. Tulley, brakeman; struck by bridge near Paris road, Pa.; spine injured.

October 22. Evard Jones, stone mason; fell off No. 12 bridge, near Walker's Mills, while at work there; collar bone fractured.

October 31. Robt. Campbell, brakeman, Pittsburg yard trains; started while pulling pin between cars; knocked down and leg badly bruised.

November 1. Joseph Chalfant; fell off train near Nimick, Pa.; head and arm badly bruised.

November 14. Rob't Morton, engineer, Pittsburg yard, was jerked off engine by breaking of a link while oiling valves; arm fractured.

November 14. J. A. Smith, flagman; thumb crushed while coupling cars at Ingram, Pa.

November 15. Mrs. Canley; picked up coal on track, near Birmingham; struck by freight engine; slightly injured.

November 16. Peter Brittain, miner; struck by engine, near Mansfield, Pa.; leg cut off.

November 22. James Brooks, miner, walked on track while intoxicated; struck by engine; inwardly injured.

November 22. John Long, brakeman, Pittsburg yard; hand crushed while coupling cars.

November 29. Richard Hurley, brakeman; arm bruised while coupling cars at Noblestown, Pa.

December 10. Robert Low, brakeman, Pittsburg yard; slipped while coupling, and fell between draw heads; arm badly bruised;

December 12. Edward Ryan; walking on track near No. 10 bridge, supposed intoxicated; struck by passenger train; killed.

December 27. John Bahr, wiper, Pittsburg yard; finger cut off by latch of turn table.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
T. A. Scott.....	Philadelphia, Pa.
G. B. Roberts.....	Philadelphia, Pa.
Josiah Bacou.....	Philadelphia, Pa.
Saml. T. Cauley.....	Philadelphia, Pa.
H. H. Houston.....	Philadelphia, Pa.
Thos. L. Jewett.....	Philadelphia, Pa.
Wm. Thaw.....	Pittsburg, Pa.
J. N. M'Cullough.....	Pittsburg, Pa.
Thos. Mears.....	Steubenville, O.
R. Sherrard.....	Steubenville, O.
Geo. W. Adams.....	Dresden, O.
D. S. Gray.....	Columbus, O.
Alfred Gaither.....	Cincinnati, O.
Thomas A. Scott, President.....	Philadelphia.
Wm. Thaw, Vice President.....	Pittsburg.
J. N. M'Cullough, General Manager.....	Pittsburg.
T. D. Messler, Comptroller.....	Pittsburg.
Jno. E. Davidson, Auditor.....	Pittsburg.
M. C. Spencer, Treasurer.....	Pittsburg.
W. H. Barnes, Secretary.....	Pittsburg.
Geo. Webb, Assistant General Manager.....	Pittsburg.
M. J. Becker, Chief Engineer.....	Pittsburg.
F. R. Myers, General Passenger and Ticket Agent.....	Pittsburg.
Wm. Stewart, General Freight Agent.....	Pittsburg.

(No. 97.)

PITTSBURG AND CONNELLSVILLE.

STATE OF MARYLAND, } ss:
Baltimore City,

Personally appeared William Keyser, president of the Pittsburg and Connellsville railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of his knowledge and belief.

(Signed)

WM. KEYSER, *President.*C. DONNELLY, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of March, 1873. }

Witness my hand and official seal.

HERMON L. EMMONS, JR.,

A Commissioner of Penn., residing in Baltimore, Md.

STATE OF PENNSYLVANIA, } ss:
City of Pittsburg,

Personally appeared Charles Donnelly, treasurer of the Pittsburg and Connellsville railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of his knowledge and belief.

A. S. NICHOLSON, *Alderman.*

PITTSBURG, *March 19, 1873.*

PITTSBURG, WASHINGTON AND BALTIMORE R. CO., }
 CONNELLSVILLE ROUTE, }
 PITTSBURG, PA., *March 19, 1873.*

HON. HARRISON ALLEN,

Auditor General, Harrisburg:

DEAR SIR:—I send by the bearer, Mr. W. H. Taylor, an engineer, this company's report for 1872. I regret that this report was not furnished sooner, but on account of change in administration, it was delayed. It may be incomplete in detail, but the

accounts are now kept in accordance with *our* laws, (*Pennsylvania*,) and next year you will have no trouble.

Yours truly,

C. DONNELLY.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,000,000 00
Amount of stock subscribed.....	2,341,974 50
Amount paid in as by last report.....	1,959,976 43
Total amount now paid in of capital stock	1,960,682 45
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, 1st July, 1898,).....	\$4,000,000 00
2d mortgage bonds, (date of maturity, 18th May, 1902,).....	280,000 00
Turtle Creek division construction bonds, (date of maturity, 1st August, 1889,)	400,000 00
Bonds secured by real estate, 1883 and 1873	100,000 00
	<hr/>
	4,780,000 00
Floating debt, as by last report.....	1,960,775 32
The amount now of floating debt.....	3,463,204 09
Total amount now of floating and funded debt..	8,243,204 09
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent. ; 2d mortgage, 6 per cent. ; others, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends	
	None.
Number of shares of stock issued.....	38,857
Par value of each share.....	\$50 00
Average market value during the year.....	7 50
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	\$7,330,816 03	\$11,598,235 66
Equipment	620,630 87	687,162 23
Total cost	<u>7,951,446 90</u>	<u>12,285,397 89</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Pittsburg, Pa., to Cumberland, Md.	149.6 miles.
Length of main line road laid.	145 "
Length of main line of road laid in Pennsylvania,	142 "
Length of double track of road	4 "
Length of sidings	13½ "
Gauge of road.	4 ft. 8½ in.
Weight of rail per yard on main track.	60 and 64 lbs.
Branch roads owned by the company, and their length, viz: Hickman Run railroad.	1½ miles.
Roads worked or leased by the company, viz: Mount Pleasant and Broad Ford railroad, Fay- ette County railroad.	
Number of engine houses and shops.	9
Number of engines	57
Number of first class passenger cars, (average cost of each, \$3,590,)	26
Number of baggage, mail and express cars, (ave- rage cost of each, \$3,570,)	9
Number of freight cars: House cars, (average cost of each, \$527,) 86; trucks, (average cost of each, \$527,) 294: total.	380
Number of stone cars, (average cost of each, \$527,)	27
Number of caboose cars, (average cost of each, \$527,)	23
Number of iron bridges, (total length in feet, 3,291,)	28
Number of wooden bridges, (total length in feet, 2,893½,)	52
Number of stations on main road	70

RAILROAD REPORT.

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Number of wood and water stations on main road,	25
Value of real estate held by the company, exclusive of roadway.....	\$83,196 32
Number of tunnels, (length of each, Brooke, 1,772 feet; Small, 75 feet; Pinkerton, 1,050 feet; Sand Patch, 4,800 feet,)	4
How is track laid, and on what foundation? Broken stone ballast, cross-ties, iron, with fish bar and trimble joints.	
Length in miles laid with steel rail	<u>None.</u>

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

Number of miles run by passenger trains.....	477,663
Number of miles run by freight and coal trains ..	1,225,937 .
Number of through passengers for the year on main road: Accounts not in condition to show.	
Number of passengers (all classes) carried in cars,	781,994
Number of tons of 2,000 lbs. of through freight for the year on main road.....	78,490
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	980,780
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.....	15
Weight of first class passenger engines	28 tons.
Weight of freight engines.....	<u>32 "</u>

Monthly statement of passengers (all classes) carried in cars :

November, 1871.....	59,985	June, 1872	70,033
December, 1871.....	54,238	July, 1872	75,353
January, 1872.....	54,960	August, 1872 ..	73,699
February, 1872.....	52,994	September, 1872.....	79,533
March, 1872.....	58,357	October, 1872, (estimated,).....	74,950
April, 1872.....	60,697		
May, 1872.....	67,183	Total.....	<u>781,994</u>

The amount of freight, specifying the quantity in tons :

Books not in condition at this time to enable company to furnish these details.

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

For first class through passengers.....	2½ cents.
For first class way passengers	3 "
	<u> </u>

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

For through freight : Rates varying.

For through coal	About 1½ cts.
	<u> </u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- } ings.....	\$5,849 86 597,727 93
Total.....	<u>603,577 79</u>

Repairs of machinery :

Repairs of engines and tenders	\$99,908 39
Repairs of passenger and baggage cars.....	41,113 71
Repairs of freight cars.....	120,660 25
Repairs of tools and machinery in shops.....	7,589 57
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, (including engine- men and firemen, \$89,097 06,).....	116,316 84
Total.....	<u>385,588 76</u>

Operating the road :

Office expenses, stationery, &c.....	\$16,093 05
Agents and clerks.....	79,848 30
Labor—loading and unloading freight	29,511 17
Car cleaning and inspecting, furniture and fixtures,	4,718 00

Conductors, baggage masters and brakemen....	144,232 10
Fuel and cost of preparing for use	47,386 19
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	24,832 64
Telegraph, mail and station expenses.....	32,848 14
Use of freight cars	54,118 04
Use of locomotive engines	62,209 06
Damage for injury of persons	16,544 89
Damage to property, including damage by fire and cattle killed on road	10,716 24
General superintendence	3,497 20
Contingencies	20,660 03
Total.....	547,215 05

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds	\$280,000 00
Total.....	280,000 00

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Total.
November.....	\$20,647 24	\$65,717 62	\$1,440 83	\$87,805 69
December.....	22,877 76	65,699 94	1,440 83	90,018 53
January.....	20,830 08	85,793 45	1,440 83	108,064 36
February.....	19,860 07	78,499 74	1,440 83	99,800 64
March.....	22,479 96	86,781 54	1,440 83	110,702 33
April.....	22,480 80	94,730 71	1,440 83	118,652 34
May.....	26,045 37	111,130 32	1,440 83	138,616 52
June.....	26,557 50	100,521 35	1,440 83	128,519 68
July.....	32,175 31	103,147 51	1,440 83	136,763 65
August.....	30,793 47	110,776 97	1,440 83	143,011 27
September.....	32,779 79	100,894 76	1,440 83	134,615 38
October.....	29,160 21	110,220 23	1,440 83	140,821 27
Total.....	306,637 56	1,113,414 14	17,280 96	1,437,391 66

Summary of payments:

For construction and equipment.....	\$4,333,950 99
For maintaining the road, &c.—repairs of ma- chinery and operating the road.....	\$1,536,381 60
Dividends	None.
Interest	383,628 61

Miscellaneous	\$30,331 57
Surplus funds.....	None.
Municipal taxes.....	5,709 52
State taxes.....	81,478 76
United States taxes.....	None.
Total.....	<u>6,371,481 05</u>

What express companies run on your road, and on what terms ?
 Adams express company. \$700 per month.

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

ACCIDENTS.

	Killed.	Injured.
Employees.....	10	14
Others.....	6	1
Total.....	<u>16</u>	<u>15</u>

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

February 10. — Baker was killed by attempting to cross the track at Frankstown in front of engine 934, No. 34 freight train west.

February 11. William Lucas was killed at Fort Hill by engine 17, No. 36 freight train west.

February 15. John Wertney, engineer, was killed at Layton's by engines 727 and 722 colliding.

March 7. M. M'Ooy, flagman on a Pittsburg coal train, was killed at Osceola in stepping off in front of engine No. 12 while the train was in motion.

March 11. Thomas Degrian, while driving across the track at Pittsburg, was killed by third M'Keesport accommodation, west.

March 26. L. D. Warfield, conductor of gravel train, was killed at Sedgewick by being struck with overhead bridge.

March 26. George Santmeyer, brakeman on Brinton freight train east, was killed at Sedgewick by being struck with over head bridge.

April 5. George Bonner, individual brakeman, had his collar-bones broken at Layton's by train 36 running into a rock.

April 12. John Dull, conductor, was slightly injured at M'Keesport by bumping pole breaking.

April 15. S. Gungway, an old soldier, while walking on the track at Port Perry, was run over by a shifting engine and killed.

April 23. N. T. Thomas fell from a train near West Newton and was injured.

May 4. James M'Carty, brakeman, had his feet cut off at Fair Hope, by crossing the track in front of engine 730, mail train east.

May 6. Martin Wilson, conductor, had his foot crushed above the ankle at Philson's, crossing the track in front of the mail train west.

June 2. — M'Michaels, engineer, was killed at Bidwell Station by collision of engines 730 and 164. Cause, misinterpretation of orders.

June 2. Alexander Boulton, conductor, arm broken at Bidwell Station by collision of engines 730 and 164. Cause, misinterpretation of orders.

June 2. H. Blume, brakeman, leg broken at Bidwell Station by collision of engines 730 and 164. Cause, misinterpretation of orders. H. Jeffries, brakeman; J. W. Van Horn, conductor; Patrick Cain, engineer, and Geo. Crawford, fireman, were slightly injured at the same time.

June 8. John Kough, brakeman on through freight east, was thrown from car while train was in motion and fatally injured.

June 22. J. Patton, engineer, C. H. Russell, fireman, were seriously injured; J. D. Smullen, conductor, E. Farrell, brakeman, were slightly injured, and Robert Lockhart, conductor, was killed, by collision of local freight east, engine 726, with mail west, engine 731, one mile west of Connellsville, caused by conductor and engineer of local freight running contrary to rules.

July 4. Jno. M'Gorley, was struck by mail west and had head severely cut at Workman's Run; caused by sitting on track.

July 2. J. D. Irwin, brakeman on Brinton freight east, engine 720, was thrown from top of car at Broad Ford ; caused by train checking suddenly.

August 3. J. E. Toner, engineer, was fatally injured near Broad Ford ; caused by reckless running on his part ; engine was thrown from track.

July 12. Patrick M'Gowan, while stealing a ride on local freight east, fell asleep on bumper of car, fell from train, and was instantly killed.

September 12. Charles Altmiller, flagman on No. 36 freight west, was run over and killed at Forge bridge. Cause not known.

This report contains the tonnage and passengers carried over the Mount Pleasant and Broad Ford and Fayette County railroads ; also our proportion of receipts.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Wm. Keyser	Baltimore, Md.
W. S. Blissell	Pittsburg, Pa.
G. L. B. Fetterman.....	Pittsburg, Pa.
Cyrus Meyers	Somerset, Pa.
Wm. Baldwin	Pittsburg, Pa.
H. G. Vickery	Baltimore, Md.
Hugh Sisson	Baltimore, Md.
W. H. Perkins.....	Baltimore, Md.
Israel Cohen	Baltimore, Md.
G. R. Blanchard.....	Baltimore, Md.
Jno. D. Smith	Baltimore, Md.
G. R. Dennis	Frederick, Md.
Wm. Keyser, President	Baltimore, Md.
Chas. Donnelly, Secretary and Treasurer.....	Pittsburg, Pa.

(No. 28.)

PITTSBURG, FORT WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared G. 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief, having been made up by agents and officers of lessee.

(Signed)

G. W. CASS, *President.*F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of February, 1873. }

WILLIAM F. ROBB, N. P.

STOCK AND DEBT.

Capital stock as regulated by charter, with power
 to increase from time to time.

Amount of stock subscribed, \$11,-
 500,000, and as capitalized at 7

per cent. \$19,714,285 71
 Guaranteed special stock. 2,500,000 00

 \$22,214,285 71

Amount paid in as by last report. 19,714,285 71

Total amount now paid in of capital stock, \$11,-
 500,000, and as capitalized :

Full stock \$19,712,200 00
 Scrip stock 2,085 71
 Guaranteed special 2,500,000 00

 22,214,285 71

Funded debt, as per last report 13,663,000 00.

30 RAILROAD REP.

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

1st mortgage bonds, (date of maturity, 1912,).....	\$5,250,000 00
2d mortgage bonds, (date of maturity, 1912,).....	5,160,000 00
3d mortgage bonds, (date of maturity, 1912,).....	2,000,000 00
Equipment bonds, (date of maturity, 1874,).....	1,000,000 00
O. and P. bridge bonds, (date of maturity, 1876,)	111,000 00
P., F. W. and C. R. R. Co. consolidated bonds, (date of maturity, 1887,).....	100,000 00

————— \$13,621,000 00

Floating debt as by last report 17,229 62

The amount now of floating debt..... 16,229 62

Total amount now of floating and funded debt... 13,637,229 62

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, 7; 3d mortgage, 7.

Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, 7 per cent.

Number of shares of stock issued 222,122

Par value of each share..... \$100 00

Average market value during the year 95 00

Amount of capital on which the respective dividends were declared..... 22,214,285 71

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$202,491 31	\$581,463 46
Equipment	404,349 71	810,600 79
Total cost, including real estate,		26,867,636 80

CHARACTERISTICS OF ROAD.

Length of main line of road from Pittsburg, Pa., to Chicago, Ill.....	468 $\frac{3}{10}$ miles.
Length of main line road laid.....	468 $\frac{3}{10}$ "
Length of main line of road laid in Pennsylvania,	49 "
Length of double track of road	50 $\frac{6}{10}$ "
Length of sidings.....	108 $\frac{4}{10}$ "
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.....	None.
Roads worked or leased by the company, viz: N. C. and B. V. R. R. and Lawrence R. R.	
Number of engine houses and shops.....	25
Number of engines.....	243
Number of first class passenger cars, (average cost of each, \$3,000 00,)	70
Number of second class passenger cars, (average cost of each, \$1,600 00,)	26
Number of baggage, mail and express cars, (average cost of each, \$1,400 00,).....	54
Number of freight cars, (average cost of each, \$675 00,)	5,599
Number of coal, ore and stone cars, (average cost of each, \$500,).....	4,020
Number of caboose cars, (average cost of each, \$750,)	107
Number of iron bridges, (total length in feet, 4,037,)	32
Number of wooden bridges, (total length in feet, 10,143,).....	91
Number of stone bridges, (total length in feet, 802,)	33
Number of culverts, (total length in feet, 4,623,)	288
Number of railroads crossed.....	21
Number of stations on main road: Passenger, 134; freight, 73; total.....	134
Number of wood and water stations on main road,	53
Value of real estate held by the company, exclusive of roadway: Included in cost of railway construction and equipment.	

Number of tunnels	None.
How is track laid and on what foundation? On wood ties, gravel ballast and fish joints.	
Length in miles laid with steel rail.....	<u>17</u>

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

Number of miles run by passenger trains.....	1,753,394
Number of miles run by freight trains.....	5,208,821
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road	150,185
Number of passengers (all classes) carried in cars,	2,106,251
Number of tons of 2,000 lbs. of through freight for the year on main road	1,018,302
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	2,408,162
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour,)	21½
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	<u>30 "</u>

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

January, 1872.....	157, 133	July, 1872.....	187, 657
February, 1872.....	142, 811	August, 1872.....	192, 096
March, 1872.....	165, 872	September, 1872.....	208, 770
April, 1872.....	174, 173	October, 1872.....	182, 734
May, 1872.....	181, 787	November, 1872.....	192, 216
June, 1872... ..	170, 152	December, 1872, (approximate,)...	<u>150, 850</u>

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coals..	511, 012	Merchandise and manufactures....	677, 572
Railroad iron	69, 880	Live stock.....	369, 835
Iron and other ores.....	194, 274	Lumber.....	187, 233
Agricultural products.....	272, 589	Other articles.....	<u>125, 767</u>

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

For first class through passengers.....	3 cents.
For first class way passengers	3½ "
For second class through passengers.....	2 $\frac{1}{100}$ "
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 $\frac{3}{10}$ cents.
For through coal.....	1 "
For local freight.....	3 "
For local coal	<u>1½ "</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.....	\$1,236,361 41	\$112,120 47	\$824,240 94
Taxes on real estate.....	206,989 84	68,596 61	137,993 23
Other taxes.....	9,069 69	3,023 23	6,046 46
Total	1,452,420 94	484,140 31	968,280 63
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$259,163 81	\$55,323 25	\$202,835 56
Repairs of passenger and baggage cars.....	239,881 57	239,881 57	
Repairs of freight cars.....	\$59,049 50		\$59,049 50
Repairs of tools and machinery in shops.....	59,151 23	19,717 08	39,434 15
Incidental expenses, including o.i. fuel, clerks, watchmen, &c., about shops.....	46,468 74	15,459 58	30,979 16
Total	962,714 85	330,416 48	632,298 37
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$86,596 48	\$28,885 49	\$57,730 99
Agents and clerks.....	812,667 53	104,222 51	208,445 02
Labor—loading and unloading freight.....	245,130 36		245,130 36
Porters, watchmen and switch tenders.....	58,991 94	19,663 98	39,327 96
Car cleaning and inspecting, furniture and fixtures.....	48,213 06	32,142 04	16,071 02
Wood and water station attendance.....	36,611 74	12,203 91	24,407 83
Conductors, baggage masters and brakemen.....	444,458 59	170,396 68	274,061 91
Engineers and firemen.....	433,225 65	101,147 00	332,078 65
Fuel and cost of preparing for use.....	573,663 33	187,262 50	386,400 83
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	87,638 88	28,489 27	62,149 61
Telegraph, mail and station expenses.....	139,258 07	46,419 86	92,838 71
Loss and damage of goods and baggage.....	21,746 14	2,389 66	19,376 48
Use of freight cars.....	177,905 99		177,905 99
Shoveling snow.....	7,812 03	2,604 01	5,208 02
Damage for injury of persons.....	16,273 60	5,424 53	10,849 07
Damage to property, including damage by fire, and cattle killed on road.....	4,943 82	3,295 88	1,647 94
General superintendence.....	28,516 71	9,505 57	19,011 14
Contingencies.....	134,036 84	44,678 78	89,357 56
Total	2,857,710 26	795,711 17	2,061,999 09

*Receipts on construction and equipment account during the year :*From stockholders, sale of bonds and other sources, None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail & ex- press.	Use of cars.	Miscella- neous.	Total.
January, 1872,	\$161,483 72	\$594,068 53	\$20,704 00	\$8,241 28	\$1,654 02	\$786,151 53
Feb., 1872.....	157,401 50	615,454 04	19,750 00	8,241 28	1,598 95	802,445 75
March, 1872....	203,072 87	628,725 53	20,227 00	8,241 28	2,190 18	860,456 88
April, 1872.....	219,571 80	607,750 61	20,227 00	8,241 28	2,940 70	858,731 27
May, 1872.....	238,328 19	602,909 86	20,704 00	8,241 28	1,418 17	869,600 98
June, 1872.....	212,689 66	522,648 80	19,750 00	8,241 28	1,814 04	765,143 78
July, 1872.....	221,960 33	458,664 85	20,704 00	8,241 28	3,509 95	713,082 39
August, 1872...	229,051 35	552,652 53	20,704 00	8,241 28	1,575 34	812,224 50
Sept., 1872.....	278,525 62	583,720 74	19,750 00	8,241 28	1,589 22	880,826 86
October, 1872...	250,688 33	632,176 72	20,704 00	8,241 28	2,330 00	914,140 31
Nov., 1872.....	214,651 91	561,183 14	20,227 00	8,241 28	3,551 29	807,854 60
Dec., 1872.....	177,766 14	493,417 10	20,227 00	8,241 28	1,000 00	700,651 52
Total	2,561,191 42	6,851,373 85	243,678 00	98,895 20	25,171 88	9,780,310 35
Profit operating New Castle branch						89,426 43
Profit operating Lawrence branch						26,933 56
						9,896,670 34

Summary of payments :

For construction and equipment	\$1,392,064 25
For maintaining the road, &c.— repairs of machinery and operating the road.....	\$5,272,846 05
Less taxes.....	216,059 53
	<u>5,056,786 52</u>
Dividends	1,506,000 00
Interest, less taxes.....	1,083,800 00
Miscellaneous	19,000 00
Municipal taxes: Included in State.	
State taxes	\$214,824 43
City and county and on capital stock,	6,778 08
	<u>221,602 51</u>
United States taxes.....	1,918 86
Total.....	<u>9,281,172 14</u>
Total amount of surplus fund.....	<u>615,498 20</u>

What express companies run on your road and on what terms? Adams express company.; \$457 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. For terms, see note on report sent the State for 1870, which is written in full.

ACCIDENTS.

	Killed.	Injured.
Employees.....	3	12
Others.....	6	8
	—	—
Total.....	9	20
	=	=

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

1872.

January 1. William Winans, brakeman, slightly injured while coupling cars at Pittsburg.

February 2. Jacob Bowman, injured, jumping from train while in motion, at Neville.

February 21. A. Faust, brakeman, injured while coupling cars at Allegheny.

February 21. J. Mingall, deaf, killed while walking on track, at Freedom.

March 4. G. Whittenberger, brakeman, fell between cars at N. Galilee and was killed.

March 22. Eli Duck, teamster, killed at Freedom.

March 27. Samuel Seelners, brakeman, fingers crushed while coupling cars at Homewood.

April 8. Jas. Follansbee, brakeman, foot mashed at Homewood.

May 6. Thos. Pinkerton, foot run over in attempting to get on moving train at Pittsburg.

May 8. ——— Murray, laborer, injured; struck by engine at Beaver bridge.

May 9. Charles Beeson, brakeman, injured; fell off caboose at Beaver Falls.

June 3. H. Gallagher, brakeman, knee injured while coupling cars at Pittsburg.

June 4. R. D. Wain, brakeman, arm injured while coupling cars at Allegheny.

June 14. M. Addington, killed while attempting to get on moving train at Allegheny.

June 25. Jas. Duxton, killed ; struck by train at Beaver bridge.

June 28. Stephen Barber, injured while attempting to get on moving train at Allegheny.

July 16. C. Chin, brakeman, injured while coupling cars at Allegheny.

July 19. H. F. Miller, brakeman, killed while coupling cars at Sewickley.

July 29. George Bowers, laborer, killed ; sleeping on track at Allegheny.

July 31. Charlotte Dobb, killed while walking on track at Fleming.

August 20. G. W. Burnett, injured while coupling cars at Rochester.

August 24. J. W. Reed, injured ; horses running away and into train at Economy.

August 26. J. M. Ellis, injured while attempting to jump from standing to moving train, at Allegheny.

August 26. W. Jamison, killed ; lying on track intoxicated at N. Galilee.

October 5. J. W. Guthrie, telegraph repairer, injured ; jumped in front of train at Rochester.

October 8. W. Albro, brakeman, injured while coupling cars at Beaver Falls.

October 9. John Slagle, injured ; crossing in front of train at Rochester.

October 15. W. Burnett, brakeman, injured while coupling cars at N. Galilee.

December 27. James M'Laughlin, injured while jumping from moving train at Edgeworth.

The road is operated by the Pennsylvania company, under a lease to the Pennsylvania railroad company.

The officers of the Pennsylvania company are as follows :

Thomas A. Scott, President.....	Philadelphia, Pa.
William Thaw, Vice President.....	Pittsburg, Pa.
J. N. M'Cullough, General Manager.....	Pittsburg, Pa.
Thomas D. Messler, Comptroller.....	Pittsburg, Pa.
W. P. Shinn, General Agent.....	Pittsburg, Pa.
W. H. Barnes, Secretary and Treasurer.....	Pittsburg, Pa.
J. P. Farley, Auditor.....	Pittsburg, Pa.
J. P. Henderson, Cashier	Pittsburg, Pa.
William Stewart, General Freight Agent.....	Pittsburg, Pa.
F. R. Myers, General Passenger and Ticket Agent.....	Pittsburg, Pa.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. W. Cass.....	Pittsburg, Pa.
Springer Harbaugh.....	Pittsburg, Pa.
Kent Jarvis	Massillon, O.
J. Edgar Thomson	Philadelphia, Pa.
R. R. Springer	Cincinnati, O.
Hon. John Sherman.....	Mansfield, O.
Pliny Hoagland	Fort Wayne, Ind.
Jesse L. Williams.....	Fort Wayne, Ind.
W. B. Ogden.....	Chicago, Ill.
J. F. D. Lainer.....	New York city.
Louis H. Meyer.....	New York city.
Samuel J. Tilden.....	New York city.
G. W. Cass	President.
F. M. Hutchinson	Secretary and Treasurer.

(No. 99.)

PITTSBURG, VIRGINIA AND CHARLESTON.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared John Scott, vice president, and D. P. Corwin, treasurer, of the Pittsburg, Virginia and Charleston railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) JOHN SCOTT, *Vice President.*

D. P. CORWIN, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1873. }

CHARLES G. MILNOR, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$821,550 00
Amount paid in as by last report.....	277,188 11
Total amount now paid in of capital stock.....	618,564 11
The amount, now of funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued to this date....	16,431
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount of capital on which the respective dividends were declared.....	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$145,588 79	\$654,067 71
Equipment .....	.....	55,242 75
Total cost.....	<u>145,588 79</u>	<u>709,310 46</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Pittsburg to Monongahela city.....	30 miles.
Length of main line of road laid, say.....	14 "
Length of main line of road laid in Pennsylvania,.....	14 "
Length of double track of road.....	3 "
Length of sidings.....	$\frac{1}{10}$ "
Gauge of road.....	4 $\frac{3}{4}$ feet.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	3
Number of first class passenger cars, (average cost of each, \$5,700,).....	2
Number of baggage, mail and express cars, (average cost of each, \$2,200,).....	1
Number of freight cars: Trucks, (average cost of each, \$665,).....	40
Number of coal, ore and stone cars: Stone, (average cost of each, \$660 00).....	5
Number of iron bridges, (length in feet, 97,)	1
Number of wooden bridges, (total length in feet, 1,996,).....	3
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 50,)....	10
Number of railroads crossed.....	None.
Number of stations on main road, (passenger 8, freight 8,).....	16
Number of wood and water stations on main road,.....	2
Value of real estate held by the company, exclusive of road way.....	\$514,648 59
Number of tunnels.....	None.
How is track laid and on what foundation? Stone ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of miles run by passenger trains.....	3,000
Number of miles run by freight trains.....	6,000
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,	4,000
Gross amount of tonnage for the year, (2000 lbs. per ton,).....	22,392½
Weight of first class passenger engines.....	60,000 lbs.
Weight of freight engines.....	60,000 lbs.

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

January.....	None.	July	None.
February.....	None.	August	None.
March.....	None.	September.....	None.
April.....	None.	October.....	None.
May.....	None.	November, 1872, say	1,500
June.....	None.	December, 1872, say	2,500

The amount of freight, specifying the quantity in tons :

Pig iron	4,860	Agricultural products.....	550
Railroad iron.....	830	Merchandise and manufactures..	700
Other iron or castings.....	10,655	Lumber	760
Iron and other ores.....	1,170	Other articles.....	2,957½
Stone and lime.....	410		

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

For first class way passengers.....	<u>3 cents.</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.....	\$4,112 97		\$4,112 97
Taxes on real estate	1,284 84		1,284 84
Total	5,397 81		5,397 81
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$271 98	\$36 00	235 98
Repairs of freight cars.....	12 31		12 31
Repairs of tools and machinery in shops.....	247 94		247 94
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	68 15	90	67 25
Total.....	600 28	36 90	563 48
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,472 46		1,472 46
Agents and clerks.....	1,443 29		1,443 29
Porters, watchmen and switch tenders	544 98	63 25	481 73
Conductors, baggage masters and brakemen.....	756 60	111 71	644 89
Engineers and firemen	982 62	297 06	685 56
Fuel and cost of preparing for use.....	825 61	162 73	662 88
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	334 67	21 25	313 42
Shoveling snow	148 84		148 84
General superintendence.....	3,049 63		3,049 63
Total.....	9,558 70	656 00	8,902 70
	15,556 89		

Receipts on construction and equipment account during the year :

From stockholders.....	\$341,376 00
Sale of bonds.....	405,396 33
Other sources	1,867 60
Total.....	<u>748,639 39</u>

RECEIPTS.

	Passengers.
September, 1872.....	\$3 00
November, 1872.....	261 75
December, 1872	578 20
Total.....	<u>842 95</u>

Summary of payments :

For construction and equipment.....	\$619,216 94
For maintaining the road, &c.—repairs of machinery and operating the road.....	15,556 89
Dividends	None.
General expenses.....	24,785 53
Total.....	<u>659,559 36</u>
Total amount of surplus fund.....	<u>None.</u>

Cost of transportation :

Cost per passenger per mile, proximate average..	2 cents.
Cost per ton freight per mile, proximate average,	<u>4 "</u>

What express companies run on your road? None running.

What transportation or freight companies run on your road?
None running.

ACCIDENTS.

	Killed.	Injured.
Others	1	..
Total.....	<u>1</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, viz:

Boy named Henry Benz, aged 14, run over by freight train backing to engine house; carelessness of the person killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George Black	Pittsburg, Pa.
W. W. Martin	Pittsburg, Pa.
Joseph Walton	Pittsburg, Pa.
Wm. J. Howard.	Philadelphia, Pa.
Henry B. Hays	Pittsburg, Pa.
J. C. Risher	Pittsburg, Pa.
Alex. Patton	Rice's Landing, Pa.
B. F. Jones, President	Pittsburg, Pa.
John Scott, Vice President.	Pittsburg, Pa.
D. P. Corwin, Secretary and Treasurer	Pittsburg, Pa.

(No. 100.)

PLYMOUTH.

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

Personally appeared Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Plymouth railroad company, and in due form of law affirmed, that the statements in the within report, for the financial year ending December 12, 1872, are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
 18th day of February, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,).....	\$30,000 00
Amount of stock subscribed, (uncertain, but supposed,)	30,000 00
Amount paid in as by last report, (as registered,)	12,050 00
Total amount now paid in of capital stock, (as now registered,).....	12,050 00
Funded debt, as per last report	100,000 00
The amount now of funded debt	None.
Floating debt as by last report.....	174,495 19
The amount now of floating debt, (including amount of loan canceled,).....	274,495 19
Total amount now of floating and funded debt ..	274,495 19
Date and rate per cent. per annum of dividend or dividends	No dividends.
Number of shares of stock issued, (as now registered)	241
Par value of each share.....	\$50 00

Average market value during the year: No market value.

Amount paid in on each share \$50 00

Amount of capital on which the respective dividends were declared: No dividend on stock or interest on debt paid.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate,	\$274,495 19	\$274,495 19
Equipment: None owned by Plymouth railroad company.		

CHARACTERISTICS OF ROAD.

Length of main line of road from Conshohocken to Oreland	9 $\frac{25}{100}$ miles.
Length of main line road laid	9 $\frac{25}{100}$ "
Length of main line of road laid in Pennsylvania,	9 $\frac{25}{100}$ "
Length of sidings	2 $\frac{37}{100}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	57 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	1
Number of engines.....	None.
Number of first class passenger cars.....	None.
Number of second class passenger cars	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 137,)	2
Number of wooden bridges, (total length in feet, 340,)	11
Number of stations on main road	4
Number of wood and water stations on main road,	1

Value of real estate held by the company, exclusive of road way, (and not included in cost of road,)	\$11,231
Number of tunnels	None.
How is track laid, and on what foundation ? With iron rails, oak and Chestnut cross-ties, on broken cinder.	

The return of this company is included in the annual report of the Philadelphia and Reading railroad company, lessees.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
James Boyd	Norristown, Pa.
William H. Slingluff.	Norristown, Pa.
J. V. Williamson.....	Philadelphia, Pa.
Winfield Scott Wilson.....	Philadelphia, Pa.
William Harmar.....	Philadelphia, Pa.
Edwin Swift.....	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 201.)

READING AND COLUMBIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Reading and Columbia railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1873. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	511,500 00
Amount paid in as by last report.....	507,268 09
Total amount now paid in of capital stock.....	507,268 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.....	1,033,742 90
The amount now of floating debt.....	1,093,494 59
Total amount now of floating and funded debt...	2,093,494 59
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	None.
Number of shares of stock issued.....	10,124
Par value of each share.....	\$50 00
Average market value during the year. Not sufficient sales to show value.	
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	\$2,040,155 77	\$2,062,611 76
Equipment.....	220,583 46	220,041 18
Total cost.....	<u>2,260,739 23</u>	<u>2,282,652 94</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Columbia to Sinking Spring.....	40 miles.
Length of main line road laid,(from Sinking Spring to Reading, 6 miles use track of Lebanon Valley railroad,)	40 "
*Length of main line of road laid in Pennsylvania,	40 "
Length of double track of road.....	None.
Length of sidings: Main line, 4.93 miles; Lancaster branch, 1.06; total.....	5.99 miles.
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: Lancaster branch, 8 miles; Lebanon branch, 8½ miles, under construction; Mount Hope branch, 2½ miles, under construction; Shawnee branch, ¾ miles, under construction.	
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, (average cost of each, \$4,389 31,).....	7
Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	1
Number of freight cars.....	37
Number of coal, ore and stone cars.....	None.
Number of iron bridges, (total length in feet, 34,).....	1
Number of wooden bridges, (total length in feet, 576,)	7
Number of stone bridges, (total length in feet, 32,).....	1
Number of culverts, (total length in feet, 124,)..	14
Number of railroads crossed.....	3
Number of stations on main road	25
Number of wood and water stations on main road,	5
Value of real estate held by the company, exclusive of road way	\$61,576 22
Number of tunnels	None.
How is track laid, and on what foundation? Cross-ties, with stone ballast.	
Length in miles laid with steel rail	<u>None.</u>

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

Number of miles run by passenger trains.....	72,136
Number of miles run by freight and coal trains,	159,761
Number of through passengers for the year on main road	39,769
Number of passengers (all classes) carried in cars,	118,812
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	340,171
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by freight trains, including stops	9
Weight of first class passenger engines.....	58,533 lbs.
Weight of freight engines.....	<u>70,066 lbs.</u>

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

December, 1871.....	7,300	July, 1872.....	15,242
January, 1872.....	6,825	August, 1872.....	15,344
February, 1872.....	6,320	September, 1872.....	9,169
March, 1872.....	8,138	October, 1872.....	8,686
April, 1872.....	8,765	November, 1872.....	11,773
May, 1872.....	11,003		
June, 1872.....	10,247	Total.....	<u>118,812</u>

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

Anthracite coal.....	196,397
Merchandise and manufactures.....	143,774
Total.....	<u>340,171</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>3½ "</u>

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

For through freight.....	3 ⁵ / ₁₀ cents.
For through coal.....	1 ⁸ / ₁₀ "
For local freight.....	<u>5 ¹/₁₀ "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$91,486 24
Taxes on real estate.....	234 17
Total.....	<u>91,720 41</u>

Repairs of machinery:

Repairs of engines and tenders, passenger and baggage cars, freight cars, tools and machinery in shops; incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	<u>\$29,594 65</u>
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Operating the road :

Office expenses, stationery, &c.....	\$6,982 49
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance, 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, telegraph, mail and station expenses, loss and damage of goods and baggage, tolls over other roads, use of freight cars, shoveling snow, damage for injury of persons, damage to property, including damage by fire and cattle killed on road, general superintendence, contingencies..	92,987 42
Total.....	<u>99,969 91</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
December, 1871.....	\$3,950 60	\$13,148 99	\$119 72	\$242 09	\$17,460 40
January, 1872.....	3,485 92	10,655 91	118 72	201 34	14,461 89
February, 1872.....	3,253 73	13,114 33	118 73	177 42	16,664 21
March, 1872.....	4,022 22	13,854 70	118 72	189 54	18,185 18
April, 1872.....	4,596 16	14,495 81	118 73	173 92	19,384 62
May, 1872.....	6,122 22	17,153 60	118 72	216 17	23,610 71
June, 1872.....	5,714 45	18,445 00	118 73	232 67	24,510 85
July, 1872.....	8,018 98	19,266 14	118 72	167 92	27,591 76
August, 1872.....	7,493 04	18,724 52	118 73	227 58	26,563 87
September, 1872.....	4,959 21	17,376 52	118 73	193 92	22,648 38
October, 1872.....	4,872 97	20,451 86	118 73	107 92	25,551 48
November, 1872.....	5,708 59	18,004 89	118 72	140 92	23,973 12
Total.....	62,198 09	194,692 27	1,424 70	2,291 41	260,606 47

Summary of payments :

For construction and equipment	\$21,913 71
For maintaining the road, &c.—repairs of machinery and operating the road	221,284 97

RAILROAD REPORT.

489

For interest.....,.....	\$70,000 00
For State taxes.....	4,892 64
Total.....	<u>318,091 32</u>

What express companies run on your road, and on what terms? To August 31, 1872, Central express company; on through goods, regular first class rates; on way goods, regular one and one-fourth first class rates. From September 1, 1872, express business conducted by this company.

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

ACCIDENTS.

	Injured.
Employees.....	<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, viz:

1872.

February 2. John K. Young, brakeman; thumb of left hand mashed and hand injured while coupling cars at Litiz.

March 2. Jacob Heiserman, brakeman, squeezed between cars, while coupling at Litiz; slightly injured.

April 24. John Mishler, brakeman, small toe of left foot cut off, by box of gun barrels falling on it, while loading freight, at Reinhold's.

October 2. Amos Morgan, brakeman, while uncoupling cars at Columbia, wheel passed over left foot, mashing it slightly.

October 16. J. P. Buckwalter, baggage man, slipped from box car while shifting cars at Columbia; wheel passed over right foot, mashing it; one toe amputated.

October 16. Charles A. Rupert, conductor, at Columbia, attempted to pass in front of tender of Columbia wharf engine, backing with cars, slipped and fell, rear truck of tender passing over right leg; amputated below the knee.

November 2. George W. Moore, brakeman, two fingers of right hand mashed while coupling cars at Weitzeltown; one finger amputated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean	Philadelphia, Pa.
A. E. Borie	Philadelphia, Pa.
J. B. Lippincott	Philadelphia, Pa.
John Ashhurst	Philadelphia, Pa.
R. B. Cabeen	Philadelphia, Pa.
G. A. Nicolls	Philadelphia, Pa.
John Tucker	Philadelphi, Pa.
W. G. Case	Columbia, Pa.
George Bogle	Columbia, Pa.
T. Baumgardner	Lancaster, Pa.
Frederick Lauer	Reading, Pa.
Samuel Small	York, Pa.
Franklin B. Gowen, President	Philadelphia, Pa.
Howard Hancock, Secretary	Philadelphia, Pa.
John Welch, Treasurer	Philadelphia, Pa.

(No. 102.)

SALISBURY AND BALTIMORE.

OFFICE SALISBURY AND BALTIMORE R. AND O. CO., }
 PHILADELPHIA, December 12, 1872. }

JOHN F. HARTRANFT, Esq.,

Auditor General:

DEAR SIR:—In reply to your circular, calling for a report from this company, I have the honor to report—

That the Salisbury and Baltimore railroad and coal company have located their railroad from a station one mile west of Myers' mill, on the Pittsburg and Connellsville railroad, to the town of Salisbury, in Somerset county, Pa., a distance of about eight and one-half miles, with lateral branches to mines of three miles more.

The road has been partly graded; masonry done; greater portion of cross-ties have been delivered.

The stock is being paid in instalments as required by law.

I herewith give you the names and residences of the officers:

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Anspach.....	Philadelphia.
Michael Hay.....	Salisbury, Elk Lick P. O., Pa.
Hiram Findlay.....	Salisbury, Elk Lick P. O., Pa.
Chas. E. Anspach.....	Philadelphia.
James Anspach	Philadelphia.
M. P. O'Hern	Pittsburg.
Frederick J. Anspach.....	Shamokin, Northum'd Co., Pa.
John Anspach, President.....	Philadelphia.
Chas. E. Anspach, Secretary and Treasurer.....	Philadelphia.

Sworn and subscribed to before me, this }
 31st day of December, A. D., 1872. }

J. P. DELANEY, *Alderman.*

(No. 103.)

SCHUYLKILL AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Schuylkill and Susquehanna railroad company, and in due form of law made oath, that the statements in the within report, from January 1, 1872, to June 19, 1872, inclusive, are true, to the best of their knowledge and belief.

(Signed) F. B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of February, 1873. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

The Schuylkill and Susquehanna railroad company was merged into the Philadelphia and Reading railroad company June 19, 1872.

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.....	46,089 14
The amount now of floating debt.....	12,787 62
Total amount now of floating and funded debt ..	109,787 62
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.

RAILROAD REPORT.

493

Number of shares of stock issued.....	25,383
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 and equipment.....	<u>\$1,283,490 25</u>	<u>\$1,283,490 25</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Auburn to Rockville	54 miles.
Length of main line road laid	54 "
Length of main line of road laid in Pennsylvania,	54 "
Length of double track of road	None.
Length of sidings.....	9.33 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track: 60, 56 and 68 pounds.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	4
Number of iron bridges, (total length in feet, 94,)	2
Number of wooden bridges, (total length in feet, 614,)	5
Number of stone bridges, (total length in feet, 56,)	2
Number of culverts, (total length in feet, 18,)....	3
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 18; freight, 18; total	18
Number of wood and water stations on main road: 8 water and 2 wood.	
Number of tunnels	None.
How is track laid, and on what foundation? On broken stone ballast.	
Length in miles laid with steel rail	<u>None.</u>

DOINGS OF THE FIVE MONTHS IN TRANSPORTATION, AND TOTAL MILES RUN

Number of passengers (all classes) carried in cars,	16,961
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	252,821
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, (miles per hour,).....	10
Weight of first class passenger engines.....	20 tons.
Weight of freight engines.....	31 "

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

January, 1872.....	3,505	May, 1872	3,073
February, 1872.....	3,165		
March, 1872.....	3,518	Total	16,961
April, 1872.....	3,700		

The amount of freight, specifying the quantity in tons:

Anthracite coal	200,865
General merchandise and all other articles.....	51,956
Total	252,821

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

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

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings.....	\$59,547 97
Taxes on real estate	1,060 96
Total.....	60,608 93

Operating the road:

Office expenses, stationery, &c., agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and station attendance, 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, telegraph, mail and station expenses, loss and damage of goods and baggage, tolls over other roads, use of freight cars, shoveling snow, damage for injury of persons, damage to property, including damage by fire and cattle killed on road, general superintendence, contingencies

\$35,003 85

RECEIPTS.

Months.	Passengers.	M'ch'dise traffic.	Coal traffic.	U.S.Mail.	Miscellaneous.	Total.
January, 1872.....	\$2,914 42	\$5,743 58	\$2,075 65	\$147 50	\$108 99	\$10,990 14
February, 1872.....	2,558 99	5,448 59	5,387 06	147 50	161 99	13,704 13
March, 1872.....	2,989 09	6,835 29	8,836 97	147 50	110 88	18,919 73
April, 1872.....	3,248 77	6,758 80	14,339 52	147 50	122 70	24,617 29
May, 1872.....	3,307 96	7,854 58	14,604 37	147 50	225 69	28,140 10
Total.....	15,019 23	32,640 84	45,243 57	737 50	730 25	94,371 39

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road	\$95,612 78
For interest	1,553 52
Miscellaneous	4,712 71
State taxes	1,013 34
Total.....	<u>102,892 35</u>

What express companies run on your road? Central express company.

NAMES AND RESIDENCE OF OFFICERS.

(At the date of merger with the Philadelphia and Reading railroad company.)

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott	Philadelphia.
John Ashhurst.....	Philadelphia.
Chas. E. Smith	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Albert Foster, Secretary	Philadelphia.
John Welch, Treasurer	Philadelphia.

(No. 104.)

SCHUYLKILL VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Peter C. 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, for the financial year ending November 1, 1872, are true, to the best of his knowledge and belief.

(Signed) P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1873. }

B. F. HORAN, *Notary Public.*

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.
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: Cash, January and July, 1872.....	5 per cent.
Number of shares of stock issued.....	11,521
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	576,050 00.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$576,840 94	\$576,840 94
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road from Port Carbon to Reevesdale	11 miles.
Length of main line road laid	11 "
Length of main line of road laid in Pennsylvania,	11 "
Length of double track of road	5 $\frac{2}{10}$ "
Length of sidings	3 $\frac{2}{10}$ "
Gauge of road	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	60 to 64 lbs.
Branch roads owned by the company, and their length, viz:	12 $\frac{2}{10}$ miles.

Leased to the Philadelphia and Reading railroad company, operated by that company and included in their report as one of their branches.

. NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
John Tucker	Philadelphia.
Franklin B. Gowen	Philadelphia.
R. B. Cabeen	Philadelphia.
A. E. Borie	Philadelphia.
Hy. Pratt M'Kean	Philadelphia.
Geo. F. Tyler	Philadelphia.
A. Hewson, M. D.	Philadelphia.
John Tucker, President	Philadelphia.
P. C. Hollis, Secretary and Treasurer	Philadelphia.

(No. 105.)

SELINGSGROVE AND NORTH BRANCH.

SELINGSGROVE, PA., *March 14, 1873.*

HON. HARRISON ALLEN,

Auditor General:

DEAR SIR:—In reply to yours of the 13th, we have to say that our proposed line of railway will commence at Selingsgrove and extend to Port Trevorton, in the county of Snyder, a distance of seven miles, and from Selingsgrove to Milton, in the county of Northumberland, a distance of nineteen miles, and a branch road from Selingsgrove to Mifflin, Juniata county, a distance of thirty miles. We intend commencing operations early in the spring.

Very respectfully,

W. A. MEEKER, *President.*SAMUEL ALLEMAN, *Treasurer.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed (536 shares).....	26,800 00
Total amount now paid in of capital stock ('0 per cent.).....	2,680 00
Number of shares of stock issued.....	None.
Par value of each share.....	\$50 00
Amount paid in on each share.....	5 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. G. L. Shindel.....	Selingsgrove, Pa.
Phillip Hilbisch.....	Selingsgrove, Pa.
George Schnure.....	Selingsgrove, Pa.
Samuel Alleman.....	Selingsgrove, Pa.
George Hilbisch.....	Freeburg, Pa.
J. Banks Wilson.....	Oakland Mills, Pa.
Joseph Long.....	M'Allistersville, Pa.
W. A. Meeker.....	President.
Samuel Alleman.....	Secretary.
Phillip Hilbisch.....	Treasurer.

(No. 106.)

SHAMOKIN VALLEY AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. N. Du Barry, 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

J. N. DU BARRY, *President.*GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, this }
 15th day of November, 1872. }

HENRY C. SPACKMAN, N. P.

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, August 1, 1872,).....	\$700,000 00
New loan, (date of maturity, July 1, 1901,)	1,288,000 00
	<hr/>
	1,988,000 00
Total amount now of floating and funded debt ..	1,988,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; new loan, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: Cash, 1st February and August, 3 per cent. each.	

RAILROAD REPORT.

501

Number of shares of stock issued	17,389
Par value of each share	\$50 00
Average market value during the year	No sales.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>869,450 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$1,569,450 00</u>	<u>\$1,569,450 00</u>

Summary of payments :

For dividends	\$52,167 00
For interest :	
Bonds Philadelphia and Sunbury..	\$46,535 56
Bonds Shamokin Valley and Pottsville.....	62,749 16
	<u>109,284 72</u>

This road is leased to the Northern Central railway company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. Du Barry	Baltimore, Md.
J. D. Cameron.....	Harrisburg.
E. C. Biddle.....	Philadelphia.
Edmund Smith.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Jacob P. Jones	Philadelphia.
Wistar Morris	Philadelphia.
J. N. Du Barry, President.....	Baltimore, Md.
George Taber, Secretary and Treasurer.....	Philadelphia.

(No. 107.)

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 railroad company, lessee, and in due form of law made oath, that the statements in the within report, for the financial year, 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 }
 26th day of February, 1873. }

OLIVER EDWARDS,
Alderman and ex-officio J. P.

STOCK AND DEBT.

See report of president and treasurer of company.

COST OF ROAD AND EQUIPMENT.

	By present report.
Equipment	<u>\$1,569,450 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Sunbury Pa., to Mount Carmel, Pa.....	28 miles.
Length of main line road laid.....	28 "
Length of main line of road laid in Pennsylvania,	28 "
Length of double track of road.....	None.
Length of sidings.....	4½ miles.
Gauge of road.....	4 ft. 9 in.

Weight of rail per yard on main track.....	56 to 64 lbs.
• Branch roads owned by the company.....	None.
Number of engine houses and shops.....	2
Use engines and cars of Northern Central railway company.	
Number of iron bridges.....	None.
Number of wooden bridges.....	29
Number of stone bridges.....	1
Number of railroads crossed.....	None.
Number of stations on main road.....	9
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of road way.....	\$1,288,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Earth bed and cross-ties.	
Length in miles laid with steel rail.....	None.

DOINGS OF THE YEAR IN TRANSPORTATION, AND TOTAL MILES RUN

Number of miles run by passenger trains.....	31,492
Number of miles run by freight and coal trains..	171,460
Number of through passengers for the year on main road.....	2,179
Number of passengers (all classes) carried in cars,	44,597
Number of tons of 2,000 lbs. of through freight for the year on main road.....	24,327
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	683,631
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.....	18
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	56,000 pounds.
Weight of freight engines.....	63,000 "

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal....	654,991	Agricultural products.....	4,907
Petroleum and other oils.....	001	Merchandise and manufactures.....	2,775
Pig iron.....	705	Live stock.....	063
Railroad iron.....	345	Lumber.....	11,977
Other iron or castings.....	387	Other articles.....	2,187
Iron and other ores.....	044		
Stone and lime.....	5,249	Total.....	<u><u>683,631</u></u>

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

Average rate on all passengers carried..... 4 $\frac{91}{100}$ cents.

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

Average rate on all freight carried..... 2 $\frac{12}{100}$ cents.

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	\$57,466 76	\$22,986 70	\$34,480 06
Total	57,466 76	22,986 70	34,480 06
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$10,560 22	\$4,224 09	\$6,336 13
Repairs of passenger and baggage cars.....	458 11	458 11	.....
Repairs of freight cars.....	10,047 04	.....	10,047 04
Repairs of tools and machinery in shops.....	185 22	74 09	111 13
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	10,721 72	4,288 68	6,433 04
Total	31,973 21	9,044 97	22,928 24
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,390 99	\$3,356 39	\$5,034 60
Agents and clerks.....	3,404 80	396 00	3,008 30
Labor—loading and unloading freight.....	2,579 23	.....	2,579 23
Porters, watchmen and switch tenders.....	2,694 01	873 40	1,820 61
Car cleaning and inspecting, furniture and fixtures.....	875 07	125 15	749 92
Wood and water station attendance.....	2,796 94	1,118 37	1,677 57
Conductors, baggage masters and brakemen.....	17,035 35	2,001 85	15,033 50
Engineers and firemen.....	11,606 25	1,970 25	9,726 00
Fuel and cost of preparing for use.....	20,750 30	8,300 12	12,450 18
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,873 46	749 34	1,124 08
Telegraph, mail and station expenses.....	931 42	193 37	738 05
Loss and damage of goods and baggage.....	240 62	.....	240 62
Use of freight cars.....	3,250 62	.....	3,250 62
Shoveling snow.....	527 82	211 13	316 69
General superintendence.....	2,018 46	294 67	1,723 79
Contingencies.....	16,119 02	6,447 60	9,671 42
Total	95,182 86	26,037 68	69,145 18

Receipts for the year ending December 31, 1872:

Passengers.....	\$25,019 85
Freight.....	282,505 57
Mail and express.....	1,640 00
Miscellaneous.....	196 44
Total.....	<u>309,361 86</u>

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$184,622 83
Dividends and interest.....	79,140 34
Total.....	<u>263,763 17</u>

Cost of transportation:

Cost per passenger per mile, proximate average..	5 cents
Cost per ton per mile, proximate average.....	<u>1 ¹/₁₀₀ "</u>

What express companies run on your road, and on what terms? Adams express company, at \$240 per annum.

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

ACCIDENTS.

	Injured.
Employees.....	1
Total.....	<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, viz:

June 8, 1872. John Gillinger, freight flagman, had two fingers of his left hand mashed, while coupling cars at Mt. Carmel.

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer of the company.

(No. 108.)

SHENANGO AND ALLEGHENY.

STATE OF PENNSYLVANIA, } ss:
Crawford County, }

Personally appeared J. J. Shryock, president, and Gilbert H. M'Kibbin, treasurer, of the Shenango and Allegheny railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, are true, to the best of their knowledge and belief.

(Signed)

J. J. SHRYOCK, *President.*GILBERT H. M'KIBBIN, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of January, 1873. }

J. W. HANNEN, *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.....	158,000 00
Total amount now paid in of capital stock	199,000 00
Funded debt as per last report.....	638,000 00
The amount now of funded debt, (classified and date of maturity, as follows:	
1st mortgage bonds, (date of maturity April 1, 1889,).....	\$780,000 00
	<hr/> 780,000 00
Floating debt, as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	780,000 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 issued.....	3,980
Par value of each share.....	\$50 00
Amount paid in on each share	50 00

SHENANGO AND ALLEGHENY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$720,980 00	\$899,335 00
Equipment	76,945 00	78,945 00
Total	<u>797,925 00</u>	<u>978,280 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Shenango to Harrisville.....	32 miles.
Length of main line road laid.....	32 "
Length of main line of road laid in Pennsylvania,	32 "
Length of sidings.....	2 "
Gauge of road.....	4 feet 9½ in.
Weight of rail per yard on main track	56 pounds.
Number of engine houses and shops	3
Number of engines.....	2
Number of second class passenger cars, (average cost of each, \$3,400,).....	2
Number of baggage, mail and express cars, (average cost of each, \$850,)	2
Number of freight cars, (average cost of each, \$800,)	3
Number of coal cars, (average cost of each \$625,)	67
Number of wooden bridges, (total length in feet, 560,)	6
Number of railroads crossed, (Atlantic and Great Western,).....	1
Number of passenger 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 roadway	\$20,000 00
How is track laid and on what foundation?	
Oak cross-ties and gravel ballast.	

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

Number of miles run by passenger, freight and coal trains	40,500
Number of through passengers for the year on main road	1,550
Number of passengers (all classes) carried in cars,	16,170
Number of tons of 2,000 lbs. of through freight for the year on main road	7,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	56,220
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	12
Weight of first class passenger engines	30

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

December, 1871.....	1,320	June, 1872.....	1,010
January, 1872.....	1,150	July, 1872.....	1,330
February, 1872.....	1,220	August, 1872.....	1,360
March, 1872.....	1,310	September, 1872.....	1,940
April, 1872.....	1,360	October, 1872.....	1,410
May, 1872.....	1,210	November, 1872.....	1,550

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	52,460
Agricultural products.....	760
Merchandise and manufactures	2,000
Lumber	1,000

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

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

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

For through freight.....	5 cents.
For through coa	3 "
For local freight.....	10 "
For local coal	5 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$4,921 85	
		\$4,921 85

Repairs of machinery :

Repairs of engines and tenders	333 00	
Repairs of freight cars	885 93	
Repairs of tools and machinery in shops,	48 89	
		1,267 82

Operating the road :

Office expenses, stationery, &c.....	1,095 47	
Agents and clerks	2,857 03	
Labor—loading and unloading freight,	1,271 58	
Conductors, baggage masters and brakemen	3,398 94	
Engineers and firemen	3,654 51	
Fuel and cost of preparing for use....	1,519 61	
Oil and waste for engines and tenders, passenger, baggage and freight cars,	398 75	
Loss and damage of goods and baggage,	48 46	
Tolls over other roads.....	682 11	
Use of freight cars.....	208 87	
General superintendence	850 70	
Contingencies.....	30 52	
		16,016 55

Total expense maintaining and operating the road, &c., as above.....		22,206 22
--	--	-----------

Receipts on construction and equipment account during the year :

From stockholders.....	40,075 00
From sale of bonds.....	108,040 34
Other sources	83,164 46
Total.....	231,279 80

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Total.
December, 1871.....	\$973 50	\$3,816 15	\$137 24	.....	\$4,926 89
January, 1872.....	868 10	3,634 88	91 72	.....	4,594 70
February, 1872.....	726 95	3,657 45	96 95	\$1 89	4,483 24
March, 1872.....	979 20	1,521 67	92 14	14 28	2,607 29
April, 1872.....	1,018 25	3,460 43	97 75	.....	4,582 43
May, 1872.....	885 00	1,762 48	109 79	11 16	2,768 43
June, 1872.....	706 40	3,391 92	117 26	.....	4,215 58
July, 1872.....	981 20	3,895 00	163 50	2 08	5,031 78
August, 1872.....	1,003 30	3,971 67	158 41	.....	5,133 38
September, 1872.....	1,742 05	4,073 29	164 96	.....	5,980 30
October, 1872.....	1,099 80	5,844 53	164 74	.....	7,109 07
November, 1872.....	1,278 00	5,972 47	166 46	.....	7,416 93
Total.....	12,261 75	44,997 94	1,560 92	28 41	58,850 02

Summary of payments :

For construction and equipment.....	151,534 33
For maintaining the road, &c.—repairs of machinery and operating the road.....	22,206 22
Interest	51,975 38
Miscellaneous	653 75
State taxes	2,862 70
United States taxes	735 00
Total amount of surplus fund.....	None.
Total.....	229,967 38

Cost of transportation: No record kept.

What transportation or freight companies run on your road?

United States express company.

ACCIDENTS.

None.

SHENANGO AND ALLEGHENY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. J. Shryock.....	Meadville, Pa.
H. Rawle.....	Erie, Pa.
Wm. Reynolds.....	Meadville, Pa.
G. B. Delamater.....	Meadville, Pa.
Wm. Thorp.....	Meadville, Pa.
A. F. Allen.....	Jamestown, N. Y.
G. H. M'Kibbin.....	Greenville, Pa.
J. J. Shryock, President.....	Meadville, Pa.
G. H. M'Kibbin, Secretary, Treasurer and Sup't.....	Greenville, Pa.
H. Rawle, Vice President.....	Erie, Pa.

(No. 109.)

SOMERSET AND MINERAL POINT.

STATE OF PENNSYLVANIA, }
Somerset County, } ss:

Personally appeared A. H. Coffroth, president, and Charles J. Harrison, treasurer, of the Somerset and Mineral Point railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief. This statement being made out as we best could after many books and papers burned in the fire of May last.

(Signed) A. H. COFFROTH, *President.*

CHAS. J. HARRISON, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of March, 1873. }

JOS. CUMMINS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed, about.....	60,000 00
Total amount now paid in of capital stock, about,	55,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1901,)	\$50,000 00
2d mortgage bonds, (date of maturity, July 1, 1892,)	30,000 00
3d building lien.....	1,104 80
	<hr/>
	81,104 80
The amount now of floating debt, as far as ascertained.....	8,584 35
Total amount now of floating and funded debt ..	89,689 15
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	None.
Number of shares of stock issued.....	About 11,000
Par value of each share.....	\$50 00
Average market value during the year.....	Not in market.
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 present report.
Construction	\$140,000 00
Equipment: Rolling stock leased for a term of years.	<u> </u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Somerset to Mineral Point.....	9 $\frac{1}{10}$ miles.
Length of main line road laid	9 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania,	9 $\frac{1}{10}$ miles.
Length of double track of road.....	None.
Length of sidings, including Y.....	About 1,200 ft.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
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 and car houses.....	1
Number of engines	1
Number of first class passenger cars	1
We are lessees of stock.	
Number of second class passenger, baggage, mail and express cars.....	1
Number of freight cars: House cars, 1; trucks, 2; total	3
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges	None.

Number of wooden bridges, (total length in feet, about 60,).....	1
Number of stone bridges.....	None.
Number of culverts: Papers burnt, can't say.	
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 8; freight, 8; total.....	8
Number of wood and water stations on main road, 1 water station.	
Value of real estate held by the company, exclusive of road way: Depot, lot and house.....	\$3,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Wood cross-ties on stone ballast.	
Length in miles laid with steel rail.....	None.

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

Number of miles run by passenger trains	18,000
Number of through passengers for the year on main road	12,000
Number of passengers (all classes) carried in cars,	18,000
Number of tons of 2,000 lbs. of through freight for the year on main road	5,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	8,530
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Weight of first class passenger and freight engines: One engine for both.	

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

March, 1872.....	1,545	August, 1872	82,26
April, 1872.....	1,895	September, 1872.....	2,856
May, 1872.....	2,262	October, 1872.....	1,950
June, 1872.....	1,824	November, 1872.....	1,854
July, 1872.....	1,911	December, 1872.....	2,890

The amount of freight, specifying the quantity in tons :

Anthracite coal	None.	Stone and lime.....	500
Bituminous coal	None.	Agricultural products	100
Petroleum and other oils.....	None.	Merchandise and manufactures.....	4,590
Pig iron.....	50	Live stock	30
Railroad iron.....	None.	Lumber	2,500
Other iron or castings	10	Other articles—brick	<u>750</u>
Iron and other ores.....	None.		

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

Our charges is 50 cents for entire route, and way pro rata.

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

For through freight.....	7 $\frac{1}{3}$ cents.
For through coal.....	None.
For local freight.....	16 $\frac{1}{9}$ cents.
For local coal	<u>None.</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings and improvements.....	<u>\$3,417 79</u>
---	-------------------

Repairs of machinery :

Repairs of engines and tenders, passenger, bag- gage and freight cars, and tools and machinery in shops	\$600 00
Incidental expenses, including oil, fuel, clerks, , watchmen, &c., about shops	<u>None.</u>

Operating the road :

Office expenses, stationery, &c., including agents, clerks and general superintendent.....	\$800 00
Labor—loading and unloading freight	None.
Porters, watchmen and switch tenders	420 00
Car cleaning and inspecting, furniture and fixtures,	20 00
Wood and water station attendance	None.
Conductors, baggage masters and brakemen....	1,104 00

Engineers and firemen	\$1,500 00
Fuel and cost of preparing for use	557 87
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	75 00
Telegraph, mail and station expenses	None.
Loss and damage of goods and baggage	None.
Tolls over other roads.....	361 15
Use of freight cars.....	None.
Shoveling snow.....	None.
Damage for injury of persons.....	None.
Damage to property, including damage by fire and cattle killed on road	None.
General superintendence: See above.	
Contingencies	300 00
Total.....	<u>5,138 02</u>

The income of the road from March last, from time this company began to operate, has furnished means to pay employees, repairs, ballasting road, and interest on bonds due July 1, 1872, and the interest of January 1, 1873, has been met so far.

Receipts on construction and equipment account during the year :

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

Months.	Passen- gers.	Freight.	Mail and Express.	Use of Cars.	Miscella- neous.	Total.
March, 1872	\$377 32	.....	{ Mail \$27 29 Express... None.	.....	.....	.....
April, 1872.....	606 25	\$255 63	{ Mail..... 54 58 Express... 18 48	.....	.....	.....
May, 1872	755 10	320 42	{ Mail..... 54 58 Express... 28 10	.....	.....	.....
June, 1872.....	565 80	310 06	{ Mail..... 54 58 Express... 29 33	.....	.....	.....
July, 1872	741 25	323 01	{ Mail..... 54 58 Express... 15 00	.....	.....	.....
August, 1872....	720 75	432 43	{ Mail..... 54 52 Express... 22 91	.....	.....	.....
Sept., 1872.....	1,127 10	663 10	{ Mail..... 54 58 Express... 110 85	.....	.....	.....
October, 1872...	582 35	773 46	{ Mail..... 54 58 Express... 94 96	.....	.....	.....
Nov., 1872.....	618 30	403 80	{ Mail..... 54 58 Express... 50 00	.....	.....	.....
December, 1872,	960 90	291 04	{ Mail..... 54 58	.....	.....	.....
Total.....	7,564 12	3,772 95	918 08	Noth'g.	None.	\$12,055 15

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$9,155 81
Dividends	None.
Interest	3,076 37
Miscellaneous.....	1,190 00
Surplus funds.....	None.
Municipal taxes.....	None.
State taxes.....	None.
United States taxes.....	None.
<hr/>	
Total amount of surplus fund.....	<u>None.</u>

What express companies run on your road, and on what terms?
 Adams express, and pay us 15 cents per hundred pounds, but nothing for small packages.

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

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. A. Sanner	Somerset, Pa.
Isaac Hugus	Somerset, Pa.
Wm. H. Koontz.....	Somerset, Pa.
Alex. Stutzman.....	Somerset, Pa.
Geo. Cobaugh.....	Somerset, Pa.
Peter Heffley.....	Somerset, Pa.
Val. Hay.....	Somerset, Pa.
Curtis Kooser.....	Somerset, Pa.
John Barrone	Somerset, Pa.
H. L. Baer	Somerset, Pa.
John W. Patton.....	Somerset, Pa.
Daniel Weyand	Somerset, Pa.
A. H. Coffroth, President	Somerset, Pa.
H. L. Baer, Secretary.....	Somerset, Pa.
Chas. J. Harrison, Treasurer	Somerset, Pa.
Wm. F. Altfother.....	General Superintendent.

(No. 110.)

SOUTH MOUNTAIN IRON COMPANY.

STATE OF PENNSYLVANIA, }
Northampton County, } ss :

Personally appeared Samuel Thomas, president, and Wm. H. Woodward, treasurer, of the South Mountain iron company's railroad, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) SAMUEL THOMAS, *President.*
 WM. H. WOODWARD, *Treasurer*

Sworn and subscribed before me, this }
 28th day of February, 1873. }

W. H. HILDEBRAND, *J. P.*

OFFICE OF SOUTH MOUNTAIN IRON CO., }
 PINE GROVE FURNACE, *March 6, 1873.* }

HARRISON ALLEN, ESQ.,

Auditor General fo Pennsylvania :

DEAR SIR:—Yours of 4th inst. at hand. In reply would say, that we are not a railroad company but an iron company, our position is this: We are corporated as the South Mountain iron company, and have a permission, by charter, to build a railroad from Carlisle to Pine Grove, under the general railroad law, and to issue bonds to build the railroad, secured by mortgage on the railroad and our real estate in Cumberland and Adams counties. This is the third annual report we have made, and have never included the stock of the iron company in them. The report is not of the South Mountain iron and railroad company, but of the South Mountain iron company's railroad.

Yours truly,

WM. H. WOODWARD,
Treasurer.

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	\$379,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Dec. 4, 1888,).....	\$200,000 00
2d mortgage bonds, (date of maturity, March 1, 1884,).....	177,500 00
3d mortgage bonds.....	None.
Total.....	377,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6; 2d mortgage, 7; 3d mortgage, none.	
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	None.
Par value of each share.....	None.
Average market value during the year	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 last report.	By present report.
Construction.....	\$342,841 34	\$342,841 34
Equipment	43,967 32	43,967 32
Total cost	386,808 66	386,808 66

CHARACTERISTICS OF ROAD.

Length of main line of road from Carlisle to Pine Grove	17.78 miles.
Length of main line road laid.....	17.78 "
Length of main line of road laid in Pennsylvania,	17.78 "

RAILROAD REPORT.

521

Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track.....	51 pounds
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops ; One engine house ; no shops.	
Number of engines.....	2
Number of first class passenger cars, (average cost of each, \$4,067 00,)	2
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars: House cars, (average cost of each, \$800,) 4 ; trucks, (average cost of each, \$700,) 6 ; total.....	10
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 100,)	1
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	None.
Number of stations on main road : Passenger 9 ; freight, 6 ; total	9
Number of wood and water stations on main road,	3
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, stone ballast, with splice joint fastenings	
Length in miles laid with steel rail	<u>None.</u>

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

Number of miles run by passenger, freight and coal trains, mixed: 27,528, including switching.	
Number of passengers (all classes) carried in cars,	20,986
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	53,987 $\frac{1}{2}$

Average rate of speed adopted by ordinary passenger, express and freight trains, mixed, including stops, (miles per hour,)

12

Weight of first class passenger and freight engines, 50,000 lbs.

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

January, 1872.....	1,321	July, 1872.....	2,724½
February, 1872.....	1,037½	August, 1872.....	3,202
March, 1872.....	1,278	September, 1872.....	1,831
April, 1872.....	1,546	October, 1872.....	1,544
May, 1872.....	1,571½	November, 1872.....	1,781
June, 1872.....	1,529½	December, 1872.....	1,570

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	9,188½	Lumber.....	2,071 13-20
Pig iron and blooms.....	4,441 2-20	Other articles.....	6,619 9-20
Iron ores.....	31,667		

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

Four and one-quarter cents per mile.

EXPENSES.

Total \$17,863 47

RECEIPTS.

Passengers	\$5,900 35
Freight	31,517 94
Mail and express	408 36
Total.....	<u>37,826 65</u>

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road..... \$17,863 47

What express companies run on your road? None.

What transportation or freight companies run on your road, None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	1
	—	—
Total.....	..	1
	==	==

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

August 15, 1872. Andrew Pritch, an employee, while intoxicated, fell asleep along side of track three-quarters of a mile below Hunter's Run. His leg extending over the track was crushed by engine of afternoon train down. Leg amputated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Thomas.....	Catasauqua, Pa.
David Thomas.....	Catasauqua, Pa.
John Drake.....	Easton, Pa.
Benjamin F. Clark.....	New York City.
Aug. G. Richey.....	Trenton, N. J.
W. W. Marsh.....	Trenton, N. J.
J. T. Knight.....	Easton, Pa.
Samuel Thomas, President.....	Catasauqua, Pa.
Wm. H. Woodward, Sec. & Treas.....	Mountain Creek, Cumb. Co., Pa.
John Thomas, General Manager.	Hokendauqua, Pa.
H. W. Davenport, Superintendent.	Mountain Creek, Cumb. Co., Pa.

(No. III.)

SOUTH MOUNTAIN.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss:

Personally appeared William H. Bell, president, and Jeremiah Heilman, treasurer, of the South Mountain railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

WILLIAM H. BELL, *President.*JEREMIAH HEILMAN, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of March, 1873. }

WILLIAM W. MURRAY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (15,000 shares at \$50 each.)	\$750,000 00
Amount of stock subscribed, (11,031 shares,) . . .	551,550 00
Total amount now paid in of capital stock	40,188 65
The amount now of floating debt	163,732 54
Total amount now of floating and funded debt . . .	163,732 54
Number of shares of stock issued	None issued.
Par value of each share, (for each share to be issued)	\$50 00
Average market value during the year: None in market.	
Amount paid in on each share, (amount paid on subscription of stock,)	40,188 65

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$203,921 19
Total cost	203,921 19

CHARACTERISTICS OF ROAD.

Length of main line of road from Harrisburg to
 Hamburg 55 miles.
 Length of main line road laid: 18 miles com-
 menced, none finished.
 Length of main line of road laid in Pennsylvania, None finished.
 Length of double track of road None finished.
 Length of sidings None finished.
 Gauge of road: To be 4 feet 8½ inches.
 Weight of rail per yard on main track: To be 65
 pounds to the yard.

OFFICE OF THE SOUTH MOUNTAIN R. R. Co., }
 JONESTOWN, December 31, 1872. }

HON. HARRISON ALLEN.

Auditor General of the Commonwealth of Penna. :

I herewith enclose you statement of the financial condition of the South Mountain railroad company to December, 1872, as taken from the books and vouchers of the treasurer.

The South Mountain railroad is to extend from Harrisburg to Hamburg, Pa., a distance of fifty-five miles. It was put under contract on the second day of October, 1872, and was commenced on the third of October, 1872, since which time there has been a large force working on the line.

The principal part of the work has been done on eighteen miles, extending from Jonestown, Lebanon county, to Straus- town, Berks county.

It is the present intention of the company to grade the whole line of road within two years from the time of commencement, and complete the whole line within two and a half years from the time of commencement.

All of which is most respectfully submitted.

Yours truly,

WILLIAM H. BELL,

President South Mountain railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William C. Smith	Linglestown, Pa.
Robert Bland	Manada Furnace.
Thomas Leshar	Jonestown, Pa.
Simon Hellman	Jonestown, Pa.
Jacob W. Grove.....	Fredericksburg, Pa.
Frederick Harner.....	Millersburg, Pa.
Henry Probst	Rahersburg, Pa.
Benjamin Kline.....	Rahersburg, Pa.
Michael Miller	Straustown, Pa.
J. A. Belterman.. ...	Hamburg, Pa.
M. Richards.....	Hamburg, Pa.
C. M. Shomo	Hamburg, Pa.
William H. Bell, President.. ..	Jonestown, Pa.
Jacob G. Hellman, Secretary.....	Jonestown, Pa.
Jeremiah Hellman, Treasurer.....	Jonestown, Pa.

(No. 112.)

SOUTH PENNSYLVANIA.

OFFICE SOUTH PENNSYLVANIA R. R. CO., }
HARRISBURG, PA., *October 1, 1872.* }

HON. JOHN F. HARTRANFT,

Auditor General, Pa.:

SIR:—In reply to your printed communication of this date, I have the honor to report, that the affairs of the South Pennsylvania railroad company remain unchanged from the date of my last report.

I am very respectfully,

Your obedient servant,

JAMES WORRALL, *President.*

The above report has been sworn to and subscribed to before me, an alderman of the city of Harrisburg.

M. S. BOWER, *Alderman.*

(No. 113.)

SOUTHERN PENNSYLVANIA.

CHARACTERISTICS OF ROAD.

Length of main line of road from Marion station, Cumberland Valley railroad, to Bedford, Pa...	60 miles.
Length of main line of road laid.....	24 "
Length of main line of road laid in Pennsylvania,	24 "
Length of sidings.....	.027 "
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	50 pounds.
Number of engine houses and shops.....	1
Number of stations on main road: Passenger, 9; freight, 6; total.....	15
Number of wood and water stations on main road,	3
Value of real estate held by the company, exclu- sive of roadway.....	\$1,000,000 00
How is track laid and on what foundation? On cross-ties, resting on broken stone ballast.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James M'Carty	Reading, Pa.
Richmond L. Jones.....	Reading, Pa.
Edwin P. Boas.....	Reading, Pa.
Henry M. Keim.....	Reading, Pa.
H. Maltberger	Reading, Pa.
James M'Carty, President.....	Reading, Pa.
Richmond L. Jones, Vice President.....	Reading, Pa.
Henry M. Keim, Secretary and Treasurer.....	Reading, Pa.

SOUTHERN PENNSYLVANIA IRON AND RAILROAD CO., }
 OFFICE OF THE TREASURER. }
 READING, PA., March 21, 1873. }

Gen. HARRISON ALLEN,

Auditor General, Harrisburg:

DEAR SIR:—Your letter to me, as treasurer of the Southern Pennsylvania iron and railroad company, was left at my house

but yesterday afternoon, or it would have been acknowledged before this.

The Southern Pennsylvania iron and railroad company was sold by the trustee of the second mortgage bondholders, on the 21st December, 1872, to John Rice, Esq., of Philadelphia.

Very respectfully,

HENRY M. KEIM.

PHILADELPHIA, *March 27, 1873.*

Hon. HARRISON ALLEN,

Auditor General, Harrisburg, Pa. :

SIR:—In reply to your favor of 11th inst., in relation to statistics of Southern Pennsylvania railroad :

Our company purchased the property, franchises, &c., of the Southern Pennsylvania iron and railroad company at public sale, in Philadelphia, on the 21st of December, 1872, but did not obtain possession of the same until February 1, 1873. I can therefore give you no information as to last year's operations.

Length of railroad, 25 miles ; gauge, 4 feet 9 inches ; weight of rail, 50 lbs. ; all of which is in running order, and is being operated by the Cumberland Valley railroad, under a lease for 99 years.

Amount of capital stock.....	\$800,000 00.
Amount issued.....	800,000 00.
First mortgage 7 per cent. gold bonds	625,000 00.
Second mortgage 7 per cent. currency bonds	<u>625,000 00.</u>

No floating debt.

In addition to the railroad, the company hold 4,500 acres of ore land in fee simple, and about 6,000 acres ore lease hold, and one charcoal furnace.

SOUTHERN PENNSYLVANIA

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Rice	Philadelphia.
T. B. Kennedy.....	Chambersburg
G. B. Roberts.....	Philadelphia.
Strickland Kneass	Philadelphia.
Wister Morris.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Samuel G. Lewis.....	Philadelphia.
John Rice, President.....	Philadelphia.
Joseph Lesley, Secretary and Treasurer.....	Philadelphia.

Very truly yours,

JOHN RICE,
President Southern Penn. Railway and Mining Co.

(No. 114.)

SOUTHWARK.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

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.*
 ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1873. }

SAMUEL P. HULL, *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: Cash, February 7, and August ... 3 per cent. each.	
Number of shares of stock issued.....	4,000
Par value of each share.....	\$50 00
Amount paid in on each share:	
On 3,383 shares at \$14	\$47,362 00
“ 617 “ 18	11,106 00
	<hr/>
4,000	\$58,468
	<hr/>

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$58,468 00
Equipment: No equipment.	
	<hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Broad street and Washington avenue, to Swanson and Almond streets.....	1.72 miles.
Length of main line road laid.....	1.72 "
Length of main line of road laid in Pennsylvania,.....	1.72 "
Length of double track of road.....	1.39 "
Gauge of road.....	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track: 56, 58, 60, 64, 68 pounds.	

Summary of payments:

For dividends.....	\$3,508 00
State taxes, (returned by and charged in expenses of the Philadelphia, Wilmington and Baltimore railroad company).....	\$175 40

Expenses and earnings included in the returns of the Philadelphia, Wilmington and Baltimore railroad company, lessees of the Southwark railroad company.

At a meeting of the stockholders of the Southwark railroad company, August 29, 1853, it was unanimously resolved "To relay the road, to call in instalments sufficient to pay for the same, and to lease the railroad to the Philadelphia, Wilmington and Baltimore railroad company, for six per cent. per annum, on the cost."

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
S. M. Felton.....	Thurlows, Pa.
R. J. Mercer.....	Philadelphia, Pa.
A. Horner.....	Philadelphia, Pa.
Jos. Huddell.....	Philadelphia, Pa.
H. F. Kenney.....	Philadelphia, Pa.
John H. Fine.....	Philadelphia, Pa.
Isaac Hinckley, President.....	Philadelphia, Pa.
Alfred Horner, Secretary and Treasurer.....	Philadelphia, Pa.
Henry F. Kenney Superintendent.....	Philadelphia, Pa.

(No. 115.)

STONY CREEK.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Franklin A. Comly, president of the Stony Creek railroad company, and in due form of law made oath, that the statements in the within report, for the financial year, are true, to the best of his knowledge and belief.

(Signed) F. A. COMLY, *President.*

Affirmed and subscribed beforeme, this }
 7th day of February, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$300,000 00
Amount of stock subscribed.....	154,200 00
Total amount now paid in of capital stock	134,675 00
The amount now of floating debt.....	82,313 62
Total amount now of floating and funded debt..	82,313 62
Par value of each share.....	\$50 00
Amount paid in on each share: Instalments not all paid up.	

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction, (expended for grading, etc.)	\$216,955 36

CHARACTERISTICS OF ROAD.

Length of main line of road when made, will be from Norristown to Lansdale.....	10 $\frac{3}{10}$ miles.
Length of main line of road laid in Pennsylvania,	No road laid.
Gauge of road will be.....	4 feet 8 $\frac{1}{2}$ in.
Value of real estate held by the company, exclu- sive of roadway, estimated at.....	\$40,000 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Abraham R. Cox.....	Norristown, Pa.
Franklin Derr.....	Norristown, Pa.
Daniel Quillman.....	Norristown, Pa.
Samuel E. Hartranft.....	Norristown, Pa.
John N. Jacobs.....	Lansdale, Pa.
D. S. Heebner.....	Lansdale, Pa.
N. H. Anders.....	Lansdale, Pa.
Oliver G. Morris.....	Line Lexington, Pa.
Ellwood Shannon.....	Philadelphia.
J. Gillingham Fell.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Joshua Comly.....	Philadelphia.
Franklin A. Comly, President.....	Philadelphia.
Franklin D. Server, Secretary and Treasurer.....	Norristown, Pa.

(No. 116.)

SULLIVAN AND ERIE.

STATE OF PENNSYLVANIA, }
Bradford County, } ss:

Personally appeared M. O. Mercur, president, and Charles Mercur, treasurer, of the Sullivan and Erie coal and railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

M. O. MERCUR, *President.*CHARLES MERCUR, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of March, 1873. }

WM. S. VINCENT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, with the right to increase.....	\$200,000 00
Amount of stock subscribed.....	1,400,000 00
Total amount now paid in of capital stock	1,400,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, November 1, 1886,)....	\$1,000,000 00
	<hr/>
	1,000,000 00
The amount now of floating debt.....	204,631 61
Total amount now of floating and funded debt...	1,204,631 61
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 issued.....	1,400
Par value of each share.....	\$100 00
Average market value during the year.....	None.
Amount paid in on each share.....	<u>\$100 in full.</u>

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$1,597,718 14
Total cost	<u>1,597,718 14</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Monroeton to Bernice.....	24 miles.
Length of main line road laid.....	24 "
Length of main line of road laid in Pennsylvania,	24 "
Length of sidings	About 2 "
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.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1 engine house.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 625,)	9
Number of stone bridges.....	None.
Number of culverts, arch, (total length in feet, 30, 6 and 8)	3
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 6; freight, 6; total	6
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of roadway.....	\$1,000,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Hemlock and oak ties, ballasted with gravel.	
Length in miles laid with steel rail	<u>None.</u>

Receipts on construction and equipment account during the year.

From stockholders, sale of bonds, other sources..	<u>Nothing.</u>
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RECEIPTS.

Rent of freight received from Pennsylvania and New York canal and railroad company.....	<u>\$37,180 78</u>
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Summary of payments:

For construction and maintaining the road.....	\$119,737 83
Interest	35,000 00
Municipal taxes	1,107 22
United States taxes.....	291 66
Total.....	<u>156,136 71</u>

This company is operated by the Pennsylvania and New York canal and railroad company, and all returns not answered in this report are included in the report of that company.

NAMES AND RESIDENCE OF OFFICERS FOR 1872.

Directors.	Post office address.
M. C. Mercur.....	Towanda, Pa.
Geo. D. Jackson	Dushore, Pa.
Michael Meylert.....	Laporte, Pa.
C. M. Sanderson.....	Towanda, Pa.
T. C. Weeks.....	Boston, Mass.
M. C. Mercur, President.....	Towanda, Pa.
Charles Mercur, Secretary and Treasurer.....	Towanda, Pa.

(No. 117.)

SUMMIT BRANCH.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared J. N. Du Barry, president, and Edmund Smith, treasurer, of the Summit Branch railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed) J. N. DU BARRY, *President.*
 EDMUND SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1873. }

HENRY C. SPACKMAN, *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	2,502,250 00
Total amount now paid in of capital stock.....	2,502,250 00
Funded debt, as per last report	174,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1875,)	145,000 00
Total amount now of floating and funded debt...	145,000 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: Stock, none; cash, February 15, 1872, 3 per cent.; August 15, 1872, 3 per cent.	
Number of shares of stock issued	50,045
Par value of each share.....	\$50 00
Average market value during the year.....	45 00

RAILROAD REPORT.

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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, (no separate accounts kept,) including Lykens Valley railroad lease.....	\$988,902 37	<u>\$988,902 37</u>
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CHARACTERISTICS OF ROAD.

Length of main line of road from Millersburg to Williamstown	20 miles.
Length of main line road laid	20 "
Length of main line of road laid in Pennsylvania,	20 "
Length of double track of road	None.
Length of sidings.....	10 miles.
Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track.....	50 & 56 lbs.
Branch roads owned by the company, and their length, viz :.....	$\frac{1}{2}$ mile.
Roads worked or leased by the company, viz : Lykens Valley railroad.	
Number of engine houses and shops.....	6
Number of engines.....	7
Number of first class passenger cars	None.
Number of second class passenger cars, (average cost of each, \$650,).....	2
Number of baggage, mail and express cars, (average cost of each, \$550,)	5
Number of iron bridges, (total length in feet, 67,)	1
Number of wooden bridges, (total length in feet, 116,).....	3
Number of stone bridges.....	None.
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 6; Freight, 4; total.....	6
Number of wood and water stations on main road,	4

Value of real estate held by the company, exclusive of road way: (including coal lands, &c., productive and unproductive).....	\$1,250,000
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties and broken stone.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of miles run by passenger trains.....	10,990
Number of miles run by freight trains.....	No acc't kept.
Number of miles run by coal trains.....	No acc't kept.
Number of through passengers for the year on main road.....	4,900
Number of passengers (all classes) carried in cars	11,769
Number of tons of 2,000 pounds of through freight for the year on main road.....	522,406
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	523,539
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.....	None.
Average rate of speed adopted by freight trains, including stops.....	8 miles.
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	<u>35 tons.</u>

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

December, 1871.....	1,143	July, 1872.....	1,779
January, 1872.....	1,151	August, 1872.....	1,970
February, 1872.....	942	September, 1872.....	2,348
March, 1872.....	1,060	October, 1872.....	1,476
April, 1872.....	1,484	November, 1872.....	1,730
May, 1872.....	1,330		
June, 1872.....	1,331	Total.....	<u>17,769</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal, net tons.....	512,502
Other articles.....	11,037
Total.....	<u>523,539</u>

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

For first class through passengers	3 $\frac{1}{2}$ cents.
For first class way passengers.....	3 $\frac{1}{2}$ "
For second class through passengers	None.
For second class way passengers	<u>None.</u>

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

For through freight.....	5 cents.
For through coal.....	3, $\frac{1}{2}$ "
For local freight.....	6 "
For local coal	<u>5 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings	\$27,234 52
Taxes on real estate	102 24
Total.....	<u>27,336 76</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$4,732 00
Repairs of passenger and baggage cars.....	50 00
Repairs of freight cars	846 50
Repairs of tools and machinery in shops.....	1,121 31
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	772 35
Total.....	<u>7,522 16</u>

Operating the road :

Office expenses, stationery, &c	\$1,377 95
Agents and clerks	3,803 07
Conductors, baggage masters and brakemen....	10,383 40
Engineers and firemen	12,337 12
Fuel and cost of preparing for use.....	8,188 28
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,819 38
General superintendence	3,000 00
Contingencies.....	272 31
Total.....	41,181 51

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

None.

RECEIPTS.

Months.	Passengers.	Freight.	Mail & ex- press.	Use of cars.	Miscella- neous.	Total.
Dec., 1871.....	\$549 40	\$18,134 58	.....	.....	\$1,416 82	\$20,120 80
January, 1872,	544 70	5,541 72	.....	.....	1,721 85	7,803 27
Feb., 1872.....	434 65	13,271 47	.....	.....	2,617 50	16,323 62
March, 1872....	505 23	20,563 78	.....	.....	1,503 14	22,572 15
April, 1872.....	669 50	24,861 97	.....	.....	1,569 50	27,100 97
May, 1872.....	647 45	27,254 95	.....	.....	2,117 04	30,019 44
June, 1872.....	637 13	28,753 08	.....	.....	2,173 09	31,563 30
July, 1872.....	696 67	29,792 30	.....	.....	2,033 62	32,522 59
August, 1872....	943 18	31,656 36	.....	.....	646 41	33,245 95
Sept., 1872.....	1,089 48	31,054 38	.....	.....	446 18	32,590 04
October, 1872...	732 80	32,271 34	.....	.....	2,569 92	35,574 06
Nov., 1872.....	779 15	28,302 51	.....	.....	4,433 15	33,514 81
Total.....	8,279 34	291,458 44	.....	.....	23,248 23	322,986 00

Summary of payments :

For construction and equipment	\$3,584 34
For maintaining the road, &c.—repairs of ma- chinery and operating the road.....	76,040 43
Dividends, (railroad and coal.)	150,135 00
Miscellaneous	23,125 41
Rent	62,499 96
Municipal, State and United States taxes	15,552 91
Total.....	330,938 05

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: No account kept.

What express companies run on your road, and on what terms? Adams express, by conductor.

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

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 train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1872.

October 11. Aaron Greimer, twelve years old, attempting to go from one car to another while in motion, fell, was run over and killed.

November 1. Charles Reltinger, six years old, attempted to cross track, was run over and had one foot crushed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia.
Thomas A. Scott.....	Philadelphia.
H. J. Lombaert.....	Philadelphia.
J. N. Du Barry.....	Baltimore.
Wistar Morris.....	Philadelphia.
E. C. Biddle	Philadelphia.
J. D. Cameron	Harriaburg.
J. N. Du Barry, President.....	Baltimore.
Edmund Smith, Secretary and Treasurer	Philadelphia.
William B. Fowler, General Manager	Philadelphia.
Warren E. Ray, Superintendent	Lykens, Pa.

(No. 118.)

SUSQUEHANNA, GETTYSBURG AND POTOMAC.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared Oscar A. Fowler, president of the Susquehanna, Gettysburg and Potomac railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, A. D. 1872, are true, to the best of his knowledge and belief.

(Signed) OSCAR A. FOWLER, *President.*

JAS. M. TOWNSEND, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of February, 1873. }

S. D. LEWIS, *J. P.*

STATE OF CONNECTICUT, } ss:
New Haven County,

Personally appeared James M. Townsend, treasurer of the Susquehanna, Gettysburg and Potomac railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, A. D. 1872, are true, to the best of his knowledge and belief.

Sworn and subscribed before me, this }
 15th day of February, 1873. }

HERBERT C. WARREN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, organized upon	\$2,500,000 00
Amount paid in as by last report.....	1,500,000 00
Total amount now paid in of capital stock.....	1,500,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds.....	None.
2d mortgage bonds.....	None.

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Floting 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 issued.....	30,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost.....	<u>\$181,000 00</u>	<u>\$181,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, projected in Penn- sylvania and Maryland, about.....	100 miles.
Length of main line road laid.....	17 "
Length of main line of road laid in Pennsylvania,	17 "
Length of double track of road.....	None.
Length of sidings	$\frac{1}{4}$ mile.
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track : 50, 56 and 60 pounds.	
Number of engine houses and shops.....	1
Number of second class passenger cars, (included in purchase,).....	1
Number of freight cars : Flat, (included in pur- chase, 2) ; total	2
Number of wooden bridges, (total length in feet, 300,)	5
Number of stations on main road, (passenger, 8 ; freight, 7,)	8
Number of wood and water stations on main road,	1

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Value of real estate held by the company, exclusive of roadway.....	\$5,000 00
How is track laid, and on what foundation? Earth.	
Length in miles laid with steel rail.....	None.

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

Number of miles run by passenger trains.....	22,510
Number of miles run by freight trains.....	10,540
Number of through passengers for the year on main road	14,703
Number of passengers (all classes) carried in cars,	28,477½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	10,309
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	19,267
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops.....	23
Average rate of speed adopted by freight trains, including stops.....	14
Weight of first class passenger engines: Can't say; equipment hired.	

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

January.....	2,093	July.....	3,689
February.....	1,513½	August	3,240½
March.....	1,813	September.....	3,078
April.....	2,346	October.....	2,140
May.....	1,899	November.....	2,278
June.....	2,557½	December.....	1,929½

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	5,876	Agricultural products.....	4,550
Bituminous coal.....	865	Lumber.....	1,170
Iron and other ores.....	1,025	Other articles.....	3,429
Stone and lime.....	2,852		

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.

For through freight.....	5 cents.
For through coal.....	4 "
For local freight.....	5 "
For local coal.....	5 "

EXPENSES.

Maintaining the road or real estate of the corporation, (no separate account kept,).....	\$7,943 82
Repairs of machinery: Equipment hired.	
Operating the road, (no separate account kept,)..	15,011 40

Motive power, cars, &c., furnished by Hanover Branch road, at a stated sum per mile run. No separate account has been kept under these headings.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1872.....	\$1,093 54	\$1,569 26	\$92 03		
February, 1872.....	795 32	1,441 69	98 36		
March, 1872.....	968 68	1,405 06	97 22		
April, 1872.....	1,150 97	1,852 07	102 12		
May, 1872.....	1,257 75	1,110 01	98 81		
June, 1872.....	1,867 22	1,204 73	107 50		
July, 1872.....	1,955 43	603 41	105 10		
August, 1872.....	1,778 63	1,237 51	120 89		
September, 1872.....	1,503 31	1,169 47	120 80		
October, 1872.....	1,234 00	1,125 41	116 53		
November, 1872.....	1,172 06	775 44	121 10		
December, 1872.....	1,035 70	822 24	120 00		
Total	15,312 61	14,316 30	1,298 46	\$182 72	\$31,110 09

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$22,955 22
For surplus funds.....	6,889 73
For municipal, State and United States taxes....	1,265 14

Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average: No account kept.

What express companies run on your road, and on what terms? Adams express company, at 12 cents per 100 pounds.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Caleb S. Maltby.....	Baltimore, Md.
James M. Townsend.....	New Haven, Conn.
Burdett Hart.....	Philadelphia, Pa.
Samuel Small.....	York, Pa.
William Bittinger.....	Abbottstown, Pa.
Edward H. Townsend.....	New Haven, Conn.
Oscar A. Fowler, President.....	Wyoming, Pa.
Edward H. Townsend, Secretary, New Haven, Conn., and Gettysburg, Pa.	
James M. Townsend, Treasurer, New Haven, Conn., and Gettysburg, Pa.	
Caleb S. Maltby, Vice President.....	Baltimore, Md.

(No. 119.)

SUNBURY AND LEWISTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edmund Smith, president, and J. H. T. Jackson, treasurer, of the Sunbury and Lewistown 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) EDMUND SMITH, *President.*
 J. H. T. JACKSON, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of January, 1873. }

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.....	500,000 00
Total amount now paid in of capital stock.....	500,000 00
Funded debt, as per last report.....	1,400,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1890,).....	\$1,200,000 00
Income bonds, (date of maturity, Sept. 30, 1891,).....	200,000 00
	<hr/> 1,400,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	1,400,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent., gold; income bonds, 6 per cent., gold.	

Date and rate per cent. per annum of dividend or dividends: None declared.

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

Average market value during the year: No market value.

Amount paid in on each share, (full paid,)..... 50

Amount of capital on which the respective dividends were declared..... None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,900,000 00	\$1,900,000 00
Equipment furnished by Pennsylvania Railroad company.		

CHARACTERISTICS OF ROAD.

Length of main line of road from Lewistown to Selinsgrove junction.....	43½ miles.
Length of main line road laid.....	43½ miles.
Length of main line of road laid in Pennsylvania.....	43½ miles.
Length of double track of road.....	None.
Length of sidings.....	1½ miles.
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	52 pounds.
Branch roads owned by the company, and their length, viz:.....	None.
Roads worked or leased by the company, viz:...	None.
Number of engine houses and shops.....	1
Number of engines, first class passenger, baggage, mail, express, freight and coal cars: Furnished by Pennsylvania Railroad company.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, about 8,440,).....	162
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road.....	15

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Number of wood and water stations on main road,	4
Number of tunnels.....	None.
How is track laid and on what foundation? On cross ties and sub grade.	
Length in miles laid with steel rail.....	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. K. McClure.....	Philadelphia, Pa.
Wm. Painter.....	Philadelphia, Pa.
David R. Walker.....	Philadelphia, Pa.
James M. Sellers.....	Philadelphia, Pa.
Andrew Reed.....	Lewistown, Pa.
Aaron K. Gift.....	Middleburg, Pa.
W. F. Wagenseller.....	Selinsgrove, Pa.
Edmund Smith, President.....	Philadelphia, Pa.
J. H. T. Jackson, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 120.)

TIOGA.

STATE OF NEW YORK, } ss:
Steuben County,

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, for the financial year ending December 31, 1872, 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 }
 6th day of February, 1873. }

ROBERT J. BURNHAM,

Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock 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.....	580,900 00
Total amount now paid in of capital stock.....	580,900 00
Funded debt as per last report	243,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May 1, 1892,)	\$239,500 00
2d mortgage bonds, (date of maturity, May 1, 1873,)	3,500 00
	<hr/>
	243,000 00
Floating debt as by last report.....	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt..	243,000 00

RAILROAD REPORT.

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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 issued	11,618 00
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	\$856,313 65	\$866,204 95
Equipment.....	390,885 30	418,808 90
Total cost.....	<u>1,247,198 95</u>	<u>1,285,013 85</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from State line, near Lawrenceville, to Morris Run.....	30 $\frac{6}{10}$ miles.
Length of main line road laid.....	30 $\frac{6}{10}$ "
Length of main line of road laid in Pennsylvania,	30 $\frac{6}{10}$ "
Length of double track of road	None.
Length of sidings.....	7 $\frac{5}{10}$ miles.
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	57 & 64 lbs.
Branch roads owned by the company	None.
Roads worked or leased by the company, viz : Blossburg to Arnot. This is the railroad of the Blossburg coal company, successors of the Bloss coal, mining and railroad company, and is leased to and operated by the Tioga railroad company. The receipts and expenditures as contained in this report include this branch railroad.	
Number of engine houses and shops.....	5
Number of engines	13
Number of first class passenger cars, (average cost of each, \$2,400,).....	5
Number of second class passenger cars.....	None.

Number of baggage, mail and express cars, (cost \$2,291 62,)	1
Number of freight cars : House cars, (average cost of each, \$560,) 11 ; trucks, (average cost of each, \$560,) 39 ; total	50
Number of coal, ore and stone cars : Coal, (average cost of each, \$256 87,)	812
Number of caboose cars	6
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,	6
Value of real estate held by the company, exclusive of road way	\$30,000 00
Number of tunnels	None.
How is track laid, and on what foundation ? On oak, chestnut and hemlock ties, wrought iron chairs, gravel and loam.	
Length in miles laid with steel rails	<u>2½ miles.</u>

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

Number of miles run by mixed trains	253,421
Number of through passengers for the year on main road	7,264½
Number of passengers (all classes) carried in cars,	93,170
Number of tons of 2,000 lbs. of through freight for the year on main road	851,479
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	865,431
Average rate of speed adopted by ordinary mixed trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains, including stops	None.
Average rate of speed adopted by coal trains, including stops	11

Weight of first class passenger engines.....	25 tons.
Weight of freight engines	30 to 40 "

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

January, 1872.....	6,365	August, 1872.....	8,206½
February, 1872.....	3,833	September, 1872.....	8,169
March, 1872.....	5,121½	October, 1872.....	8,237½
April, 1872.....	7,249½	November, 1872.....	8,827½
May, 1872.....	8,722	December, 1872.....	9,129
June, 1872.....	7,882½		
July, 1872.....	11,377		93,170

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	788	Agricultural products.....	4,032
Bituminous coal.....	845,116	Merchandise and manufactures..	3,944
Pig iron.....	119	Live stock.....	51
Railroad iron.....	232	Lumber.....	10,455
Other iron or castings.....	55		
Iron and other ores.....	18		565,431
Stone and lime.....	571		

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, in quantities of 100,000 tons.....	1½ "
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	\$73,197 33
Taxes on real estate	360 00
Total	<u>73,557 33</u>

Repairs of machinery :

Repairs of engines and tenders	\$19,475 26
Repairs of passenger and baggage cars	850 56
Repairs of freight cars	19,800 37
Repairs of tools and machinery in shops	2,070 21
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	5,315 21
Total	<u>47,511 61</u>

Operating the road :

Office expenses, stationery, &c.	\$867 79
Agents and clerks	900 00
Conductors, baggage masters and brakemen	27,795 13
Engineers and firemen	23,122 89
Fuel and cost of preparing for use	13,744 12
Oil and waste for engines and tenders, passenger, baggage and freight cars	7,146 65
Telegraph, mail and station expenses	5,056 66
Loss and damage of goods and baggage	59 74
Damage to property, including damage by fire and cattle killed on road	175 00
General superintendence	7,600 00
Contingencies	4,313 70
Total	<u>90,781 68</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Nothing.

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
January	\$1,609 48	\$14,982 59	.....	\$1,846 68	.....	\$18,438 75
February.....	1,068 88	14,834 22	\$587 50	1,698 99	.....	18,191 59
March	1,414 55	16,559 79	.....	2,357 15	\$330 00	20,661 49
April	1,702 06	22,656 40	.....	5,321 57	.....	29,680 03
May	2,246 82	32,140 97	587 50	7,962 95	.....	42,938 24
June.....	1,939 97	31,796 77	.....	8,353 35	330 00	42,420 09
July.....	2,532 03	37,667 53	.....	12,930 35	.....	53,129 91
August.....	2,104 47	42,814 35	587 50	13,366 10	.....	58,372 42
September.....	2,272 61	38,849 62	.....	11,543 44	330 00	52,995 67
October.....	2,223 49	43,602 37	.....	12,661 64	.....	58,387 50
November	2,268 78	35,772 24	.....	9,453 28	.....	47,494 30
December.....	2,150 84	20,008 10	.....	3,123 93	330 33	23,612 70
Total.....	23,533 43	351,186 95	1,762 50	90,519 43	1,320 33	463,322 69

Summary of payments :

For construction and equipment.....	\$37,814 90
For maintaining the road, &c.—repairs of machin- ery and operating the road	211,850 62
Interest	16,513 87
Miscellaneous : Sinking fund to pay liabilities, to provide new rolling stock, and to lay a third rail.....	190,000 00
State taxes	5,361 72
United States taxes.....	602 40
Total.....	<u>462,143 51</u>

Cost per passenger 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? None.

ACCIDENTS.

	Killed.	Injured.
Others.....	2	..
Total.....	<u>2</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, viz :

1872.

March 19- Martin Scullin, aged 26, killed by coal train engine on the Arnot branch railroad; deceased was lying on the track, supposed to have been intoxicated.

October 3. Mrs. Phenix, aged 75, struck by engine, of mail train, while crossing track near Covington, and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. N. Drake.....	Corning, N. Y.
F. C. Dininny.....	Corning, N. Y.
Henry Sherwood.....	Corning, N. Y.
Constant Cook.....	Bath, N. Y.
H. H. Cook.....	Bath, N. Y.
M. P. Bush.....	Buffalo, N. Y.
Jay Gould.....	New York city.
Edwin Eldridge.....	Elmira, N. Y.
H. D. V. Pratt.....	Elmira, N. Y.
Coffin Colket.....	Philadelphia, Pa.
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. 121.)

TRESCKOW.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared J. P. Ilsley, president, and S. Shepherd, treasurer, of the Tresckow railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) JOHN P. ILSLEY, *President.*
 SOLO'N SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of February, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	130,000 00
Amount paid in as by last report.....	130,000 00
Total amount now paid in of capital stock.....	130,000 00
Floating debt, as by last report.....	40,417 50
The amount now of floating debt.....	60,003 64
Total amount now of floating and funded debt..	60,003 64
Number of shares of stock issued.....	2,600
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.....	<u>\$170,417 70</u>	<u>\$190,003 64</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Silver Brook to Audenried.....	6½ miles.
Length of main line road laid.....	6½ "

Length of main line of road laid in Pennsylvania,	6½ miles.
Length of sidings.....	1 mile.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Number of engine houses and shops.....	1
Number of railroads crossed.....	1
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, exclu- sive of roadway.....	None.
How is track laid, and on what foundation? Or- dinary track on ballast.	

Operated in connection with the Lehigh and Susquehanna rail-
road, therefore no separate account is kept of its business.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. W. Clark.....	Philadelphia.
Alex. Biddle.....	Philadelphia.
E. Hill.....	Philadelphia.
C. F. Howell.....	Philadelphia.
F. Mitchell.....	Philadelphia.
E. N. Howell.....	Philadelphia.
John P. Hsley.....	President
S. Shepherd.....	Secretary and Treasurer.

(No. 122.)

TYRONE AND CLEARFIELD.

[This railway is leased to the Pennsylvania railroad company.]

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

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, for the financial year ending December 31, 1872, 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 }
 31st day of January, 1873. }

HENRY C. SPACKMAN, N. P.

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	387,153 58
The amount now of floating debt	332,359 99
Total amount now of floating debt	332,359 99
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 issued	10,200 00
Par value of each share	\$50
Amount paid in on each share	50
Amount of capital on which the respective dividends were declared	None.

TYRONE AND CLEARFIELD

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$897,153 58	\$842,359 99
Equipment	None.	None.
Total cost	<u>897,153 58</u>	<u>842,359 99</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from intersection to Clearfield	37 $\frac{5}{10}$ miles.
Length of main line road laid.....	37 $\frac{5}{10}$ "
Length of main line of road laid in Pennsylvania,	37 $\frac{5}{10}$ "
Length of sidings	6 "
Gauge of road	4 ft. 9 in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length, viz: Moshannon, 6 $\frac{1}{2}$ miles; Dunbar branch, 1 $\frac{1}{2}$ miles; Phillipsburg branch, 5 $\frac{1}{2}$ miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of wooden bridges, (total length in feet, 1,245,).....	8
Number of stations on main road	18
Number of wood and water stations on main road,	7
How is track laid, and on what foundation? Fish joints on stone ballast.	
Length in miles laid with steel rail	<u>3 $\frac{1}{2}$</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources	<u>\$74,388 01</u>

Summary of payments:

For construction.....	<u>\$19,594 42</u>
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Returns of Pennsylvania railroad company include all operations of this road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. A. Scott.....	Philadelphia.
H. J. Lombaert.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Geo. B. Roberts.....	Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Edmund Smith, Secretary.....	Philadelphia.
Thos. T. Firth, Treasurer.....	Philadelphia.
George C. Wilkins, Superintendent.....	Tyrone, Pa.

(No. 123.)

UNIONTOWN AND WEST VIRGINIA.

STATE OF PENNSYLVANIA, } ss:
Fayette County,

Personally appeared G. A. Thomson, president, and J. T. Redburn, treasurer, of the Uniontown and West Virginia railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

G. A. THOMSON, *President.*J. T. REDBURN, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of February, 1873. }

MARSHALL N. LEWIS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed	38,500 00
Amount paid in as by last report.....	32,424 00
Floating debt as by last report.....	42,859 10
The amount now of floating debt.....	42,859 10
Total amount now of floating and funded debt ..	42,859 10
Number of shares of stock issued	770
Par value of each share	\$50 00
Amount paid in on each share, (\$6,060 in arrear,)	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$80,114 50	\$80,114 50

CHARACTERISTICS OF ROAD.

Length of main line of road from Uniontown to Virginia line.....	15 miles.
Length of main line of road laid.....	15 "
Length of main line of road laid in Pennsylvania,	None.

UNIONTOWN, FAYETTE COUNTY, }
12th March, 1873. }

The Honorable HARRISON ALLEN,

Auditor General, Harrisburg:

SIR:—I have been absent from here since the 4th inst., and on my return, last night, I received your letter dated the 4th. I am sorry to learn that the return made by me on behalf of the Uniontown and West Virginia railway is considered as imperfect, and I shall endeavor to explain the causes of what seems to be erroneous. The company has been in an embarrassed condition, and has not done any work in first year. In September, 1871, the South-West Pennsylvania company undertook to finish the line, after inspection and approval of it by their engineer, but did not implement their bargain. This contract was verbal, in presence of the board of the South-West company, and was ultimately given up on the plea of its verbal character. Subsequently another contract for merger and consolidation was made, in written form, but still is not implemented on the part of the South-West company. In the meantime the Uniontown and West Virginia company is embarrassed and helpless; the stockholders have sank their survey and have no return for it. In examining the copy of the return which I retained I think the inconveniences you point out are in part owing to the imperfect ruling of the form. "The amount paid in as by last report," &c., "the total amount now paid in of capital stock," are answered by the same figures. The length of road from Uniontown to Virginia line is given in my copy, and "none" is answered to the other queries, which is correct. The company has no paid officials, and its affairs are in abeyance, waiting the action of the South-West company.

I trust this explanation will be sufficient; and

With much respect I am

Your obedient servant,

G. A. THOMSON,

President U. and W. V. railway company

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
G. A. Thomson.....	Uniontown, Pa.
J. M. Thomson.....	Uniontown, Pa.
J. A. Gilmore.....	Uniontown, Pa.
Alfred Howell.....	Uniontown, Pa.
F. H. Oliphant.....	Uniontown, Pa.
S. Fuller.....	Uniontown, Pa.
H. R. Ruson.....	Uniontown, Pa.
D. Kalne.....	Uniontown, Pa.
C. E. Boyle.....	Uniontown, Pa.
A. E. Wilson.....	Uniontown, Pa.
James Robinson.....	George township.
C. M. Fry.....	New York.
R. Irvin, Jr.....	New York.
G. A. Thomson.....	President.
Alfred Howell.....	Secretary.
J. T. Redburn.....	Treasurer.

(No. 121.)

WELLSBORO' AND LAWRENCEVILLE.

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

Personally appeared George J. Magee, vice president of the Wellsboro' and Lawrenceville railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of his knowledge and belief.

(Signed) GEO. J. MAGEE, *Vice President.*

Sworn and subscribed before me, this }
 2d day of January, 1873. }

J. H. LANG, *Commissioner for Pa.*

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 :	
1st mortgage bonds.....	None.
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
Floating debt, as by last report.....	None.
The amount now of floating 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 issued.....	20,000

Par value of each share.....	\$50 00
Average market value during the year: None in market.	
Amount paid in on each share.....	<u>50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$626,412 00</u>	<u>\$913,289 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Lawrenceville to Antrim mines.....	37 $\frac{1}{10}$ miles.
Length of main line road laid.....	37 $\frac{1}{10}$ miles.
Length of main line of road laid in Pennsylvania.....	37 $\frac{1}{10}$ miles.
Length of double track of road.....	None.
Length of sidings.....	2 $\frac{7}{10}$ miles.
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	59 pounds.
Branch roads owned by the company, and their length, viz: None.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops? 1 engine house.	
Number of engines.....	None.
Number of first class passenger cars.....	None.
Number of second class passenger cars.....	None.
Number of baggage, mail, and express cars.....	None.
Number of freight cars.....	None.
Number of coal, ore, and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 640,)	7
Number of wooden bridges, (total length in feet, 304,)	6
Number of stone bridges.....	None.
Number of culverts, (total length in feet not known,)	110

Number of stations on main road, passenger and freight used for both.....	14
Number of water stations on main road.....	4
Value of real estate held by the company, exclusive of road way.....	\$37,940 46
Number of tunnels.....	None.
How is track laid, and on what foundation ? Hemlock and hard wood ties on road bed of gravel.	
Rail joints protected by fish plates and bolts.	
No chairs used.	

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

The road is but just completed, and is under lease to the Fall Brook coal company, who own all the equipments, operate the road, and keep it in repair, therefore, we have no means of making report in detail.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George J. Magee.....	Watkins, Schuyler co., N. Y.
John Magee.....	Watkins, Schuyler co., N. Y.
John Lang.....	Watkins, Schuyler co., N. Y.
S. S. Ellsworth.....	Penn Yan, Yates co., N. Y.
Daniel Beach	Watkins, Schuyler co., N. Y.
Henry Sherwood.....	Wellsboro', Tioga co., Pa.
Henry Sherwood, President.....	Wellsboro', Tioga co., Pa.
George J. Magee, Vice President.....	Watkins, Schuyler co., N. Y.

(No. 123.)

WELLSBORO' AND LAWRENCEVILLE.

STATE OF NEW YORK, } ss:
Schuyler County,

Personally appeared Geo. J. Magee, vice president of the Wellsboro' and Lawrenceville railroad company, and in due form of law made oath, that the statement in the within report, for the financial year ending December 31, 1872, are true, to the best of his knowledge and belief.

(Signed) GEORGE J. MAGEE, *Vice President.*

Sworn and subscribed before me, this }
 24th day of February, 1873. }

J. H. LANG,

Commissioner for Pennsylvania.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	33,800
Number of miles run by freight trains.....	14,700
Number of miles run by coal trains.....	3,000
Number of passengers (all classes) carried in cars,	29,141
Number of tons of 2,000 pounds of through freight for the year on main road.....	13,706
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	27,130
Average rate of speed adopted by ordinary pas- senger trains, including stops, (miles per hour.)	12½
Average rate of speed adopted by express trains, including stops.....	12½
Average rate of speed adopted by freight trains, including stops.....	12½
Weight of first class passenger and freight en- gines (average).....	<u>33 tons.</u>

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

April, 1872.....	2,677	September, 1872.....	3,356
May, 1872.....	2,937	October, 1872.....	2,924
June, 1872.....	2,677	November, 1872.....	4,247
July, 1872.....	3,552	December, 1872.....	<u>3,380</u>
August, 1872.....	3,391		

The amount of freight, specifying the quantity in tons :

Anthracite coal: Included in merchandise.		Iron and other ores: Included in merchandise.	
Bituminous coal.....	9,826	Stone and lime: Included in merchandise.	
Petroleum and other oils: Included in merchandise.		Agricultural products: Included in merchandise.	
Pig iron: Included in merchandise.		Merchandise and manufactures....	6,444
Railroad iron: Included in merchandise.		Live stock.....	None.
Other iron or castings: Included in merchandise.		Lumber	10,860
		Other articles: Included in merchandise.	

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.....	None.
For second class way passengers	<u>None.</u>

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

For through freight, (first class,).....	10½ cents.
For through coal: Trackage rates.	
For local freight, (first class,)	11½ “
For local coal	<u>9½ “</u>

Receipts on construction and equipment account during the year :

From stockholders.....	<u>\$250,250 00</u>
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RECEIPTS.

Months.	Freight.	Mall and Express.	Total.
January, 1872.....	\$535 41	\$33 09 express.
February, 1872.....	425 04	45 54 express.	.....
March, 1872.....	532 72	43 78 express.	.....
April, 1872.....	708 45	61 25 express.	.....
May, 1872.....	1,149 69	{ 293 75 mail.	.....
June, 1872.....	1,305 67	{ 62 55 express.	.....
July, 1872.....	1,217 70	49 12 express.	.....
August, 1872.....	1,029 70	{ 58 31 express.	.....
September, 1872.....	1,228 54	293 75 mail.	.....
October, 1872.....	1,254 79	103 25 express.	.....
November, 1872.....	1,163 23	83 74 express.	.....
December, 1871.....	928 28	71 90 express.	.....
December, 1871.....	928 28	79 66 express.	.....
Total	11,479 22	1,339 19	\$12,818 41

Summary of payments :

For construction and maintaining the road.....	\$250,250 00
For dividends	None.
For interest.....	None.
For miscellaneous.....	None.
For surplus funds.....	None.
For municipal taxes.....	None.
For State taxes.....	1,491 75
For United States taxes.....	None.
Total amount of surplus fund.....	<u>251,741 75</u>

What express companies run on your road, and on what terms ?
 United States express company, at regular first class rates.

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

OFFICE OF THE FALL BROOK COAL CO., }
 WATKINS, SCHUYLER CO., N. Y., Feb. 24, 1873. }

HARRISON ALLEN, Esq.,

Auditor General, Harrisburg, Pa. :

In reply to your note, per John J. Franklin, of the 19th, I herewith enclose the best report we can make of the operations of the Wellsboro' and Lawrenceville railroad company, and beg leave to explain as follows :

The road was not opened to Wellsboro' until the 23d of May, and to Antrim until November 1. All the trains were mixed trains. The construction train doing most of the work and maintenance of the tracks, and large share of the other expenses being charged to construction. The expenses of men on the trains, other than construction, of agents, of cars, and of machinery, were charged to the operation of the Blossburg and Corning railroad, a line within this State, and which is operated by this (coal) company. Knowing that on account of the construction going on over all parts of the line, the business could not be separated or classified, we made no attempt to do so.

The accounts and statements of the Blossburg and Corning railroad have been thoroughly examined, and from them we have picked out, so far as was possible, the figures in the enclosed.

We trust this explanation will be satisfactory, and can promise that for the year of 1873, our account will be so classified as to enable us to comply with your forms. On the 16th of December last, but as of January 1, 1873, the Wellsboro' and Lawrenceville and the Blossburg and Corning railroads were consolidated under the name of the Corning, Cowanesque and Antrim railway company.

Truly yours,

GEO. J. MAGEE, *President.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. J. Magee.....	Watkins, Schuyler Co., N. Y.
John Magee.....	Watkins, Schuyler Co., N. Y.
John Lang.....	Watkins, Schuyler Co., N. Y.
Daniel Beach.....	Watkins, Schuyler Co., N. Y.
S. S. Ellsworth.....	Penn Yan, N. Y.
Henry Sherwood.....	Wellsboro', Tioga Co., Pa.
Henry Sherwood, President.....	Wellsboro', Tioga Co., Pa.
Geo. J. Magee, Vice President.....	Watkins, Schuyler Co., N. Y.

(No. 126.)

WEST CHESTER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Edward Hoopes, president, and Thomas H. Hall, treasurer, of the West Chester railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending October 30, 1872, are true, to the best of their knowledge and belief.

(Signed) EDWARD HOOPES, *President.*
 THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, }
 this 27th day of December, 1872. }

THOMAS RANDALL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, amount of stock subscribed, amount paid in as by last report, total amount now paid in of capital stock..	\$165,000 00
Number of shares of stock issued.....	3,300
Par value of each share.....	\$50 00
Average market value during the year. No stock on market.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$159,798 04	\$159,798 04
Equipment.....	46,688 75	45,688 75
Total cost.....	<u>206,486 79</u>	<u>205,486 79</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to West Chester intersection.....	9 miles.
Length of sidings, about.....	$\frac{1}{2}$ mile.
Gauge of road	4 feet 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, (average cost of each, \$4,417 50,).....	2
Number of baggage, mail and express cars, (cost \$906,)	1
Number of stations on main road, (passenger.)..	9
Number of wood and water stations on main road,	2
Value of real estate held by the company, exclusive of road way.....	<u>\$22,647 75</u>

This road is leased to the West Chester and Philadelphia railroad company, and the returns are included in the report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Hoopes.....	Philadelphia, Pa.
J. Edward Farnum	Philadelphia, Pa.
Samuel Riddle.....	Glen Riddle, Delaware co., Pa.
Dennis B. Kelly	Kellyville, Delaware co., Pa.
Charles Fairlamb.....	West Chester, Pa.
Lorenzo Beck.....	West Chester, Pa.
George Callaghan.....	Philadelphia, Pa.
Edward Hoopes, President.....	Philadelphia, Pa.
Thomas H. Hall, Sec. and Treasurer.....	West Chester, Pa.

(No. 127.)

WEST CHESTER AND PHILADELPHIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward Hoopes, president, and Thomas H. Hall, treasurer, of the West Chester and Philadelphia railroad company, and in due form of law affirmed, that the statements in the within report, for the financial year ending October 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

EDWARD HOOPES, *President.*THOMAS H. HALL, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of December, 1873. }

THOMAS RANDALL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (\$2,000,000 of which is consolidated preferred stock, with which the company is authorized to retire and cancel all the present outstanding stock of the company,)	\$3,800,000 00
Amount of stock subscribed.....	681,100 00
Amount paid in as by last report, (contained an error of 11 shares of 1852,).....	681,650 00
Total amount now paid in of capital stock.....	681,100 00
Funded debt, as per last report.....	1,197,300 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1873,).....	\$91,000 00
2d mortgage bonds, (date of maturity past due,).....	100 00
3d mortgage bonds, (date of maturity, October 1, 1878,).....	700 00
General mortgage bonds, (date of maturity, April 1, 1891,).....	1,098,000 00
	<u>1,189,800 00</u>

RAILROAD REPORT.

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Total amount now of floating and funded debt...	\$1,189,800 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; general mortgage, 7 per cent.; 3d mortgage, 8 per cent.	
Date and rate per cent. per annum of dividend or dividends.....	No dividends.
Number of shares of stock issued.....	13,622
Par value of each share.....	\$50 00
Average market value during the year.....	20 00 to 35 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,320,024 09	\$1,327,289 36
Equipment.....	170,413 07	182,028 07
Total cost.....	<u>1,490,437 16</u>	<u>1,509,317 43</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Philadelphia to West Chester.....	26.3 miles.
Length of main line road laid.....	26.3 "
Length of main line of road laid in Pennsylvania,.....	26.3 "
Length of double track of road.....	None.
Length of sidings.....	5 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	50, 60 & 65 lbs.
Roads worked or leased by the company, viz: West Chester railroad from West Chester to intersection of Pennsylvania railroad, the operations of which are included in this (statement) report.	
Number of engine houses and shops.....	3
Number of engines.....	9
Number of first class passenger cars, (average cost of each, \$3,000,).....	17
Number of baggage, mail and express cars, (average cost of each, \$1,750,).....	4

Number of freight cars : House cars, 25, (average cost of each, \$640 ;) trucks, 20, (average cost of each, \$500 ;) total	45
Number of gravel and lime cars, (average cost of each, \$340,).....	17
Number of caboose cars, (average cost of each, \$725,)	2
Number of iron bridges, (total length in feet, 280,)	6
Number of wooden bridges, (total length in feet, 2,800,)	16
Number of stone bridges	None
Number of railroads crossed : Junction railroad at grade.	
Number of stations on main road, (passenger and freight,)	23
Number of wood and water stations on main road,	4
Value of real estate held by the company, exclusive of road way	\$294,806 00
Number of tunnels	None.
How is track laid, and on what foundation ? About two-thirds stone, balance earth and gravel.	
Length in miles laid with steel rail	2

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

Number of miles run by passenger trains.....	181,200
Number of miles run by freight trains	17,000
Number of miles run by extras.....	7,600
Number of through passengers for the year on main road	79,997
Number of passengers (all classes) carried in cars,	821,911
Number of tons of 2,000 lbs. of through freight for the year on main road	18,227
Gross amount of tonnage for the year, (2,000 lbs. per ton, coal 2,240).....	93,448
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	18
Average rate of speed adopted by express trains, including stops.....	23

Average rate of speed adopted by freight trains, including stops	8
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	<u>31 "</u>

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

November, 1871.....	48, 170	May, 1872.....	71, 556
December, 1871.....	45, 652	June, 1872.....	95, 574
January, 1872.....	54, 708	July, 1872.....	103, 099
February, 1872.....	38, 130	August, 1872.....	87, 594
March, 1872.....	49, 377	September, 1872.....	92, 152
April, 1872.....	62, 799	October, 1872.....	<u>73, 130</u>

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal.....	44, 462	Merchandise and manufactures....	22, 291
Stone and lime.....	9, 539	Lumber	5, 841
Agricultural products.....	5, 250	Other articles.....	<u>6, 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>3½ "</u>

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

For through freight.....	8 cents.
For through coal.....	3½ "
For local freight.....	10 "
For local coal	<u>5 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including build- ings.....	\$49,091 88
Taxes and ground rents.....	15,679 72
Total.....	<u>64,771 60</u>

Repairs of machinery :

Repairs of engines and tenders, passenger and baggage cars, freight cars, tools and machinery in shops	<u>\$20,391 06</u>
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Operating the road :

Office expenses, stationery, &c.....	\$3,533 88
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance.....	12,844 90
Conductors, baggage masters and brakemen....	13,079 82
Engineers and firemen	14,320 69
Fuel, light, water and ice.....	23,818 86
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,845 90
Telegraph expenses.....	2,098 25
Tolls over other roads, use of freight cars, (includes delivery.)	4,816 88
Allowances, lost freight and professional services,	1,486 70
General superintendence, agents and clerks	22,622 12
Total.....	<u><u>100,478 00</u></u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail.	Miscellaneous.	Total.
November, 1871.....	\$13,234 85	\$9,140 44	.....	.....	.....
December, 1871.	12,803 52	8,805 01	.....	.....	.....
January, 1872.....	12,932 32	7,542 56	.....	.....	.....
February, 1872.....	11,249 78	7,191 79	.....	.....	.....
March, 1872.....	13,610 08	8,937 34	.....	.....	.....
April, 1872.....	17,189 09	10,820 35	.....	.....	.....
May, 1872.....	18,482 68	10,891 92	.....	.....	.....
June, 1872.....	22,628 93	9,719 09	.....	.....	.....
July, 1872.....	24,970 13	10,037 86	.....	.....	.....
August, 1872.....	23,867 27	11,058 14	.....	.....	.....
September, 1872.....	22,643 35	10,108 77	.....	.....	.....
October, 1872.....	19,280 06	11,942 56	.....	.....	.....
Total.....	<u>212,892 01</u>	<u>116,195 83</u>	<u>\$2,312 49</u>	<u>\$5,538 74</u>	<u>\$336,939 07</u>

Summary of payments :

For construction and equipment.....	\$20,580 27
For maintaining the road, &c.—repairs of machinery and operating the road.....	186,630 66
Interest	81,059 85
Total.....	<u>288,270 78</u>

What express companies run on your road, and on what terms?
 Adams express at stipulated rate, \$1,500 per annum per year, and an additional rate of 15 cents per hundred on government paper. All of which is included in the freight earnings.

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

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	..
Others.....	2	..
Total.....	<u>3</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, viz :

May 21, 1872. Wm. Walker, extra hand on road repairs, killed instantly coupling cars at West Chester. Head caught between cars.

June 11, 1872. Mary Kelley, killed at towroad, she picking up chips on track. Intoxicated.

October 9, 1872. Edward Sexton, killed at Philadelphia. He came from behind a wall immediately in front of train. Killed instantly.

WEST CHESTER AND PHILADELPHIA

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Mathew Baird	Philadelphia, Pa.
George Callaghan.....	Philadelphia, Pa.
Albert C. Roberts.....	Philadelphia, Pa.
J. Edward Farnum.....	Media, Pa.
Charles Fairlamb.....	West Chester, Pa.
Lorenzo Beck.....	West Chester, Pa.
Dennis B. Kelly.....	Kellyville, Pa.
Samuel Riddle.....	Glen Riddle, Pa.
Samuel J. Sharpless.....	Street Road, Pa.
Edward Hoopes, President.....	Philadelphia, Pa.
A. Lewis Smith, Secretary.....	Media, Pa.
Thomas H. Hall, Treasurer.....	West Chester, Pa.
H. K. Smith, Superintendent.....	Philadelphia, Pa.
A. D. Sharpless, Auditor.....	West Chester, Pa.

(No. 123.)

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, for the financial year ending _____, are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }
 3d day of February, 1873. }

HENRY O. SPACKMAN, *N. P.*

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:	
1st mortgage bonds, (date of maturity, April 1, 1893,).....	\$800,000 00
1st mortgage Pittsburg branch bonds, (date of maturity, January 1, 1896,).....	1,000,000 00
	<hr/>
	1,800,000 00
Floating debt, as by last report.....	907,813 36
The amount now of floating debt	1,023,554 70
Total amount now of floating and funded debt ..	2,823,554 70
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 1st mortgage Pittsburg branch, 6 per cent.	

WESTERN PENNSYLVANIA

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	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	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$3,730,263 36</u>	<u>\$3,846,004 70</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Blairsville to Butler.....	57 $\frac{1}{10}$ miles.
Length of main line road laid.....	57 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania,	57 $\frac{1}{10}$ "
Length of double track of road.....	2 $\frac{33}{100}$ "
Length of sidings.....	14 $\frac{53}{100}$ "
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, viz: Pittsburg branch, from Freeport to Allegheny city.....	27 $\frac{5}{10}$ miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 5 engine houses, 1 machine shop.	
No rolling stock or motive power.	
Number of coal, ore and stone cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 6,329,).....	33
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 10,)....	1
Number of railroads crossed.....	2
Number of stations on main road.....	53
Number of wood and water stations on main road,	12

Value of real estate held by the company, exclusive of roadway	\$93,017 16
Number of tunnels, (length of each, 600 feet and 1,425 feet,).....	2
How is track laid, and on what foundation? Stone ballast and gravel.	
Length in miles laid with steel rail	<u>None.</u>

This road is leased by the Pennsylvania railroad company and the returns included in their annual report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia, Pa.
Sam'l T. Bodine	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Josiah Bacon ..	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
J. Edgar Thomson, President.....	Philadelphia, Pa.
Joseph Lesley, Secretary and Treasurer	Philadelphia, Pa.

(No. 129.)

WEST CHESTER AND PHOENIXVILLE.

STATE OF PENNSYLVANIA, } ss :
Philadelphia County,

Personally appeared William E. Lockwood, president, and William Painter, treasurer, of the West Chester and Phoenixville railroad company, and in due form of law made oath, that the statement at the bottom of this sheet, signed by its president and treasurer, for the financial year ending December 31, 1872, is true, to the best of their knowledge and belief.

(Signed) WM. E. LOCKWOOD, *President.*
 WM. PAINTER, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of December, 1872. }

J. P. DELANEY, *J. P.*

The organization of the West Chester and Phoenixville railroad company is completed, but the work of construction has not yet commenced.

WM. E. LOCKWOOD, *President.*
 WM. PAINTER, *Treasurer.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed, (2,600 shares at \$50 each,)	130,000 00
Total amount now paid in of capital stock, (10 per cent. on the above,)	13,000 00
Number of shares of stock issued: No certificates issued.	
Par value of each share	50 00
Average market value during the year	No sales.
Amount paid in on each share subscribed for. . .	<u>10 per cent.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from West Chester
to Phoenixville, about 14 miles.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William E. Lockwood.....	255 South Third street, Philadelphia.
William Painter.....	South Third street, Philadelphia.
Charles H. Pennypacker.....	West Chester, Pa.
J. T. Murtagh.....	West Chester, Pa.
Wm. D. Christman.....	West Chester, Pa.
J. Elwood Painter.....	West Chester, Pa.
E. F. Pennypacker.....	Phoenixville, Pa.
William E. Lockwood, President.....255 South Third street, Philadelphia.	
Charles H. Pennypacker, Secretary, West Chester, Pa.	
William Painter, Treasurer.....South Third street, Philadelphia.	

(No. 130.)

WHEELING, PITTSBURG AND BALTIMORE.

[Formerly the Hempfield railroad company.]

STATE OF PENNSYLVANIA, }
Washington County, } ss:

Personally appeared Colin M. Reed, president of the Wheeling, Pittsburg and Baltimore (formerly Hempfield) railroad company, and in due form of law made oath, that the statements in the within report, for the year ending September 30, 1872, are true, to the best of his knowledge and belief, as derived from proper officers.

(Signed)

O. M. REED, *President.*

Sworn and subscribed before me, this }
 24th day of March, 1873. }

WM. HORNISH, *J. P.*

STATE OF MARYLAND, }
Baltimore City, } ss:

Personally appeared W. H. Ijams, treasurer of the Wheeling, Pittsburg and Baltimore (formerly the Hempfield) railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1872, are true, to the best of his knowledge and belief.

W. H. IJAMS.

Sworn and subscribed before me, a commissioner for the State of Pennsylvania, by the said W. H. Ijams, treasurer, at Baltimore, this nineteenth day of April, A. D. 1873.

As witness my hand and official seal.

W. W. LATIMER,
A Com. for Pennsylvania, in Baltimore, Md.

BALTIMORE AND OHIO RAILROAD CO., }
 TREASURER'S OFFICE, }
 BALTIMORE, April 21, 1873. }

HARRISON ALLEN, Esq.,

Auditor General, State of Pennsylvania, Harrisburg:

SIR:—I send you, per Mr. H. J. Key, annual return of the Wheeling, Pittsburg and Baltimore (formerly the Hempfield) R.

R. company, for its fiscal year ending September 30, 1872. We are unable to fill up "cost of road and equipment," as the books and papers are in the hands of a master in chancery, and this company has no means of ascertaining the original cost.

Yours, very respectfully,

W. H. IJAMS, *Treasurer.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed, (10,000 shares,)....	500,000 00
Amount paid in as by last report.....	None.
Total amount now paid in of capital stock	500,000 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	None.
1st mortgage bonds.....	None.
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
The amount now of floating debt.....	79,641 65
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	None.

CHARACTERISTICS OF ROAD.

Length of main line of road from Wheeling to Washington	32 miles.
Length of main line road laid.....	32 "
Length of main line of road laid in Pennsylvania,	18 "
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.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of engines.....	3

Number of second class passenger cars, (average cost of each, \$3,000,).....	5
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	2
Number of freight cars, (average cost of each, \$800,)	8
Number of coal, ore and stone cars, (average cost of each, \$750,).....	16
Number of wooden bridges, (total length in feet, 916,) 12; trestles, (total length in feet, 3,900,)..	10
Number of stone bridges, (total length in feet, 274,)	1
Number of culverts.....	40
Number of stations on main road, (passenger and freight,)	10
Number of wood and water stations on main road,	4
Number of tunnels, (length of each, 448, 777, 672, 357, 400, 735 feet—total, 3,389,).....	6
How is track laid, and on what foundation? Ties.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of miles run by passenger trains.....	19,568
Number of miles run by freight trains.....	19,760
Number of miles run by coal trains.....	None.
Number of passengers (all classes) carried in cars,	53,175
Number of tons of 2,000 lbs. of through freight for the year on main road.....	11,637 $\frac{148}{1000}$
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.....	10
Weight of first class passenger engines.....	28 tons.
Weight of freight engines.....	28 "

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

November, 1871.....	4, 101	May, 1872.....	4, 409
December, 1871.....	4, 305	June, 1872.....	5, 042
January, 1872.....	4, 119	July, 1872.....	5, 343
February, 1872.....	3, 752	August, 1872.....	4, 609
March, 1872.....	4, 242	September, 1872.....	4, 420
April, 1872.....	4, 039	October, 1872.....	4, 794

The amount of freight, specifying the quantity in tons :

Anthracite coal	None.	Stone and lime.....	305.600
Bituminous coal	3, 703	Agricultural products	950.195
Petroleum and other oils	None.	Merchandise and manufactures,	2, 835.1270
Pig iron.....	None.	Live stock	817.385
Railroad iron	None.	Lumber	2, 629.307
Other iron or castings.....	None.	Other articles.....	282
Iron and other ores.....	None.	Wool.....	105.127

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.....	3 $\frac{1}{2}$ "

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

For through freight	8 cents.
For through coal	3 "
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	\$22,645 83
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Repairs of machinery :

Repairs of engines and tenders	\$5,246 55
Repairs of passenger and baggage cars	1,035 56
Repairs of freight cars	968 04
Repairs of tools and machinery in shops	62 90
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	292 88
Total.....	7,605 93

Operating the road:

Office expenses, stationery, &c.....	\$67 75
Agents and clerks	2,342 85
Labor—loading and unloading freight	1,185 83
Porters, watchmen and switch tenders	1,675 30
Car cleaning and inspecting, furniture and fixtures,	776 45
Wood and water station attendance and repairs,	1,324 74
Conductors, baggage masters and brakemen....	3,122 30
Engineers and firemen	3,124 30
Fuel and cost of preparing for use	2,650 34
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,162 99
Total.....	17,432 85
Grand total.....	47,684 61

RECEIPTS.

Months.	Passengers.	Freight.	Mall and express.	Miscella- neous.	Total.
October, 1871	\$2,197 60	\$1,950 15	\$50 00	.....	\$4,203 75
November, 1871.....	1,840 45	1,822 16	371 43	.....	4,034 04
December, 1871.....	1,860 95	1,493 81	50 00	\$306 25	3,711 01
January, 1872	1,784 85	1,260 49	50 00	.....	3,108 34
February, 1872.....	1,629 20	1,368 75	50 00	.....	3,047 95
March, 1872	1,897 25	1,371 26	50 00	231 25	3,549 76
April, 1872	2,251 65	1,503 29	50 00	.....	3,804 94
May, 1872.....	1,929 35	2,199 50	50 00	.....	4,178 85
June, 1872	2,520 90	1,365 67	1,705 57	231 25	5,823 29
July, 1872.....	3,107 70	937 08	214 75	.....	4,259 53
August, 1872.....	2,805 70	1,178 20	214 75	.....	4,193 65
September, 1872	2,370 45	1,433 02	214 75	231 25	4,249 47
Total.....	26,200 05	17,893 24	3,071 25	1,000 00	48,164 58

Summary of payments:

For maintaining the road, &c.—repairs of ma- chinery and operating the road.....	\$47,684 61
Dividends	None.
Interest	None.
Miscellaneous	None.
Surplus funds.....	None.
Municipal taxes.....	\$154 22
State taxes.....	1,745 24

Cost of transportation :

Cost per passenger per mile, proximate average ..	3 $\frac{3}{4}$ cents.
Cost per ton per mile, proximate average : Local	
10 cents, through 8 cents.	

What express companies run on your road, and on what terms ?
 Adams express company. \$50 per month.

ACCIDENTS.

	Killed.	Injured.
Employees.....	2	--

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

First occurred near Valley Grove, 4th of July, 1872. John Ayers, an employee of the machinery department, was attending a picnic, and attempted to get on a passing train, was thrown under the trucks and killed. The act was a reckless one. He was under the influence of intoxicating liquors.

Second at tunnel No. 6, September 11, 1872. An employee on ballast train, M. Jones, jumped from top of caboose car into a gondola as train was going into the tunnel, and was caught and injured by the trucks, from which he afterwards died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wilbert Burgwin	Pittsburg.
W. O. Hughtart	Pittsburg.
W. S. Bissell	Pittsburg.
Colin M. Read	Washington, Pa.
William Workman	Washington, Pa.
Joseph R. Ford	Wheeling.
William Keyser	Baltimore.
C. M. Reed, President.....	Washington, Pa.
John H. Page, Jr., Secretary	Pittsburg, Pa.
W. H. Ijams, Treasurer.....	Baltimore, Md.

(No. 131.)

WILMINGTON AND READING.

STATE OF PENNSYLVANIA, } ss:
Chester County,

Personally appeared Hugh E. Steele, president, and William S. Hilles, treasurer, of the Wilmington and Reading railroad company, and in due form of law made affirmation that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed) HUGH E. STEELE, *President.*
 W. S. HILLES, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of January, 1873. }

BENJ. T. LEWIS, *J. P.*

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.....	757,728 74
Total amount now paid in of capital stock.....	759,062 88
Funded debt, as per last report	1,973,600 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, date of maturity, 1900,)	\$1,250,000 00
2d mortgage bonds, (date of maturity, 1902,).....	1,082,300 00
	<hr/>
	2,332,300 00
Floating debt, as by last report.....	180,704 26
The amount now of floating debt.....	108,610 43
Total amount now of floating and funded debt..	2,440,910 43
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent. ; 2d mortgage, 7 per cent.	

RAILROAD REPORT.

595

Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	15,007
Par value of each share	\$50 00
Average market value during the year	Unknown.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared: No dividends declared.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,439,837 10	\$2,644,078 34
Equipment	240,625 41	255,151 15
Total cost.....		2,899,229 49

CHARACTERISTICS OF ROAD.

Length of main line of road from Wilmington, Del., to Birdsboro', Pa	63.6 miles. .
Length of main line road laid	63.6 miles.
Length of main line of road laid in Pennsylvania,	52 miles.
Length of double track of road	None.
Length of sidings	9.5 miles.
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, viz: Christiana River branch, $\frac{7}{8}$ mile; Reading branch, (now building,) 7 miles.	
Roads worked or leased by the company	None.
Number of engine houses and shops	3
Number of engines	11
Number of first class passenger cars, (average cost of each, \$5,000,)	6
Number of baggage, mail and express cars, (average cost of each, \$2,600,)	5
Number of freight cars: House cars, (average cost of each, \$725,) 19; trucks, (average cost of each, \$625,) 97; total	116

Number of line cars, (average cost of each, \$200,)	3
Number of caboose cars, (average cost of each, \$300,)	5
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, about 2,592,)	16
Number of stone bridges.....	None.
Number of railroads crossed.....	4
Number of stations on main road: Passenger, 44; freight, 34.	
Number of water stations on main road.....	10
Value of real estate held by the company, exclusive of roadway	\$32,892 00
Number of tunnels	None.
How is track laid, and on what foundation? Stone, gravel and sand ballast, and 8 feet ties.	
Length in miles laid with steel rail	<u>None.</u>

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

Number of miles run by passenger trains	112,249
Number of miles run by freight trains.....	118,305
Number of miles run by coal trains: Have no exclusive coal trains.	
Number of passengers (all classes) carried in cars,	132,365
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	264,573
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: Have no express trains.	
Average rate of speed adopted by freight trains, including stops	8
Weight of first class passenger engines	51,000 lbs.
Weight of freight engines.....	<u>66,000 "</u>

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

November, 1871.....	8,917	June, 1872.....	10,824
December, 1871.....	9,802	July, 1872.....	13,733
January, 1872.....	9,910	August, 1872.....	15,878
February, 1872.....	8,972	September, 1872.....	11,437
March, 1872.....	9,998	October, 1872.....	12,024
April, 1872.....	10,475		
May, 1872.....	10,395	Total.....	<u>132,365</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	68,267	Agricultural products.....	4,704
Bituminous coal.....	43,153	Merchandise and manufactures.....	22,441
Pig iron.....	17,121	Lumber and slate.....	17,674
Railroad iron, and other iron or castings.....	39,650	Other articles.....	1,010
Iron and other ores.....	28,049	Total.....	<u>264,573</u>
Stone, lime and sand.....	22,504		

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

For first class through passengers.....	22½ cents.
For first class way passengers.....	3 "

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

For through freight.....	2½ cents.
For through coal, (anthracite,).....	2 "
For local freight.....	3 "
For local coal, (anthracite,).....	3 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Trans'n.	Freight Trans'n.
Repairs or maintenance of way, including buildings.....	\$41,836 13	\$16,944 01	\$24,892 12
Taxes on real estate.....	127 89	76 74	51 15
Total.....	41,964 02	17,020 75	24,943 27
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$12,318 47	\$4,688 46	\$7,630 01
Repairs of passenger and baggage cars.....	4,117 31	4,117 31	.....
Repairs of freight cars.....	3,779 51	.....	3,779 51
Total.....	20,215 29	8,805 77	11,409 52
OPERATING THE ROAD,			
Office expenses, stationery, &c.....	\$5,492 44	\$3,920 56	\$1,571 88
Labor—loading and unloading freight, and passenger attendance.....	4,153 42	1,758 50	2,394 92
Telegraph operators and despatchers.....	3,991 50	1,197 45	2,794 05
Car cleaning and inspecting, furniture and fixtures.....	2,934 16	1,075 29	1,858 87
Watchmen and wipers of locomotives.....	5,309 92	2,054 62	3,225 30
Conductors, baggage masters and brakemen.....	22,009 74	7,215 56	14,794 18
Engineers and firemen.....	15,650 71	5,234 85	10,415 86
Fuel and cost of preparing for use.....	30,886 53	9,106 25	21,790 28
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,791 10	994 03	1,797 07
Telegraph, mail and station expenses.....	1,015 70	677 10	338 60
Loss and damage of goods and baggage.....	1,770 75	.....	1,780 75
Tonnage taxes.....	1,708 33	.....	1,708 33
Use of freight cars.....	10,508 36	.....	10,508 36
Accidents.....	914 63	.....	914 63
General superintendence, agents and clerks.....	22,606 84	9,155 50	13,451 36
Contingencies.....	3,164 63	1,919 60	1,245 03
Total.....	134,926 77	44,339 31	80,587 48

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$1,334 14
From sale of bonds	358,700 00
Total.....	<u>360,034 14</u>

RECEIPTS.

Months.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
Nov., 1871.....	\$3,418 12	\$11,596 30	\$667 24	Expenditures for use of cars in excess of receipts for same.	\$132 68	\$15,814 34
Dec., 1871.....	3,707 69	11,961 22	16 73		138 91	15,824 55
January, 1872..	3,679 80	12,357 20	109 26		113 54	16,239 80
Feb., 1872.....	3,083 12	12,923 11	547 87		110 39	16,684 49
March, 1872....	3,867 29	15,695 44	10 91		37 18	19,610 82
April, 1872....	3,974 55	12,020 51	67 33		191 81	17,154 20
May, 1872.....	4,147 31	13,012 20	670 11		129 33	17,958 95
June, 1872.....	4,393 28	13,420 93	75 65		133 06	18,027 92
July, 1872....	5,192 10	13,011 17	97 74		162 66	18,493 67
August, 1872...	7,276 84	18,808 16	678 11		61 21	28,824 32
Sept., 1872....	4,699 37	18,508 17	113 58		116 33	23,437 45
October, 1872...	4,621 46	17,661 57	293 22		72 49	22,648 74
Total	52,065 93	171,939 98	3,367 75		1,399 59	228,773 25

Summary of payments:

For construction and equipment	\$149,338 45
For maintaining the road, &c.—repairs of machinery and operating the road.....	197,106 08
Dividends	None.
Interest.....	\$153,527 22
Miscellaneous, (including Reading branch, sinking fund and depot buildings	86,932 37
Surplus funds	8,763 51
United States taxes.....	1,903 27
Total.....	<u>597,570 90</u>
Total amount of surplus fund	<u>8,763 51</u>

Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average: Can't say.

What express companies run on your road? Wilmington and Reading runs its own express.

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

ACCIDENTS.

	Killed.	Injured.
Employees.....	1	3
Others .....	..	4
	<hr/>	<hr/>
Total.....	1	7
	<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, viz :

1871.

November 10. William Quinn, brakeman on a shifting engine at Coatesville, had the forefinger of his left hand taken off while in the act of coupling cars.

1872.

January 18. David Seltzer had three fingers crushed while in the act of coupling cars at Coatesville.

March 14. David Mart, brakeman, fell between two cars through a trestle, a distance of about twenty feet, fracturing his skull. The cars were not coupled, and the train parted while he was standing on the bumpers of the two cars.

March 15. Chas. H. Smith, brakeman, killed near "Leggetts." It is supposed that he fell off the rear car of train, and was run over by engine pushing the train.

July 31. S. Miller, with horse and wagon, drove on the railroad track at Lancaster road crossing, in the face of an approaching engine, and signalled by the engine whistle, bell and persons on the road. It is supposed that Miller was asleep in his wagon. Slightly injured about the head and back.

September 3. Peter Baker, an employee of Steele & Worth, at Coatesville, stepped on track in front of shifting engine, on siding of Steele & Worth, and had a leg broken, hip dislocated and injured about the head. He died of his injuries.

September 21. James Casswell jumped off a passenger train at Brandywine Station, and sprained his foot.

September 28. Charles Butler, colored man, endeavored to pass over track, near Geigerstown, and was knocked down by passenger engine. He was apparently not injured, but died about three hours after the occurrence.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward 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 Betts	Wilmington, Del.
Joseph Tatnall	Wilmington, Del.
Irene Dupont	Wilmington, Del.
Victor Dupont	Wilmington, Del.
E. C. Stotsenburg	Wilmington, Del.
George W. Bush	Wilmington, Del.
H. E. Steele, President	Coatesville, Pa.
W. S. Hilles, Secretary and Treasurer.....	Wilmington, Del.

(No. 132.)

WILMINGTON AND WESTERN.

STATE OF DELAWARE, }
New Castle County, } ss:

Personally appeared J. T. Heald, president, and W. H. Connell, treasurer, of the Wilmington and Western railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) J. T. HEALD, *President.*
 W. H. CONNELL, *Treasurer.*

Affirmed and subscribed before me, this }
 5th day of February, 1873. }

SAMUEL W. M'CAULLEY,
Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law	No fixed am't.
Amount of stock subscribed.....	\$253,850 00
Total amount now paid in of capital stock.....	244,380 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Jan. 1, 1892,).....	\$500,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	<hr/> 500,000 00
The amount now of floating debt	52,799 00
Total amount now of floating and funded debt ..	552,799 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 ¹ / ₂
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	Not all issued.

Par value of each share.....	\$50 00
Average market value during the year	Can't say.
Amount of capital on which the respective dividends were declared.....	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$594,740 65
Equipment.....	87,487 49
Total cost.....	<u>682,228 14</u>

CHARACTERISTICS OF ROAD

Length of main line of road from Wilmington, Del., to Oxford, Pa., about	35 miles.
Length of main line road laid from Wilmington, Del., to Landenberg	19.92 "
Length of main line of road laid in Pennsylvania,	2.31 "
Length of double track of road	None.
Length of sidings	2.30 miles.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company.....	None
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	3
Number of engines.....	4
Number of first class passenger cars, (average cost of each, \$4,625 00,)	3
Number of baggage, mail and smoking cars, (average cost of each, \$3,925 00,).....	2
Number of freight cars: House cars, (average cost of each, \$802,) 10; gondola, (average cost of each, \$703 50,) 10; flat, (average cost of each, \$650,) 10; total	30
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges	None.
Number of wooden bridges.....	14

Number of stone bridges.....	None.
Number of railroads crossed: Wilmington and Reading, and Philadelphia, Wilmington and Baltimore.....	2
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.....	\$88,550 00
Number of tunnels.....	None.
How is track laid and on what foundation? On ties with sand and gravel ballast.	
Length in miles laid with steel rail	None.

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

Number of miles run by passenger and freight trains	7,280
Number of through passengers for the year on main road.....	1,813
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	1,998
Weight of first class passenger engines.....	23 tons.
Weight of freight engines.....	26 "

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

From October 23, 1872.....	608
November, 1872.....	3,397
December, 1872	2,996

The amount of freight, specifying the quantity in tons:

Anthracite coal	612	Merchandise and manufactures.....	227
Petroleum and other oils.....	1	Lumber	140
Other iron or castings.....	123	Other articles, including kaolin, crude and washed.....	692
Agricultural products.....	39		

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 "

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

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

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including build- ings	<u>\$1,880 58</u>
---	-------------------

Repairs of machinery:

Repairs of engines and tenders.....	\$46 27
Repairs of passenger, baggage and freight cars,	256 23
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	436 96
Total.....	<u>739 46</u>

Operating the road:

Office expenses, stationery, &c.....	\$79 75
Agents and clerks	526 12
Conductors, baggage masters, brakemen, engi- neers and firemen.....	1,273 54
Fuel and cost of preparing for use	701 66
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	107 09
Tolls over other roads.....	60 00
Damage to property, including damage by fire and cattle killed on road	40 00
General superintendence	810 76
Total.....	<u>3,628 92</u>

**TOTAL RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT TO DECEM-
BER 31, 1872.**

From stockholders.....	\$244,380 00
From sale of bonds.....	460,991 65
From other sources.....	5,892 47
Total.....	<u>711,264 12</u>

RECEIPTS.

Months.	Passengers.	Freight.	Total.
October, 1872.....	\$310 34		
November, 1872.....	1,782 88	\$354 08	
December, 1872.....	1,944 82	1,501 35	
Total.....	4,037 04	1,855 43	\$5,892 47

Summary of payments:

For construction and equipment.....	\$682,228 14
For maintaining the road, &c.—repairs of machinery and operating the road.....	6,248 96
For interest.....	18,882 72
Total.....	<u>707,359 82</u>

Cost of transportation:

Cost per passenger per mile, proximate average: Can't say; freight and passenger trains run together.

What express companies run on your road? None.

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

ACCIDENTS.

None.

Ground broken for construction, on July 8, 1871, and road between Wilmington and Landenberg opened for public business October 23, 1872. Line between Landenberg and Oxford not yet located; several preliminary surveys made, but no route yet fixed; route may be determined during the coming spring or summer.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. T. Heald.....	Wilmington, Del.
Geo. G. Lobdell.....	Wilmington, Del.
Wm. H. Swift.....	Wilmington, Del.
R. Emmett Robinson.....	Wilmington, Del.
Job H. Jackson.....	Wilmington, Del.
Wm. G. Phillips.....	Green Bank, Del.
George Springer.....	Hockessin, Del.
Alan Wood.....	Philadelphia, Pa.
Wm. E. Garrett.....	Philadelphia, Pa.
J. T. Heald, President.....	Wilmington, Del.
W. H. Connell, Secretary.....	Wilmington, Del.
W. H. Connell, Treasurer.....	Wilmington, Del.

(No. 122.)

[COPY.]

WILCOX AND HOWARD HILL IMPROVEMENT COMPANY.

1024 CLINTON STREET,
PHILADELPHIA, *March 23, 1873.* }

Hon. HARRISON ALLEN, Esq.,

Auditor General:

DEAR SIR.—On my return east from Arizona and South Utah, I hear of a polite inquiry by your deputy after the Wilcox and Howard Hill improvement company's main railroad, and without delaying until I can see his letter, answer:

The length of line located and partially constructed from Bishop's Summit, in M'Kean county, Pennsylvania, to Osborne's, on the low grade railroad, (A. V. R. R. extension,) in Jefferson county, Pennsylvania, is 54 miles.

Of these are graded about	9½ miles.
Width of gauge	4 feet, 8½ in.
The amount of the capital stock is	\$500,000
The par value of each share	<u>100</u>

The officers are:

Thomas L. Kane, President.....	Kane, M'Kean County, Pa.
Samuel Field, Treasurer.....	Front and Walnut streets, Phil'a.
Harry G. Clay, Secretary.....	500 Locust street, Philadelphia.

I beg to be addressed further if the above replies are insufficient.

Sincerely yours,

THOMAS L. KANE.

(No. 134.)

WYOMING GRAVITY.

WILKESBARRE, PA., }
March 24, 1873. }

Hon. HARRISON ALLEN:

Auditor General, Harrisburg, Pa.:

DEAR SIR:—Your favor of 19th inst. is at hand this A. M., and your inquiry relative to Wyoming Gravity railroad company, noted.

In reply, I have to say, that in 1869 I made my last report of capital, &c., of the above road; after that time I supposed the charter lapsed, as it was, by the terms, to be completed within that time. The road was surveyed, no part was ever built.

Respectfully yours,

JOHN C. PHELPS.

PASSENGER RAILWAY REPORTS.

39 RAILROAD REP.

PASSENGER RAILWAY REPORTS.

(No. 183.)

ALLENTOWN.

STATE OF PENNSYLVANIA, } ss:
 _____ County,

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, for the financial year ending November 1, 1872, are true, to the best of their knowledge and belief.

(Signed) SAMUEL LEWIS, *President.*
 CHAS. W. COOPER, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1872. }

THOS. O. GINKINGER, *Notary Public.*

STOCK AND DEBT.

Amount of stock subscribed.....	\$36,600 00
Total amount now paid in of capital stock.....	36,600 00
The amount now of funded debt.....	5,000 00
Floating debt, as by last report.....	5,000 00
The amount now of floating debt.....	5,000 00
Total amount now of floating and funded debt..	10,000 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: Stock, November 1, 1871, 3 per cent.;	
cash, May 1, 1872.....	3 per cent.
Number of shares of stock issued	366

Par value of each share	\$100 00
Average market value during the year.....	100 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared.....	<u>36,600 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$24,382 47	\$24,985 54
Equipment, (omitted in last report, \$431 26,).....	7,069 92	8,442 34
Total cost	<u>31,452 39</u>	<u>33,427 88</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 3 miles, 5 furlongs, 15 perches, 1 yard.	
Length of double track, including sidings: None except two turnouts and siding in car house.	
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	19 lbs.
Number of car houses, shops and stables: 1 car house, 1 stable.	
Number of depots.....	1
Number of first class passenger cars.....	4
Average value of each.....	\$1,000
Number of second class passenger cars.....	1
Average value of each	\$462 00
Number of passengers that may be seated in each car.....	30
Number of other cars.....	None.
Number of horses owned by the company.....	13
Average value of each, including harness.....	\$246
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	\$15,785 36
Average weight in lbs. of passenger cars, exclu- sive 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	30
How many miles does each two horse team make daily	12
How is track laid, and on what foundation? On string pieces and cross-ties, on cinder foundation.	
Average time consumed by cars in passing over the road	<u>1 hour</u>

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 L. and S. R. R. depot, crossing the Jordan and Lehigh bridges and L. V. R. R. track; another branch of the road branching off at Second street; thence along said street south to the L. V. R. R. depot; thence along the L. V. R. R. to the East Pennsylvania junction, crossing the county bridge; 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, to the terminus of the road at the Allentown furnace.

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

November, 1871.....	8,923½	June, 1872.....	11,549
December, 1871.....	10,399	July, 1872.....	13,466
January, 1872.....	8,884½	August, 1872.....	13,309½
February, 1872.....	8,528½	September, 1872.....	13,965
March, 1872.....	9,517½	October, 1872.....	11,480½
April, 1872.....	9,552		
May, 1872.....	11,674½	Total.....	<u>131,249½</u>

The rate of fare for passengers charged:

Single fare	10 cents.
Tickets in packages of 14 sold for	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of building.....	\$129 90
Taxes on real estate.....	12 80
Total.....	<u>142 60</u>

Operating the road :

Harness and repairs.....	\$93 59
Repairs to cars.....	5 10
Horse shoeing.....	362 95
Hay and feed.....	2,035 44
Office expenses, stationery and depot expenses ..	19 26
Insurance.....	42 50
Conductors and drivers.....	4,141 00
Total.....	<u>6,699 84</u>

Receipts on construction and equipment account during the year :

Rent	\$700
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RECEIPTS.

Months.	From pas- sengers.	Rent.	Total.
November, 1871.....	\$697 00		\$ 697 00
December, 1871.....	879 05	\$175 00	1,054 05
January, 1872.....	781 73		781 73
February, 1872.....	701 84		701 84
March, 1872.....	718 55		718 55
April, 1872.....	{ 704 15 }	175 00	1,045 00
	{ 95 85 }		
May, 1872.....	1,055 63		1,055 63
June, 1872.....	894 55		894 55
July, 1872.....	1,037 00	175 00	1,212 00
August, 1872.....	1,096 75		1,096 75
September, 1872.....	1,191 62		1,191 62
October, 1872.....	946 13	175 00	1,121 13
Total.....	10,848 85	700 00	11,548 85

Summary of payments :

For construction.....	\$663 07
Maintaining the road or real estate of the corpora- tion, and operating the road.....	6,842 44
Interest	891 48

PASSENGER RAILROAD REPORT.

615

Dividends	\$1,854 00
Remodeling passenger cars and purchase of horses,	941 16
Miscellaneous	154 00
	<hr/>
Total	11,286 15
	<hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Lewis	Allentown.
M. Hannum	Allentown.
J. D. Stiles	Allentown.
Nelson Weiser	Allentown.
C. W. Cooper	Allentown.
Samuel Lewis, President	Allentown, Pa.
Nelson Weiser, Secretary	Allentown, Pa.
C. W. Cooper, Treasurer	Allentown, Pa.

(No. 136.)

CITIZENS' (PHILADELPHIA.)

STATE OF PENNSYLVANIA, { ss:
Philadelphia County,

Personally appeared Geo. Williams, president, and William Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

GEO. WILLIAMS, *President.*WM. BONSALE, *Treasurer.*

Affirmed and subscribed before me, this {
 7th day of November, 1872. }

R. M. HARTLEY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	10,000 shares.
Amount paid in as by last report	\$192,750 00
Total amount now paid in of capital stock.....	192,750 00
Funded debt, as per last report	None.
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.
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: January and July.....	\$3 50 per share.
Number of shares of stock issued	10,000
Par value of each share.....	\$50 00
Average market value during the year: Sales not sufficient to answer the question.	

PASSENGER RAILROAD REPORT.

617

Amount paid in on each share: On 8,500 shares,
\$20; on 1,500, \$15.

Amount of capital on which the respective dividends were declared \$500,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$71,320 14	\$71,320 14
Equipment.....	141,000 00	141,000 00
Total cost.....	<u>212,320 14</u>	<u>212,320 14</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	7½ miles.
Length of double track, including sidings: No double track or sidings.	
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	One of each.
Number of depots	1
Number of first class passenger cars.....	46
Average value of each	\$600 00
Number of second class passenger cars	2
Average value of each	\$300 00
Number of passengers that may be seated in each car.....	20
Number of other cars	2 sweepers.
Number of horses owned by the company.....	350
Average value of each, including harness.....	\$90 00
Number of mules owned by the company.....	2
Average value of each, including harness.....	\$125 00
Value of real estate held, exclusive of road way,	98,277 00
Average weight in lbs. of passenger cars, exclu- sive of passengers and baggage.....	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6 miles.
Number of trips each day	288

How many miles does each two horse team make daily	21 $\frac{1}{2}$ miles.
How is track laid, and on what foundation? Yellow pine stringers and cross-ties, on gravel.	
Average time consumed by cars in passing over the road	<u>72 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Tenth and Montgomery streets, down Tenth to Reed, along Reed to Eleventh, up Eleventh to Berks, along Berks to Tenth, and down Tenth to Montgomery street.

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

November, 1871.....	361,618	June, 1872.....	347,881
December, 1871.....	338,970	July, 1872	321,619
January, 1872.....	3-9,700	August, 1872	305,538
February, 1872.....	305,483	September, 1872.....	344,400
March, 1872.....	323,545	October, 1872.....	377,321
April, 1872.....	354,300		
May, 1872.....	373,442	Total	<u><u>4,049,857</u></u>

The rate of fare for passengers charged:

Single fare, 7 cents; tickets, in packages of 4, sold for twenty-five cents.

Exchange tickets, carrying passengers over two roads.....	<u>9 cents.</u>
---	-----------------

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$2,205 48
Repairs of buildings, and additions to real estate,	9,777 34
Taxes on real estate	789 60
Total.....	<u><u>12,772 43</u></u>

Operating the road :

On account of horses	\$11,212 50
Harness and repairs	782 54
Repairs to cars, and new cars	10,745 57
Horse shoeing and blacksmithing	10,833 82
Hay and feed	58,210 38
Office expenses, stationery and depot expenses : Included in miscellaneous.	
Salaries and wages	81,156 84
Insurance	1,197 40
Watchmen, switchmen, hostlers, pay-roll : In- cluded in wages.	
General expenses of stable : Included in miscel- laneous and wages.	
Conductors and drivers : Included in wages.	
Fluid, fuel, oil and gas : Included in miscellane- ous.	
Damage for injury of persons, and miscellaneous expenses	9,334 05
Total	<u>183,473 10</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

No receipts.

RECEIPTS.

Months.	Passengers.	Manure.	Other sources.	Total.
November, 1871	\$21,697 07	\$304 00	\$2,461 05	\$24,762 13
December, 1871	20,393 21	302 00	2,091 60	22,791 81
January, 1872	19,741 94	.....	2,263 77	22,045 73
February, 1872	18,329 22	302 00	1,654 11	20,315 33
March, 1872	19,415 21	659 50	3,703 39	23,778 10
April, 1872	21,497 95	352 05	2,831 11	24,681 14
May, 1872	22,406 51	348 83	2,613 16	25,368 50
June, 1872	20,872 90	357 50	2,710 49	23,940 89
July, 1872	19,297 15	357 50	3,105 62	22,760 27
August, 1872	18,274 31	368 33	2,557 00	21,199 64
September, 1872	20,783 99	368 33	2,484 00	23,636 32
October, 1872	22,639 26	368 33	2,737 00	25,744 59
Total	245,393 74	4,338 40	31,242 30	281,024 44

Of the receipts from "other sources" \$29,291 00 was derived from the hire of horses and cars to the Empire Passenger railway company.

Summary of payments :

For construction. See repairs of roadbed and railway.

Maintaining the road or real estate of the corporation, and operating the road	\$196,245 13
Interest, (on Empire railway bonds,).....	2,800 50
Dividends	70,000 00
New passenger cars and horses: Included in second item.	
Payments to loan account	None.
Miscellaneous: Included in second item.	
Municipal taxes	\$6,444 03
State taxes.....	6,034 99
United States taxes.....	1,006 74
Total.....	<u>282,531 39</u>

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	1
Others	1	..
	—	—
Total.....	<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, viz :

1872.

June 15. Adam Albright, while crossing the street at Eleventh street and Girard avenue, was run over by a car and killed.

October 6. A boy named John Parker fell from the front platform of a car, on Eleventh street above Buttonwood street. The car wheel passed over his legs, rendering amputation necessary.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Coffin Colket	Philadelphia.
William M'Clary.....	Philadelphia.
J. K. M'Ilwain.....	Philadelphia.
John D. Brown.....	Philadelphia.

One vacancy.

George Williams, President	Philadelphia.
William Bonsall, Secretary and Treasurer	Philadelphia.

(No. 127.)

CITIZENS', (PITTSBURG.)

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared James Verner, president, and H. C. Buhoup, for treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, are true, to the best of their knowledge and belief.

(Signed) JAMES VERNER, *President.*
H. C. BUHOUP, *for Treasurer.*

Sworn and subscribed before me, this }
2d day of January, 1873. }

J. DONALDSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	100,000 00
Amount paid in as by last report.....	184,000 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	4,000 00
Total amount now of floating and funded debt..	54,000 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: Cash, May 15, 1872, \$10,000, or 5 per cent.; August 10, 1872, \$10,000, or 5 per cent.; October 8, 1872, \$12,000, or 6 per cent.	
Number of shares of stock issued.....	4,000

PASSENGER RAILROAD REPORT.

623

Par value of each share	\$50 00
Average market value during the year	No sales.
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	\$112,635 57	\$112,635 57
Equipment	<u>137,259 33</u>	<u>158,035 23</u>
Total cost	<u>249,894 90</u>	<u>270,670 80</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 feet 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	35
Average value of each	\$1,000 00
Number of second class passenger cars	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	206
Average value of each, including harness	\$100 00
Number of mules owned by the company	7
Average value of each, including harness	\$100 00
Value of real estate held, exclusive of roadway ..	75,000 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 miles.

Number of trips each day.....	226
How many miles does each two horse team make daily	19½
How is the track laid, and on what foundation? White pine stringers, oak cross-ties, gravel and clay bed.	
Average time consumed by cars in passing over the road	<u>40 minutes.</u>

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; thence to Pittsburg side of Sharpsburg bridge on extension of Butler street.

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

November, 1871.....	256,671	June, 1872.....	310,272
December, 1871.....	249,803	July, 1872.....	318,673
January, 1872.....	224,939	August, 1872.....	302,974
February, 1872.....	200,644	September, 1872.....	306,505
March, 1872.....	230,378	October, 1872.....	286,696
April, 1872.....	260,466		
May, 1872.....	286,423	Total	<u>3,232,343</u>

The rate of fare for passengers charged.

Single fare.....	6 cents.
Tickets in packages of 10 sold for.....	<u>50 cents.</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$1,210 98
Repairs of building.....	1,288 01
Taxes on real estate	928 48
Total.....	<u>3,427 47</u>

Operating the road :

On account of horses.....	\$2,043 79
Harness and repairs.....	985 25
Repairs to cars	5,488 61

PASSENGER RAILROAD REPORT.

625

Horse shoeing	\$4,916 11
Hay and feed	36,342 14
Office expenses, stationery and depot expenses...	2,435 66
Salaries	3,400 08
Insurance	830 27
Watchmen, switchmen, hostlers, pay-roll	14,665 16
Conductors and drivers	34,069 25
Fluid, fuel, oil and gas	464 14
Damage for injury of persons	293 00
Total	<u>102,505 99</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sour- ces.	Total.
November, 1871	\$13,142 25	\$171 00	\$355 00	\$374 20	.....
December, 1871	13,057 96	66 00	.....	.....	.....
January, 1872	12,730 13	161 00	.....	175 00	.....
February, 1872	11,832 30	66 00	.....	.....	.....
March, 1872	13,116 44	91 00	.....	896 85	.....
April, 1872	15,622 53	66 00	.....	415 17	.....
May, 1872	16,652 89	66 00	.....	1 50	.....
June, 1872	16,908 02	66 00	.....	675 35	.....
July, 1872	17,337 56	66 00	.....	305 78	.....
August, 1872	16,488 53	166 00	.....	557 60	.....
September, 1872	16,753 54	66 00	.....	83 00	.....
October, 1872	15,427 34	66 00	.....	272 87	.....
Total	179,069 49	1,117 00	355 00	3,757 32	\$184,298 81

Summary of payments :

For maintaining the road or real estate of the corporation, and operating the road	\$105,603 72
For interest	270 84
For dividends	32,000 00
For new passenger cars and horses	15,709 00
For miscellaneous	3,225 00

40 RAILROAD REP.

For municipal taxes	\$3,336 78
For State taxes.....	3,899 71
For United States taxes.....	881 34
Total.....	<u>164,926 39</u>

ACCIDENTS

	Killed.	Injured.
Passengers .....	..	1
Others.....	1	2
Total.....	<u>1</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, viz :

January 3, 1872. John Casey ; fell off front platform ; leg hurt.

January 6, 1872. John Bradford ; run over by car ; foot hurt.

January 30, 1872. Chas. Hussey ; run over by car ; leg hurt.

June 22, 1872. Boy run over ; died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jas. Verner.....	Pittsburg.
Alex. Speer.....	Pittsburg.
Rich. Hays.....	Pittsburg.
J. H. Jones.....	Pittsburg.
Jos. S. Brown.....	Pittsburg.
James Verner, President.....	Pittsburg.
H. C. Buhoup, Secretary.....	Pittsburg.
John G. Holmes, Treasurer.....	Pittsburg.

(No. 138.)

COALVILLE.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Charles A. Miner, president, and Elijah A. Hancock, treasurer, of the Coalville Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

CHAS A. MINER, *President.*E. A. HANCOCK, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1873. }

A. H. KETCHAM, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increase.....	\$50,000 00
Amount of stock subscribed.....	53,500 00
Amount paid in as by last report.....	34,100 00
Total amount now paid in of capital stock.....	53,500 00
Funded debt, as per last report.....	None.
Floating debt, as by last report.....	15,000 00
The amount now of floating debt.....	1,000 00
Total amount now of floating and funded debt..	1,000 00
Number of shares of stock issued.....	535
Par value of each share.....	\$100 00
Average market value during the year.....	90 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared	30,250 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$37,632 16	\$37,732 16
Equipment	7,704 25	7,704 25
Total cost.....	<u>45,336 41</u>	<u>45,436 41</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2.87 miles.
Length of double track, including sidings.....	None.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	20 and 45 lbs.
Number of car houses, shops and stables : One car house, and one stable, leased.	
Number of depots.....	None.
Number of first class passenger cars.....	3
Average value of each.....	\$800 00
Number of second class passenger cars	None.
Number of passengers that may be seated in each car.....	14
Number of other cars : One construction car.	
Number of horses owned by the company.....	12
Average value of each, including harness.....	\$150 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	\$3,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	2,450
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day	20 each way.
How many miles does each two horse team make daily	28 $\frac{7}{10}$ miles.
How is track laid, and on what foundation? 20 pound rail on cross-ties, 45 pound rail on stringers.	
Average time consumed by cars in passing over the road.....	<u>40 minutes.</u>

Describe the route of your road in detail, giving streets occupied, and connections with other roads: The road commences at depot of the Lehigh and Susquehanna railroad in Ashley borough, (late Coalville;) thence along the back road through Hanover township to the city of Wilkesbarre; thence along Hazle avenue, Washington and Market streets and east side public square to North Main street below Union street.

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

December, 1871.....	8,568	July, 1872.....	10,321
January, 1872.....	8,130	August, 1872.....	9,630
February, 1872.....	6,582	September, 1872.....	9,824
March, 1872.....	7,012	October, 1872.....	10,761
April, 1872.....	7,777	November, 1872.....	3,949
May, 1872.....	8,388		
June, 1872.....	8,293	Total.....	<u>99,235</u>

The rate of fare for passengers charged:

Single fare.....	15 cents.
Tickets in packages of ten sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$121 33
Repairs of building.....	None.
Taxes on real estate.....	<u>None.</u>

Operating the road:

On account of horses.....	\$797 90
Harness and repairs.....	112 38
Repairs to cars.....	250 00
Horse shoeing.....	228 83
Hay and feed.....	1,529 92
Office expenses, stationery and depot expenses...	102 76
Salaries.....	1,000 00
Insurance.....	125 00
Watchmen, switchmen, hostlers, pay-roll: In- cluded with conductors and drivers.	

General expenses of stable.....	\$288 60
Conductors and drivers.....	2,867 65
Fluid, fuel, oil and gas.....	96 05
Damage for injury of persons.....	125 00
Total	7,524 09

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$13,494 46
From sale of bonds.....	None.
From other sources	None.

RECEIPTS.

Months.	From Passengers.	Rent.	Manure.	Other sources.	Total.
December, 1871.....	\$384 55	.....	.....	.....	.....
January, 1872.....	914 15	.....	.....	.....	.....
February, 1872.....	709 78	.....	.....	.....	.....
March, 1872.....	714 10	.....	.....	.....	.....
April, 1872.....	810 65	.....	.....	.....	.....
May, 1872.....	969 90	.....	.....	.....	.....
June, 1872.....	1,103 00	.....	.....	.....	.....
July, 1872.....	1,416 23	.....	.....	.....	.....
August, 1872.....	1,119 90	.....	.....	.....	.....
September, 1872.....	1,061 35	.....	.....	.....	.....
October, 1872.....	887 55	.....	.....	.....	.....
November, 1872.....	402 10	.....	.....	.....	.....
Total	10,993 31	None.	None.	None.	\$10,993 31

Summary of payments :

For construction.....	\$413 84
For maintaining the road or real estate of the corporation, and operating the road.....	7,645 42
For interest	700 38
For payments to loan account	13,445 00
For miscellaneous	370 00
For payments made to surplus fund	None.
Total.....	22,574 64

ACCIDENTS.

	Killed.	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, viz :

January 31, 1872. Between Newtown and Ashley, Peter Mahon, an old and deaf man, walking on the track after dark, was struck by the car and fatally injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. A. Miner.....	Wilkesbarre, Pa.
W. W. Ketcham.....	Wilkesbarre, Pa.
E. A. Hancock.....	Wilkesbarre, Pa.
M. Dana.....	Wilkesbarre, Pa.
J. M. Leach.....	Wilkesbarre, Pa.
G. Loveland.....	Wilkesbarre, Pa.
W. B. Maffit.....	Wilkesbarre, Pa.
A. S. Orr.....	Wilkesbarre, Pa.
O. B. M'Knight.....	Plains, Pa.
Charles A. Miner, President.....	Wilkesbarre, Pa.
A. H. Ketcham, Secretary.....	Wilkesbarre, Pa.
E. A. Hancock, Treasurer.....	Wilkesbarre, Pa.

(No. 139.)

EASTON AND SOUTH EASTON.

STATE OF PENNSYLVANIA, } ss:
Northampton County, }

Personally appeared before me Henry A. Sage, president, and Jacob H. Holt, 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, for the financial year ending October 31, are true, to the best of their knowledge and belief.

(Signed) HENRY A. SAGE, *President.*
 JACOB H. HOLT, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of November, 1872. }

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.....	29,562 50
Total amount now paid in of capital stock.....	29,562 50
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: Cash, July 20, 1872	5 per cent.
Number of shares of stock issued.....	1,182½
Par value of each share.....	\$25 00
Average market value during the year.....	18 00
Amount paid in on each share.....	25 00
Amount of capital on which the respective divi- dends were declared	<u>29,425 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$18,960 05	\$18,960 05
Equipment.....	7,002 45	7,002 45
Total cost	<u>25,962 50</u>	<u>25,962 50</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 feet 2 inches.
Weight of rail per yard on main track	43 pounds.
Number of car houses, shops and stable: One car house and stable.	
Number of depots	1
Number of first class passenger cars.....	3
Average value of each	\$700 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car: 16 in two and 20 in third.	
Number of other cars	1 snow plow.
Number of horses owned by the company.....	14
Average value of each, including harness	\$125 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway .	\$3,600 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,300
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day: 47 round trips, except Sunday, only 22.	
How many miles does each two horse team make daily.....	18
How is track laid, and on what foundation? Stringers and cross-ties.	
Average time consumed by cars in passing over the road	<u>20 minutes.</u>

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.**

November, 1871.....	13,720	June, 1872.....	16,160
December, 1871.....	14,986	July, 1872.....	17,615
January, 1872.....	12,859	August, 1872.....	18,494
February, 1872.....	11,965	September, 1872.....	15,791
March, 1872.....	12,809	October, 1872.....	15,729
April, 1872.....	13,361		
May, 1872.....	16,562	Total.....	<u>179,991</u>

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of five sold for.....	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$312 21
Repairs of building.....	17 27
Taxes on real estate.....	119 80
Total.....	<u>449 28</u>

Operating the road:

On account of horses.....	None.
Harness and repairs.....	\$42 40
Repairs to cars.....	873 11
Horse shoeing.....	383 92
Hay and feed.....	2,122 82
Office expenses, stationery and depot expenses..	30 00
Salaries.....	250 00
Insurance.....	45 00
Watchmen, switchmen, hostlers, pay-roll.....	1,007 69
General expenses of stable.....	43 73

PASSENGER RAILROAD REPORT.

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Conductors and drivers.....	\$2,269 63
Fluid, fuel, oil and gas.....	108 33
Damage for injury of persons.....	None.
Total.....	<u>7,176 63</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

None.

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure	Other sources.	Total.
November, 1871.....	\$757 21	\$8 50	.....	.....	\$765 71
December, 1871.....	828 02	8 50	\$41 00	\$210 00	1,085 52
January, 1872.....	695 07	8 50	.....	.....	704 20
February, 1872.....	640 91	8 50	.....	84 80	734 21
March, 1872.....	696 30	8 50	.....	215 00	919 80
April, 1872.....	734 38	8 50	16 50	33 66	793 02
May, 1872.....	933 89	.....	.....	.....	933 89
June, 1872.....	894 22	17 00	40 25	212 38	1,163 85
July, 1872.....	999 19	.....	.....	.....	999 19
August, 1872.....	1,035 56	8 50	.....	60 00	1,104 06
September, 1872.....	867 08	8 50	.....	1 50	877 08
October, 1872.....	857 51	8 50	.....	.....	866 01
Total.....	9,937 95	93 50	97 75	817 34	10,946 54

Summary of payments :

For construction.....	None.
For maintaining the road or real estate of the cor- poration, and operating the road.....	\$7,625 91
For interest, (ground rent,).....	20 00
For dividends.....	1,471 25
For new horses.....	882 50
For rubber tickets.....	95 55
For exchange on tickets.....	72 38
For auditing treasurer's account.....	25 00
For payments made to surplus funds.....	753 95
For municipal taxes.....	None.
For State taxes.....	None.
For United States taxes.....	None.
Total.....	<u>10,946 54</u>

Total amount of surplus fund..... **\$1,341 29**

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Henry A. Sage.....	Easton.
Henry Detweiler.....	Easton.
John Eyerman.....	Easton.
Edward H. Green	Easton.
David Pyatt	Easton.
John J. Kinsey.....	South Easton.
Charles Stewart	South Easton.
James Young.....	South Easton.
Henry A. Sage, President.....	Easton.
Jacob H. Holt, Secretary and Treasurer.....	South Easton.
Elisha Burwell, Superintendent.....	South Easton.

(No. 140.)

EMPIRE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Joseph E. Gillingham, president, and William Bonsall, treasurer, of the Empire Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, are true, to the best of their knowledge and belief.

(Signed) J. E. GILLINGHAM, *President.*
W. BONSTALL, *Treasurer.*

Sworn and subscribed before me, this }
10th day of January, 1873. }

FRANCIS HOOD, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed	12,000 shares.
Amount paid in as by last report: Unknown to present officers.	
Funded debt, as per last report.....	\$83,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1900,)..	150,000 00
The amount now of floating debt, (for rent of depot and repairing road,).....	3,200 00
Total amount now of floating and funded debt..	153,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7
Number of shares of stock issued.....	12,000
Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share: Unknown to present officers.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$97,000 00</u>	<u>\$102,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid	About 7 $\frac{1}{2}$ miles.
Length of double track, including sidings	None.
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track	45 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day	180
How many miles does each two-horse team make daily? Some 15 miles and others 23.	
How is track laid and on what foundation? Yel- low pine stringers and cross ties on gravel.	
Average time consumed by cars in passing over the road	<u>78 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Twelfth and Montgomery, down Twelfth to Wharton, up Wharton to Seventeenth, up Seventeenth to Carpenter, down Carpenter to Sixteenth, up Sixteenth to Montgomery, down Montgomery to Twelfth.

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

January, 1872	137,723	August, 1872	144,772
February, 1872	131,126	September, 1872	161,918
March, 1872	144,294	October, 1872	173,526
April, 1872	165,883	November, 1872	40,877
May, 1872	171,690	December, 1872	122,864
June, 1872	162,747		
July, 1872	154,984	Total	<u>1,712,404</u>

The rate of fare for passengers charged:

Single fare	7 cents.
Tickets in packages of four sold for	<u>25 "</u>

EXPENSES.

Operating the road:

For the purpose of running the road, horses and cars are hired from the Citizens' Passenger railway company, and the Seventeenth and Nineteenth Streets Passenger railway company.

Rent of connecting road.....	\$273 75
Office expenses, stationery and depot expenses..	1,724 99
Salaries, and wages of all employees.....	32,371 00
For hire of horses and cars.....	55,213 89
Total.....	89,583 63

Receipts on construction and equipment account during the year:

From sale of bonds.....	\$56,525 00
-------------------------	-------------

RECEIPTS FROM PASSENGERS.

January, 1872.....	\$8,263 41	August, 1872.....	\$8,686 31
February, 1872.....	7,867 59	September, 1872.....	9,715 08
March, 1872.....	8,657 51	October, 1872.....	10,411 60
April, 1872.....	9,953 00	November, 1872.....	2,452 61
May, 1872.....	10,271 38	December, 1872.....	7,371 84
June, 1872.....	9,764 82		
July, 1872.....	9,299 06	Total.....	102,704 21

Summary of payments:

For maintaining the road or real estate of the corporation, and operating the road.....	\$89,583 63
For interest.....	10,500 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. Williams.....	Philadelphia.
D. R. Garrison.....	Philadelphia.
Wm. Bonsall.....	Philadelphia.
Geo. J. Gross.....	Philadelphia.
One vacancy.	
Joseph E. Gillingham, President.....	Philadelphia.
Wm. Bonsall, Secretary and Treasurer.....	Philadelphia.

(No. 141.)

ERIE CITY.

STATE OF PENNSYLVANIA, } ss:
Erie County, }

Personally appeared Orange Noble, president, and W. F. Rindernecht, treasurer, of the Erie City Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) O. NOBLE, *President.*

WM. F. RINDERNECHT, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1873. }

S. S. SPENCER, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed	23,300 00
Amount paid in as by last report.....	19,807 00
Total amount now paid in of capital stock	19,807 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 mortgage bonds, (date of maturity, July 1, 1873,).....	5,000 00
3d mortgage bonds, (date of maturity, July 1, 1878,)	5,000 00
Mortgage on real estate and interest	2,970 00
	<hr/>
	20,241 73
The amount now of floating debt.....	2,100 00
Total amount now of floating and funded debt ..	22,341 73
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.
Number of shares of stock issued	402
Par value of each share	\$50 00
Amount paid in on each share	<u>Mostly in full.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$22,921 39	\$22,960 90
Equipment	14,036 08	14,036 08
Total cost.....	<u>36,957 47</u>	<u>36,996 98</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles, 740 ft.
Length of double track, including sidings.....	1,150 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	30 pounds.
Number of car houses, shops and stables	2
Number of depots.....	1
Number of first class passenger cars.....	6
Average value of each.....	\$700 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car : 16 in 4, and 20 in 2.	
Number of other cars.....	None.
Number of horses owned by the company.....	24
Average value of each, including harness.....	\$135 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	\$6,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: 4 weigh 2,600 pounds, and 2 weigh 3,500 pounds.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day.....	62

How many miles does each two horse team make
daily

20

How is track laid, and on what foundation ? Part
stone and Nicholson and part gravel.

Average time consumed by cars in passing over
the road

About 1 hour.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commencing at Second street: thence along State street to Turnpike street, along Turnpike to Peach street, along Peach to Twenty-sixth street, and thence along Erie and Waterford road to depot and barn.

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

January, 1872	15,261	August, 1872.....	31,830
February, 1872	12,874	September, 1872.....	34,686
March, 1872	14,407	October, 1872.....	21,775
April, 1872.....	17,204	November, 1872.....	2,009
May, 1872.....	21,258	December, 1872.....	10,955
June, 1872.....	25,769		
July, 1872.....	33,983	Total.....	<u>242,011</u>

The rate of fare for passengers charged :

Single fare..... 7 cents.
Tickets in packages of 4 sold for 25 cents, 10 for
50 cents, 20 for \$1 00 and 15 school tickets for
50 cents.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$537 92
Repairs of building.....	48 94
Taxes on real estate.....	113 00
Total.....	<u>699 86</u>

Operating the road:

On account of horses.....	\$128 00
Harness and repairs.....	232 24
Repairs to cars.....	529 08
Horse shoeing.....	491 15
Hay and feed.....	3,149 49
Office expenses, stationery and depot expenses..	2 00
Salaries.....	749 98
Insurance.....	100 25
Watchmen, switchmen, hostlers, pay-roll.....	1,965 20
General expenses of stable.....	705 07
Conductors and drivers.....	2,351 69
Fluid, fuel, oil and gas: In general expense account.	
Damage for injury of persons.....	None.
Total.....	10,404 15

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

Months.	From passengers.	Rent.	Manure.	Other sources.	Total.
January, 1872.....	\$773 87	\$3 34	\$11 00	\$3 16	\$796 37
February, 1872.....	616 85	8 34	.....	3 16	654 35
March, 1872.....	790 66	27 09	10 00	.....	827 75
April, 1872.....	922 43	14 59	12 00	.....	949 02
May, 1872.....	1,086 82	14 59	.....	.....	1,101 41
June, 1872.....	1,410 40	14 59	.....	33 32	1,448 31
July, 1872.....	1,857 87	14 59	19 00	16 66	1,888 12
August, 1872.....	1,727 00	12 34	18 00	.....	1,757 34
September, 1872.....	1,947 37	12 34	.....	.....	1,949 71
October, 1872.....	1,144 42	12 34	.....	.....	1,156 76
November, 1872.....	92 78	14 69	.....	16 66	124 11
December, 1872.....	509 45	14 95	20 00	16 66	621 06
Total.....	1,939 90	168 79	90 00	89 62	13,288 31

Summary of payments:

For construction.....	\$36,996 98
Maintaining the road or real estate of the corporation and operating the road.....	11,103 01

Interest	\$1,213 20
Dividends	None.
New passenger cars and horses	None.
Payments to loan account	None.
Miscellaneous	None.
Payments made to surplus funds	None.
Municipal taxes	113 00
State taxes	119 66
United States taxes	None.
Total	<u>49,545 85</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Orange Noble.....	Erie, Pa.
W. F. Rindernecht.....	Erie, Pa.
E. Goodrich.....	Erie, Pa.
H. Jones.....	Erie, Pa.
M. Hartleb.....	Erie, Pa.
T. A. Becker.....	Erie, Pa.
Walter Scott.....	Erie, Pa.
J. S. Carter	Erie, Pa.
Wm. Nick, Sr.....	Erie, Pa.
B. S. Witherell.....	Erie, Pa.
Orange Noble, President	Erie, Pa.
Walter Scott, Secretary.....	Erie, Pa.
W. F. Rindernecht, Treasurer	Erie, Pa.

No. 142.)

FEDERAL STREET AND PLEASANT VALLEY.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared William M'Creery, president, and John Birmingham, treasurer, of the Federal Street and Pleasant Valley Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, as furnished to us by the secretary of the company.

(Signed)

WM. M'CREERY, *President.*JOHN BIRMINGHAM, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of January, 1873. }

SAMUEL ANDERSON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	70,000 00
Amount paid in as by last report.....	66,250 00
Total amount now paid in of capital stock.....	66,250 00
Funded debt, as per last report.....	25,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1878,).....	\$25,000 00
2d mortgage bonds, (date of maturity, January 1, 1881,).....	50,000 00
3d mortgage bonds.....	None.
	<hr/>
	75,000 00
Floating debt, as by last report: Not ascertained.	
The amount now of floating debt.....	15,000 00
Total amount now of floating and funded debt..	90,000 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 $\frac{3}{4}$ % per cent.; 2d mortgage, 7 $\frac{3}{4}$ % per cent.; 3d mortgage, none.	
Date and rate per cent. per annum of dividend or dividends	None made.
Number of shares of stock issued	2,650
Par value of each share	\$25 00
Average market value during the year: Not known, perhaps	20 00
Amount paid in on each share	25 00
Amount of capital on which the respective dividends were declared	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$57,317 30	\$80,387 50
Equipment.....	28,658 64	52,454 52
Total cost.....	<u>85,975 94</u>	<u>32,842 02</u>

CHARACTERISTICS OF ROAD.

Length of road laid: About.....	3 miles.
Length of double track, including sidings: About	2 $\frac{1}{2}$ "
Gauge of road.....	5 ft. 2 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars, (one horse,)	20
Average value of each.....	\$500 00
Number of second class passenger cars.....	2
Average value of each.....	\$300 00
Number of passengers that may be seated in each car.....	14
Number of other cars.....	1 salt.
Number of horses owned by the company.....	60
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	6

PASSENGER RAILROAD REPORT.

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Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of road way,	35,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,300 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day	120
How many miles does each one horse team make daily	18
How is track laid, and on what foundation? White pine stringers and cross-ties, paved streets.	
Average time consumed by cars in passing over the road, about.....	<u>40 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Custom House, Pittsburgh, by Smithfield street to Seventh avenue and Ninth street, across Allegheny river by Hand street bridge to Allegheny city; thence *via*. Anderson street, Union avenue, Gay alley, Federal street, North avenue, Monterey, Jackson, Fremont streets, Washington avenue and Taggart street to stables.

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

October, 1871.....	44,416	May, 1872.....	75,552
November, 1871.....	33,367	June, 1872.....	79,311
December, 1871.....	36,162	July, 1872.....	84,513
January, 1872.....	40,872	August, 1872.....	79,383
February, 1872.....	43,338	September, 1872.....	87,714
March, 1872.....	49,202		
April, 1872.....	61,534	Total.....	<u>715,363</u>

The rate of fare for passengers charged :

Single fare.....	6 cents.
Tickets in packages of five sold for.....	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$390 84
Repairs of building.....	None.
Taxes on real estate.....	186 50
Total.....	<u>577 34</u>

Operating the road :

On account of horses	\$3,345 50
Harness and repairs.....	86 62
Repairs to cars	385 91
Horse shoeing.....	224 95
Hay and feed	9,929 39
Office expenses, stationery and depot expenses : Included in general expenses.	
Salaries	1,286 63
Insurance.....	404 64
Watchmen, switchmen, hostlers, pay-roll, also conductors and drivers	15,030 41
General expenses of stable	5,200 43
Conductors and drivers : Included in pay-roll.	
Fluid, fuel, oil and gas.....	173 92
Damage for injury of persons.....	None.
Total.....	<u>36,068 40</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds.....	<u>\$48,500 00</u>
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RECEIPTS.

Months.	From pas- sengers.	Rent.	Other sour- ces.	Total.
October, 1871.....	\$2,442 87	\$104 12	\$2,546 99
November, 1871.....	1,835 19	35 50	.....	1,870 69
December, 1871.....	1,938 90	35 50	\$22 50	2,046 90
January, 1872.....	2,243 02	35 50	.....	2,278 52
February, 1872.....	2,383 58	93 91	.....	2,477 49
March, 1872.....	2,706 13	54 50	.....	2,760 63
April, 1872.....	4,272 06	685 90	.....	4,957 96
May, 1872.....	4,163 09	95 75	81 30	4,340 14
June, 1872.....	4,371 50	239 16	3,000 00	7,610 66
July, 1872.....	4,792 80	116 83	280 00	5,189 63
August, 1872.....	4,350 69	140 83	66 50	4,557 92
September, 1872.....	4,926 11	117 83	55 75	5,099 69
Total.....	\$40,475 84	1,755 33	\$3,506 05	45,737 22

Summary of payments:

For construction and equipment.....	\$43,134 67
For maintaining the road or real estate of the cor- poration, and operating the road.....	36,645 74
Interest on bonds.....	1,799 45
Dividends	None declared.
New passenger cars and horses, (included in con- struction,)	\$16,375 00
Payments to loan account	None made.
Miscellaneous, (discount and interest,)	\$8,830 02
Payments made to surplus funds	None made.
For municipal taxes: Included in expense ope- rating road.	
For State taxes: Included in expense operating road.	
For United States taxes: Included in expense operating road.	
Total.....	<u><u>\$90,409 88</u></u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. M'Creery.....	Allegheny city, Pa.
J. Gallagher	Allegheny city, Pa.
J. T. Stockdale.....	Allegheny city, Pa.
W. S. Evans.....	Allegheny city, Pa.
W. S. Bissell.....	Allegheny city, Pa.
Jos. Myers	Allegheny city, Pa.
W. P. Logan.....	Allegheny city, Pa.
Jno. Birmingham.....	Pittsburg, Pa.
W. R. Hamilton, M. D.....	Pittsburg, Pa.
Wm. M'Creery, President.....	Allegheny city, Pa.
J. T. Stockdale, Secretary.....	Allegheny city, Pa.
Jno. Birmingham, Treasurer.....	Pittsburg, Pa.

(No. 143.)

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William Poulterer, president, and B. Frank Abbett, 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 for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed) WM. POULTERER, *President.*
 B. FRANK ABBETT, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of December 1872. }

JOHN B. GALLAGHER, *Alderman.*

Capital stock as authorized by law.	\$700,000 00
Amount of stock subscribed.....	498,200 00
Amount paid in as by last report.....	491,750 00
Total amount now paid in of capital stock.....	498,260 00
Funded debt, as per last report.....	227,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1st July, 1877,).....	\$155,500 00
2d mortgage bonds, (date of maturity, 1st May, 1891,)	100,000 00
	<hr/>
	255,500 00
Floating debt, as by last report.....	80,000 00
The amount now of floating debt.....	35,000 00
Total amount now of floating and funded debt ..	290,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7; 2d mortgage, 7.	

652 FRANKFORD AND SOUTHWARK PHILADELPHIA CITY

Date and rate per cent. per annum of dividend or dividends: Cash, January 12, 3 per cent.; July 12, 4 per cent.

Number of shares of stock issued.....	9,964
Par value of each share	\$50 00
Average market value during the year.....	47 00
Amount paid in on each share.	50 00
Amount of capital on which the respective dividends were declared.....	<u>491,750 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$513,596 34	\$513,596 34
Equipment	316,767 70	330,575 21
Total cost	<u>830,364 04</u>	<u>844,171 75</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	13 miles.
Length of double track, including sidings	4.04 miles.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track: 43 pounds in city, 47 pounds in 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.....	56
Average value of each: Horse cars, \$300; steam cars, \$3,000.	
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car: 22 in horse cars, 32 in steam cars.	
Number of other cars.....	None.
Number of horses owned by the company.....	389
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.	\$110,000 00

Average weight in pounds 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: 3:2 on city section, 63 on rural section.

How many miles does each two horse team make daily..... 20

How is track laid, and on what foundation? On yellow pine stringers and cross ties.

Average time consumed by cars in passing over the road: 1 hour 50 minutes city section, 40 minutes rural section.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Kensington avenue and Cumberland street, along Kensington avenue across Frankford creek (through our own property) to Frankford street, along Frankford street to Arrott street. (This is a double track.) From same starting point along Kensington Avenue to Front street, along Front to Berks street, along Berks to Fifth street, (thus far a double track,) along Berks to Germantown avenue through our own property to Sixth street, along Sixth to Mifflin street, along Mifflin to Fifth street, along Fifth to Berks street.

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

December, 1871.....	408,403	July, 1872.....	473,950
January, 1872.....	401,697	August, 1872.....	486,385
February, 1872.....	385,703	September, 1872.....	507,032
March, 1872.....	422,204	October, 1872.....	527,963
April, 1872.....	465,240	November, 1872.....	376,414
May, 1872.....	485,696		
June, 1872.....	481,619	Total.....	5,421,326

The rate of fare for passengers charged:

Single fare: 7 cents on each section.

Tickets in packages of four sold for..... 25 cents.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$18,948 52
Repairs of building.....	355 50
Taxes on real estate.....	2,387 43
Total.....	<u>21,691 45</u>

Operating the road :

On account of horses.....	\$17,843 60
Harness and repairs.....	2,563 23
Repairs to cars and steamers.....	28,024 37
Horse shoeing.....	11,962 73
Hay and feed.....	60,984 41
Office expenses, stationery and depot expenses..	12,399 07
Salaries.....	5,583 33
Insurance.....	2,152 58
Watchmen, switchmen, hostlers, pay-roll.....	23,000 00
General expenses of stable.....	4,164 61
Conductors drivers, and engineers.....	76,180 34
Fluid, fuel, oil and gas.....	2,259 16
Damage for injury of persons.....	694 20
Coal, steamers.....	7,494 00
Total.....	<u>255,305 63</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$6,450 00
From sale of bonds.....	48,500 00
Total.....	<u>54,950 00</u>

PASSENGER RAILROAD REPORT.

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RECEIPTS.

Months.	From passen- gers.	Rent.	Manure.	Other sour- ces.	Total.
December, 1871.....	\$27,225 84	\$0 00	\$27,225 84
January, 1872.....	26,779 82	30 00	.....	\$98 16	26,907 98
February, 1872.....	25,713 52	30 00	\$1,116 00	100 00	26,959 52
March, 1872.....	28,146 90	30 00	.....	.....	28,176 90
April, 1872.....	31,015 98	42 00	.....	62 00	31,119 98
May, 1872.....	32,379 77	18 00	1,514 66	62 50	33,974 93
June, 1872.....	32,107 93	30 00	.....	.....	32,137 93
July, 1872.....	31,593 68	30 00	.....	107 31	31,733 97
August, 1872.....	32,359 03	30 00	1,558 67	100 00	34,047 70
September, 1872.....	33,802 10	37 00	.....	.....	33,839 10
October, 1872.....	35,198 87	30 00	.....	100 00	35,328 87
November, 1872.....	25,094 30	30 00	1,526 67	.....	26,650 97
Total.....	361,421 72	367 00	5,716 00	629 97	368,134 69

Summary of payments:

For construction and equipment.....	\$13,807 51
For maintaining the road or real estate of the cor- poration, and operating the road.....	276,997 08
For interest.....	18,891 09
For dividends.....	31,422 50
For new passenger cars and horses.....	8,500 00
For payments to loan account.....	20,000 00
For miscellaneous.....	8,415 68
For payments made to surplus funds.....	9,705 02
For municipal taxes.....	3,060 80
For State taxes.....	3,226 21
For United States taxes.....	553 55

Total.....	397,579 41
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Total amount of surplus fund.....	\$102,673 60
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ACCIDENTS.

	Killed.	Injured.
Others.....	2	6
Total.....	2	6

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, viz :

December 9, 1871. On Berks street, east of North Pennsylvania R. R. track, a boy named Birmingham, having run across the other track immediately back of a car, ran into horses of car going down, and feet were run over.

1872.

January 12. On Kensington avenue, at Webster's hollow, Robert Clawson, coming up the road, when nearly opposite the dummy, stepped in front, was run over, and died in about one hour.

April 15. At Fifth and Race streets, Joseph Keesy, driving a fire engine, drove over a plate across gutter, which, being out of place, the wheel dropped in and was twisted off. He was thrown off and broke his shoulder.

June 9. At Germantown avenue and Berks street, inside of our own property, Henry Willinghausen got between car and fence, and in attempting to get out, his foot caught in pedestal box, and ankle joint was broken.

July 5. Near Harrowgate, on Kensington avenue, a child about 11 years old, named Tattersall, standing on the road near the track, was called to get out of the way, but turned in, before the dummy, was run over, and died from the effects of injuries. She proved to be a deaf mute.

July 17. At Sixth and Walnut streets, two men crossing the diagonal path in opposite directions, one jostled the other, who fell, and his leg was run over.

November 24. On Sixth street, just below South, a boy about 7 years old, named Henry Zellman, ran out behind a milk wagon, fell between the horses, and his toes were pinched by wheel.

November 25. Near Harrowgate, on Kensington avenue, a young man named Dougherty, ran out from brick yard, and without giving warning, ran against car, fell, and leg was run over and fractured in two places.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. Harrison Eisenberg.....	Philadelphia.
Edward S. Handy.....	Philadelphia.
Charles H. Harrison.....	Philadelphia.
Henry C. Harrison.....	Philadelphia.
Joseph Harrison, Jr.....	Philadelphia.
Theodore L. Harrison.....	Philadelphia.
Nathan Hilles.....	Philadelphia.
William C. Keehmle.....	Philadelphia.
Thaddeus Norris, Jr.....	Philadelphia.
Stephen B. Poulterer.....	Philadelphia.
Daniel Weckerly.....	Philadelphia.
James West.....	Philadelphia.
William Poulterer, President.....	Philadelphia.
B. Frank Abbett, Secretary and Treasurer.....	Philadelphia.
A. J. Woodruff, Superintendent.....	Philadelphia.

(No. 144.)

GERMANTOWN.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Adam Warthman, president, and Joseph Singlerly treasurer, of the Germantown Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed) ADAM WARTHMAN, *President*.
 JOSEPH SINGERLY, *Treasurer*.

Sworn and subscribed before me, }
 this 22d day of January, 1873. }

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.....	307,545 00
Total amount now paid in of capital stock.....	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 (date of maturity, June, 1879,)	\$250,000 00
2d mortgage bonds, (date of maturity, 1884,).....	100,000 00
	<hr/>
	350,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	350,000 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: Cash, January 15, 1872, and July 15, 1872, \$1 50 per share, or 6 per cent. per annum.

Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Amount paid in on each share: \$15, on German-town end; Girard avenue, no means of ascertaining.	
Amount of capital on which the respective dividends were declared	<u>1,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment: (This account is not kept separate.)....	<u>\$562,270 00</u>	<u>\$562,270 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid: A fraction less than.....	25 miles.
Length of double track, including sidings.....	8½ "
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track: 45 pounds, generally; some 52 pounds.	
Number of car houses, shops and stables.....	9
Number of depots.....	3
Number of first class passenger cars.....	63
Average value of each.....	\$600 00
Number of second class passenger cars.....	1
Value.....	\$200 00
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.....	None.
Value of real estate held, exclusive of roadway..	\$145,500 00

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

5

Number of trips each day : 9 cars, 11 trips ; 9 cars,
5 trips ; 13 cars, 8 trips ; 16 cars, 10 trips.

How many miles does each two horse team make
daily : About 19 miles.

How is track laid, and on what foundation? White
pine cross ties and 7 by 9 stringers.

Average time consumed by cars in passing over
the road : Germantown, 2½ hours ; Girard ave-
nue 1½ hours.

Describe the route of your road in detail, giving the streets
occupied, and connections with other roads: From Dia-
mond street to Germantown and return, from Diamond street
to Dickerson street, *via* Germantown avenue and Fourth
street and return, *via* Eighth and Seventh streets, and from
Fairmount park along Girard Avenue to Palmer street, along
Palmer to Beach, along Beach to Shackamaxon, along Shack-
amaxon to Girard avenue, returning.

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

December, 1871.....	387,604	July, 1872.....	469,014
January, 1872.....	362,852	August, 1872.....	461,790
February, 1872.....	342,538	September, 1872.....	471,408
March, 1872.....	367,332	October, 1872.....	480,158
April, 1872.....	430,038	November, 1872.....	335,244
May, 1872.....	476,350		
June, 1872.....	478,716	Total, (estimated).....	5,063,044

The rate of fare for passengers charged : .

Single fare: City, 7 cents ; to Germantown, 15 cents ; to Nicetown.....	12 cents.
Tickets in packages of 16 sold for \$1 00 ; Ger- mantown tickets, 8 for \$1 00 ; Nicetown, 10 for	\$1 00

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway, including iron rails and steel curves.....	\$18,279 01
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Operating the road :

On account of horses.....	\$16,080 00
Harness and repairs: Included in miscellaneous.	
Repairs to cars: Included in miscellaneous.	
Horse shoeing.....	3,124 27
Hay and corn.....	60,768 83
Office expenses, stationery and depot expenses: Included in miscellaneous.	
Salaries: Included in miscellaneous.	
Insurance: Included in miscellaneous.	
Watchmen, switchmen, hostlers, pay-roll, &c....	42,250 99
General expenses of stable: Included in miscellaneous.	
Conductors and drivers.....	70,849 65
Fluid.....	316 25
Damage for injury of persons.....	3,297 37
Miscellaneous.....	31,639 75
Total.....	228,327 11

RECEIPTS.

Months.]	From passengers.	Manure.	Other sources— sales of horses.	Total.
December, 1871.....	\$27,686 19	\$332 87	\$35 00	\$28,054 06
January, 1872.....	25,917 35	331 91	60 00	26,309 26
February, 1872.....	24,467 68	330 00	240 00	25,037 68
March, 1872.....	26,237 50	330 00	1,360 00	27,927 50
April, 1872.....	30,716 70	325 20	1,167 50	32,209 40
May, 1872.....	34,025 54	415 00	755 00	35,195 54
June, 1872.....	34,194 06	382 00	230 00	34,806 06
July, 1872.....	33,600 96	393 00	415 00	34,409 96
August, 1872.....	32,884 93	393 00	150 00	33,527 93
September, 1872.....	33,772 39	393 00	100 00	34,265 39
October, 1872.....	34,996 98	393 00	160 00	34,849 98
*November, 1872.....	23,945 50	388 00	50 00	24,383 50
Total.....	361,645 78	4,406 98	4,722 50	370,775 26

*Horse disease.

Summary of payments :

For maintaining the road or real estate of the corporation, and operating the road	\$246,606 12
For interest.....	24,500 00
For dividends.....	60,000 00
For State taxes.....	5,533 42
For United States taxes.....	1,511 60
Total.....	<u>338,151 14</u>

Total amount of surplus fund.....	<u>\$39,070 83</u>
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For new depot, not yet completed—

Paid for lot of ground.....	\$71,000 00	
Paid on account of buildings	40,356 04	
	<u>111,356 04</u>	

To be carried to construction account when buildings are completed.

JOSEPH SINGERLY, *Treasurer.*

ACCIDENTS. i

None killed; no account kept.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Adam Warthman.....	Philadelphia.
John Robbins.....	Philadelphia.
William T. Carter.....	Philadelphia.
George A. Singerly.....	Philadelphia.
Lewis Scout, (since deceased,).....	Philadelphia.
Adam Warthman, President.....	Philadelphia.
Joseph Singerly, Secretary.....	Philadelphia.
Joseph Singerly, Treasurer.....	Philadelphia.

(No. 145.)

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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

HENRY BUDD, *President.*J. B. MOFFITT, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of January, 1873. }

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
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	100,000 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	100,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.	

Date and rate per cent. per annum of dividend or dividends: Cash, January, \$2 per share; July, \$2 per share.

Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
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.....	\$244,441 56	\$244,441 56
Total cost	<u>244,441 56</u>	<u>244,441 56</u>

From the beginning of this company, continuously, there have been no separate accounts kept, known as costs of road and equipment. What these would have embraced, has been charged to an account known as construction account.

CHARACTERISTICS OF ROAD.

Length of road laid	7 miles.
Length of double track, including sidings.....	.25 "
Gauge of road	5 ft. 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	5
Number of depots	2
Number of first class passenger cars.....	37
Average value of each.....	\$800 00
Number of second class passenger cars	5
Average value of each	\$600 00
Number of passengers that may be seated in each car.....	20
Number of horses owned by the company.....	200
Average value of each, including harness.....	\$75 00
Value of real estate held, exclusive of roadway..	64,285 19
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.....	340
How many miles does each two horse team make daily.....	20
How is track laid and on what foundation? White and yellow pine stringers.	
Average time consumed by cars in passing over the road: Walnut route, 1 hour 10 minutes; Dickerson, 1 hour 40 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Depot situated at Twenty-fourth and Coates street; thence along Coates to Twenty-second, to Green, to Oak, to Coates, and out Coates to Fairmount park; also down Green to Fourth, to Dickerson, to Eighth, to Coates, and out Coates to Fairmount; also one line down Fourth to Walnut, to Eighth, to Coates, to Fairmount.

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

January, 1872.....	187,029	August, 1872.....	261,751
February, 1872.....	170,249	September, 1872.....	262,213
March, 1872.....	164,508	October, 1872.....	248,786
April, 1872.....	215,830	November, 1872.....	169,518
May, 1872.....	261,343	December, 1872.....	216,957
June, 1872.....	268,189		
July, 1872.....	276,878	Total.....	2,723,251

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of 4 sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$5,797 75
Repairs of building: Included in running expense.	
Taxes on real estate.....	1,522 08
Total.....	7,319 83

Operating the road:

On account of horses.....	\$7,535 50
Harness and repairs.....	1,201 94
Repairs to cars.....	6,080 74
Horse shoeing.....	4,894 00
Hay and feed.....	29,326 17
Office expenses, stationery and depot expenses, and running expenses.....	17,198 87
Salaries.....	4,911 97
Insurance.....	1,080 00
Watchmen, switchmen, hostlers, pay-roll.....	10,686 58
Conductors and drivers.....	37,892 90
State, city and United States taxes.....	7,343 47
Interest on mortgages.....	1,096 15
Total.....	129,248 29

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

Months.	From pas- sengers.	Manure.	Other sour- ces.	Total.
January, 1872.....	\$12,156 91		\$62 50	\$12,219 41
February, 1872.....	11,066 18		112 50	11,178 68
March, 1872.....	11,993 06	\$390 83	160 13	12,544 02
April, 1872.....	14,028 92		47 75	14,076 67
May, 1872.....	16,987 30	383 16	249 06	17,619 52
June, 1872.....	17,492 93	385 91	75 00	17,953 84
July, 1872.....	17,997 13			17,997 13
August, 1872.....	17,013 81			17,013 81
September, 1872.....	17,043 87	380 41	74 01	17,498 29
October, 1872.....	16,171 18			16,171 18
November, 1872.....	11,018 71	379 50	125 00	11,523 21
December, 1872.....	14,102 21	370 33		14,472 54
Total.....	177,072 21	2,290 14	905 95	180,268 30

Summary of payments:

For maintaining the road or real estate of the cor- poration, and operating the road.....	\$136,568 12
For interest on bonds, less State tax.....	6,650
For dividends.....	40,000 00
Total.....	183,218 12

(No. 146.)

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, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

A. O. HIESTER, *President.*D. FLEMING, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of December, 1872. }

R. J. FLEMING, *N. P.*

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 by last report	12,864 44
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1880,)	12,864 44
Floating debt as by last report, about	1,240 31
The amount now of floating debt, about	1,240 31
Total amount now of floating and funded debt ..	14,104 75
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: No dividends declared or paid.	
Number of shares of stock issued	1,739
Par value of each share	\$25 00

Average market value during the year: Know of
no sales made.

Amount paid in on each share issued..... \$25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$49,287 07	\$49,287 07
Equipment	10,962 48	10,962 48
Total cost.....	<u>60,249 55</u>	<u>60,249 55</u>

CHARACTERISTICS OF ROAD.

Length of road laid originally.....	2 miles.
Length of double track, including sidings.....	700 feet.
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: 1 car house and stable, (leased;) no shops.	.
Number of depots, including car house and stable, (all leased,)	1
Number of first class passenger cars.....	1
Value, about.....	\$500 00
Number of second class passenger cars	3
Average value of each, about.....	\$200 00
Number of passengers that may be seated in each car.....	16
Number of horses owned by the company	9
Average value of each, including harness, about	\$100 00
Number of mules owned by the company.....	1
Value, including harness, about.....	\$100 00
Value of real estate held, exclusive of roadway..	Own none.
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	Don't know.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	5
Number of trips each day, (each car,).....	15
How many miles does each two horse team make daily, about.....	<u>20 miles.</u>

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, 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. (The greater part of the track on Sixth street above Riley has been taken up by the city authorities for the purpose of grading.)

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

November, 1871, about.....	10,055	June, 1872, about.....	10,700
December, 1871, about.....	11,587	July, 1872, about.....	14,065
January, 1872, about.....	9,063	August, 1872, about.....	16,546
February, 1872, about.....	8,506	September, 1872, about.....	14,278
March, 1872.....	12,138	October, 1872, about.....	12,682
April, 1872.....	9,540		
May, 1872.....	14,543	Total, about.....	<u>143,703</u>

The rate of fare for passengers charged:

Single fare.....	5 cents.
School tickets in packages of 25, (sold for use of school teachers and school children,) at.....	<u>75 cents.</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway, repairs of buildings, taxes on real estate, on account of horses, harness and repairs, repairs to cars, horse shoeing, hay and feed, office expenses, stationery and depot expenses, insurance, watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, fluid, fuel, oil and gas: These items are blended together upon our books, making in the aggregate.....	<u>\$7,629 81</u>
---	-------------------

Receipts on construction and equipment account during the year:

From stockholders.....	Nothing.
Sale of bonds.....	Nothing.
Other sources	<u>Nothing.</u>

RECEIPTS FROM PASSENGERS AND BOARDING OF HORSES.

November, 1871.....	\$502 77	June, 1872.....	535 03
December, 1871.....	579 35	July, 1872.....	703 26
January, 1872.....	453 18	August, 1872.....	827 29
February, 1872.....	425 31	September, 1872.....	713 93
March, 1872.....	606 93	October, 1872.....	634 12
April, 1872.....	477 02		
May, 1872.....	727 16	Total.....	<u>7, 185 35</u>

Summary of payments:

For construction, maintaining the road or real estate of the corporation, and operating the road, interest, new passenger cars and horses, miscellaneous, payments made to surplus funds, municipal taxes: These items are blended together, as already stated, making in the aggregate.....

\$7,629 81

ACCIDENTS.

No accidents of any importance occurred.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. O. Hiester.....	Harrisburg, Pa.
David Fleming.....	Harrisburg, Pa.
John A. Smull.....	Harrisburg, Pa.
R. A. Lamberton.....	Harrisburg, Pa.
John Brady.....	Harrisburg, Pa.
Daniel Eppley.....	Harrisburg, Pa.
A. O. Hiester, President.....	Harrisburg, Pa.
David Fleming, Treasurer.....	Harrisburg, Pa.
John A. Smull, Secretary.....	Harrisburg, Pa.

(No. 147.)

HESTONVILLE, MANTUA AND FAIRMOUNT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. Henry Thouron, president, and A. L. Talcott, 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, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed) E. HENRY THOURON, *President.*
 A. L. TALCOTT, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1873. }

SAMUEL P. JONES, JR., *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,050,000 00
Amount of stock subscribed.....	All.
Amount paid in as by last report.....	299,423 61
Total amount now paid in of capital stock.....	299,423 61
Funded debt, as per last report.....	133,100 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July, 1874,).....	\$2,100 00
2d mortgage bonds.....	None.
3d mortgage bonds, (date of maturity, December, 1880,).....	125,000 00
	127,100 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	127,100 00

Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 3d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: On 39,277 shares, January, 3, 1872, 60 cents per share; on 39,305 shares, July 25, 1872, 50 cents per share.

Number of shares of stock issued.....	39,305
Par value of each share.....	\$50 00
Average market value during the year.....	17 00
Amount paid in on each share.....	Not known.
Amount of capital on which the respective dividends were declared	<u>1,963,850 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$304,622 94	304,622 94
Equipment	83,393 75	83,843 75
Total cost.....	<u>388,016 69</u>	<u>388,466 69</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	11 miles.
Length of double track, including sidings.....	23 squares.
Gauge of road.....	5 feet 2 inches.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars.....	44
Average value of each.....	\$700 00
Number of second class passenger cars.....	9
Average value of each.....	\$300 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	7
Number of horses owned by the company.....	378
Average value of each, including harness.....	\$100 00

PASSENGER RAILROAD REPORT.

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Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way,	\$30,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day: 18 cars, 12 trips; 24 cars, 7 and 8 trips; 4 cars, 17 trips.	
How many miles does each two horse team make daily.....	15
How is track laid and on what foundation.....	White pine.
Average time consumed by cars in passing over the road: One route, 26½ minutes; other route, 59 minutes.	

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. The Arch street cars run from Second and Arch streets to Fairmount park; the Race and Vine street cars, from Exchange to Hestonville.

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

November, 1871.....	318,076	June, 1872.....	402,704
December, 1871.....	310,080	July, 1872.....	396,416
January, 1872.....	298,688	August, 1872.....	382,096
February, 1872.....	278,400	September, 1872.....	381,696
March, 1872.....	302,400	October, 1872.....	390,800
April, 1872.....	352,736		
May, 1872.....	414,352	Total.....	4,228,444

The rate of fare for passengers charged:

Single fare.....	7 cents.
Four tickets sold for 25 cents; exchange with no other road.	

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$10,866 00
Repairs of building.....	None.
Taxes on real estate	2,194 43
Total.....	<u>13,060 43</u>

Operating the road:

On account of horses	\$14,415 75
Harness and repairs.....	1,625 91
Repairs to cars.....	13,584 00
Horse shoeing	7,705 00
Hay and feed.....	55,411 00
Office expenses, stationery and depot expenses...	6,574 00
Salaries.....	5,250 00
Insurance.....	1,882 00
Watchmen, switchmen, hostlers, pay-roll, and general expenses of stable.....	20,006 80
Conductors and drivers.....	61,654 00
Fluid, fuel, oil and gas: Included in other accounts.	
Damage for injury of persons.....	None.
Total.....	<u>188,108 46</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sour- ces.	Total.
November, 1871.....	\$19,886 87	\$47 00	\$535 00	\$141 66	\$20,600 53
December, 1871.....	19,380 04	37 00	188 34	1,046 47	20,651 85
January, 1872.....	18,667 94	137 00	94 16	13 55	18,902 65
February, 1872.....	17,399 07	37 00	.....	98 00	17,534 07
March, 1872.....	18,900 10	42 00	190 83	31 18	19,164 11
April, 1872.....	22,045 69	37 00	389 13	934 00	23,405 82
May, 1872.....	15,898 60	42 00	535 00	.....	26,473 60
June, 1872.....	25,108 65	42 00	226 41	661 19	25,998 25
July, 1872.....	24,775 81	42 00	662 54	447 42	25,937 77
August, 1872.....	23,881 08	42 00	.....	224 53	24,139 59
September, 1872.....	23,855 64	42 00	109 03	893 84	24,900 53
October, 1872.....	24,424 87	42 00	.....	314 59	24,781 46
Total.....	264,282 34	589 00	2,930 49	4,808 45	272,610 28

Summary of payments :

For construction.....	None.
For maintaining the road or real estate of the corporation, and operating the road	\$201,168 89
For interest.....	None.
For dividends.....	35,374 00
For new passenger cars	2,500 00
For payments to loan account.....	None.
For miscellaneous	None.
For payments made to surplus funds	None.
For municipal taxes	2,309 00
For State taxes.....	4,260 84
For United States taxes.....	702 73

ACCIDENTS.

	Killed.	Injured.
Others.....	1	..
	—	—
Total.....	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, viz :

January 3, 1872. Wm. F. Peirce; Lancaster avenue, near Rock-land street; run over by car and instantly killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. G. Baker.....	437 Chestnut street, Philadelphia.
Wm. H. Gregg.	32 South Front street, Philadelphia.
Chas. H. R. Triebels.....	206 Walnut street.
A. R. Chambers.....	2120 Vine street, Philadelphia.
Jas. F. Kennedy.....	1907 Vine street Philadelphia.
E. Henry Thouron, President.....	1907 Walnut street, Philadelphia.
A. L. Talcott, Treasurer.....	3720 Haverford street, Philadelphia.

(No. 148.)

LOMBARD AND SOUTH STREETS.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

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, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed) MOSES A. DROPSIE, *President.*
 AARON LAZARUS, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of December, 1872. }

MICHAEL QUIRK, *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	105,000 00
Total amount now paid in of capital stock.....	105,000 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.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	62,500 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: 11½ per cent. for the year; cash, May 31, 1872, \$4,997 50; October 29, 1872, \$7,496 25.	
Number of shares of stock issued	10,000

Par value of each share	\$25 00
Average market value during the year.....	20 00
Amount paid in on each share	10 50
Amount of capital on which the respective dividends were declared	<u>105,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment: (This account is not kept separately.)..	\$170,180 86	\$170,402 57
Total cost.....		<u>170,402 57</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4 $\frac{51}{100}$ miles.
Length of double track, including sidings.....	$\frac{69}{100}$ "
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.....	16
Average value of each.....	\$500 00
Number of second class passenger car.....	1
Average value of each	\$75 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	3
Number of horses owned by the company.....	117.
Average value of each, including harness.....	\$100 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 many miles does each two horse team make daily ? Some 17, and others 21 $\frac{1}{4}$ miles.	

How is track laid, and on what foundation?

Gravel, white pine stringers and cross ties.

Average time consumed by cars in passing over
the road 61 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commences at South street on the Schuylkill river; thence along Chippewa street to Lombard, down Lombard to Front, along Front to Dock, down Dock to Delaware avenue; thence return by Dock and Front streets to South street; thence westward along South street to the depot on South street above Twenty-fifth. Connects with all roads running north and south.

STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS, FOR THE YEAR.

Total, (estimated,)..... 1,450,000

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four sold for	25 "
Exchange tickets entitling to ride on two roads,	9 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$1,782 51
Repairs of building.....	50 00
Taxes on real estate	410 82
Total.....	<u><u>2,243 33</u></u>

Operating the road:

On account of horses.....	\$1,987 00
Harness and repairs	329 76
Repairs to cars.....	6,107 89
Horse shoeing.....	2,234 46

Hay and feed	\$15,930 76
Office expenses, stationery and depot expenses..	1,429 64
Salaries	4,400 00
Insurance	750 75
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, all included,).	27,329 16
Fluid, fuel, oil and gas	358 99
Damage for injury of persons.	98 00
Total	60,956 41

RECEIPTS.

Months.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1871.....	\$5,979 44	\$450 00	.....	.....
December, 1871.....	5,761 13	650 00	.....	.....
January, 1872.....	5,400 27	213 06	.....	.....
February, 1872.....	4,976 14	.....	.....	.....
March, 1872.....	5,604 19	.....	.....	.....
April, 1872.....	6,469 02	300 00	.....	.....
May, 1872.....	7,193 78	.....	.....	.....
June, 1872.....	7,556 75	.....	.....	.....
July, 1872.....	8,319 91	399 80	.....	.....
August, 1872.....	8,428 23	.....	.....	.....
September, 1872.....	7,969 01	.....	.....	.....
October, 1872.....	7,573 96	326 34	.....	.....
Total	81,231 83	2,289 20	\$15,583 12	\$99,104 15

Summary of payments:

For construction	\$221 71
Maintaining the road or real estate of the corpora- tion, and operating the road.....	63,199 74
Interest on bonds.....	4,072 27
Dividends	12,493 75
Payments to loan account.....	13,275 16
Miscellaneous	1,130 61
Re-payments made to conductors.....	2,750 00
Municipal taxes.....	1,110 82
State taxes.....	823 54
United States taxes.....	444 26
Total	99,521 86
Total amount of surplus fund	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses A. Dropsie.....	Philadelphia, Pa.
Charles C. Mackey.....	Philadelphia, Pa.
John Q. Adams.....	Philadelphia, Pa.
Jacob S. Bamberger.....	Philadelphia, Pa.
Mayer Sulzberger.....	Philadelphia, Pa.
Moses A. Dropsie, President.....	Philadelphia, Pa.
Aaron Lazarus, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 149.)

PEOPLE'S.

STATE OF PENNSYLVANIA, { ss:
Schuylkill County, }

Personally appeared Charles Baber, president, and L. F. Whitney, treasurer, of the People's railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

CHAS. BABER, *President.*L. F. WHITNEY, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of January, 1873. }

JOHN M. CROSLAND, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in as by last report.....	25,000 00
Total amount now paid in of capital stock.....	45,830 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, May 1, 1892,).....	\$9,300 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	<hr/>
	9,300 00
Floating debt, as by last report	None.
The amount now of floating debt.....	37,868 76
Total amount now of floating and funded debt...	37,868 76
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.

PASSENGER RAILROAD REPORT.**683**

Number of shares of stock issued.....	None.
Par value of each share.....	\$50 00
Average market value during the year: No market value.	
Amount paid in on each share: See amount paid above.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	None.	\$73,470 92
Equipment.....	None.	12,254 02
Total cost.....		<u>85,724 94</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	6 miles 142 ft.
Length of double track, including sidings.....	2,150 feet.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	35, 40, 50 lbs.
Number of car houses, shops and stables: 1 car house, 1 stable, 1 engine house and machine shop.	
Number of depots.....	1
Number of first class passenger cars.....	10
Average value of each.....	\$600 00
Number of second class passenger cars.....	9
Number of passengers that may be seated in each car.....	20
Number of other cars.....	8
Number of horses owned by the company.....	22
Average value of each, including harness.....	\$230 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way,	10,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	5,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6 miles.
Number of trips each day, about.....	10

How many miles does each two horse team make daily	16 miles.
How is track laid, and on what foundation? On string pieces and cross-ties; stone foundation.	
Average time consumed by cars in passing over the road.....	<u>1 hour.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Mt. Carbon to Fishbach, and from Centre street and Market, along Market to Wood; thence to Minersville, connecting with Mine Hill and Schuylkill Haven R. R.

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

April.....	2,712	October.....	21,038
May.....	31,432	November.....	5,998
June.....	25,589	December.....	14,738
July.....	35,522		
August.....	35,272	Total.....	<u>197,381</u>
September.....	26,080		

The rate of fare for passengers charged:

Single fare, in Pottsville, six cents; to Minersville.....	15 cents.
Tickets, in packages of five, sold for twenty-five cents, in Pottsville.	<u><u> </u></u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$156 50
Repairs of building.....	None.
Taxes on real estate.....	None.
Municipal taxes.....	17 56
Total.....	<u><u>164 06</u></u>

Operating the road:

On account of horses.....	\$5,161 00
Harness and repairs.....	456 61
Repairs to cars.....	25 00
Horse shoeing and other blacksmithing.....	520 21
Hay and feed.....	3,262 42
Office expenses, stationery, depot expenses and salaries.....	2,290 00
Insurance.....	28 50
Watchmen, switchmen, hostlers, pay-roll.....	1,648 50
General expenses of stable: Included above.	
Conductors and drivers.....	3,437 00
Fluid, fuel, oil and gas.....	75 60
Damage for injury of persons.....	None.
Total.....	16,904 84

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$20,830 00
From sale of bonds.....	9,300 00
From other sources.....	394 75
Total.....	30,524 75

RECEIPTS—FROM PASSENGERS.

April, two days.....	\$122 03
May.....	1,414 45
June.....	1,151 49
July.....	1,598 50
August.....	1,587 25
September.....	1,173 63
October.....	946 98
*November.....	224 99
December.....	876 70
Total.....	9,095 72

*Cars not running on account of horse disease.

Summary of payments :

For construction.....	\$73,470 92
For maintaining the road or real estate of the corporation, and operating the road.....	17,068 90
For interest.....	1,520 00
For dividends.....	None.
For new passenger cars and horses.....	None.
For payments to loan account.....	None.
For miscellaneous.....	None.
For payments made to surplus funds.....	None.
For State taxes.....	None.
For United States taxes.....	None.
 Total.....	 92,059 82
 Total amount of surplus fund.....	 None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Baber.....	Pottsville.
F. W. Hughes.....	Pottsville.
L. F. Whitney.....	Pottsville.
W. M. Randall.....	Schuykill Haven.
Edward H. Faulkner.....	Philadelphia.
Charles Baber, President.....	Pottsville.
L. F. Whitney, Secretary and Treasurer.....	Pottsville.

(No. 150.)

PEOPLE'S STREET.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared William Matthews, president, and Alfred Hand, treasurer, of the People's Street railway company of Luzerne county, a passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

WM. MATTHEWS, *President.*ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of November, 1873. }

R. W. ARCHBALD, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increasing to complete road.....	\$80,000 00
Amount of stock subscribed.....	125,500 00
Amount paid in as by last report.....	125,500 00
Total amount now paid in of capital stock.....	125,500 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: Stock, none; cash, July, 10, 1872, 2 per cent.	
Number of shares of stock issued.....	1,255
Par value of each share.....	\$100 00
Average market value during the year.....	100 00

Amount paid in on each share.....	\$100 00
Amount of capital on which the respective dividends were declared	<u>125,500 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$115,875 70	\$117,188 54
Equipment	22,374 79	23,198 75
Total cost.....	<u>138,250 49</u>	<u>140,387 29</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	9½ miles.
Length of double track, including sidings.....	800 feet.
Gauge of road	4 ft. 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.....	10
Average value of each.....	\$900 00
Number of second class passenger cars	3
Average value of each	\$300 00
Number of passengers that may be seated in each car.....	24
Number of other cars	4
Number of horses owned by the company.....	40
Average value of each, including harness.....	\$150 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	\$11,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	3,900
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	15
How many miles does each two horse team make daily	15

How is the track laid, and on what foundation?

Cobble stone pavement, ties, earth and gravel.

Average time consumed by cars in passing over
the road

7 hours.

Describe the route of your road in detail, giving the streets
occupied, and connections with other roads: Same as last report.

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

November, 1871.....	30,941	June, 1872.....	35,638
December, 1871.....	34,488	July, 1872.....	39,857
January, 1872.....	35,792	August, 1872.....	38,932
February, 1872.....	31,002	September, 1872.....	36,280
March, 1872.....	32,871	October, 1872.....	39,694
April, 1872.....	34,937		
May, 1872.....	36,970	Total	<u>433,662</u>

The rate of fare for passengers charged:

Single fare on Providence, Dunmore and Green

Ridge lines.....

10 cents.

Hyde Park.....

6 "

Tickets in packages of 12 and 15 sold for

\$1 00

EXPENSES.

All included in one account called expense ac-
count.....

\$23,045 63

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR

From stockholders.....

None.

From sale of bonds.....

None.

From other sources.....

None.

RECEIPTS.

Months.	From passen- gers.	Nature.	Other sources.	Total.
November, 1871	\$2,552 64			\$2,552 64
December, 1871	3,171 96			3,171 96
January, 1872	2,952 84			2,952 84
February, 1872	2,557 65			2,557 65
March, 1872	2,711 90			2,711 90
April, 1872	2,778 08	\$25 50	\$186 67	2,988 25
May, 1872	2,999 07	51 00	501 04	3,551 11
June, 1872	2,942 63			2,942 63
July, 1872	3,141 82		211 93	3,353 25
August, 1872	3,216 01			3,216 01
September, 1872	3,158 10			3,158 10
October, 1872	3,112 77		178 50	3,291 27
Total	33,292 97	76 50	1,078 14	36,447 61

Summary of payments :

For construction	\$1,312 84
Maintaining the road or real estate of the corpora- tion, and operating the road	22,891 37
Dividends	6,275 00
New passenger cars and horses	823 96
Payments made to surplus funds	4,453 35
Municipal taxes	154, 26
State taxes	536 83

Total 36,447 61

Total amount of surplus fund \$8,198 50

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Blair	Scranton, Pa.
W. W. Winton	Providence, Pa.
John B. Smith	Dunmore, Pa.
William Matthews	Scranton, Pa.
Theodore F. Hunt	Scranton, Pa.
Alfred Hand	Scranton, Pa.
Joseph C. Platt	Scranton, Pa.
William W. Scranton	Scranton, Pa.
William R. Storrs	Scranton, Pa.
William Matthews, President	Scranton, Pa.
Alfred Hand, Secretary and Treasurer	Scranton, Pa.

(No. 151.)

PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia City and Co., } 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*

WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1873. }

J. R. MASSEY, *Alderman and J. P.*

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.....	25,236 79
The amount now of floating debt	29,397 11
Total amount now of floating and funded debt..	229,397 11
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: Cash, January and July, \$2 per share.	
Number of shares of stock issued.....	15,000

Par value of each share.....	\$50 00
Average market value during the year.....	58 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.....	\$358,286 68	\$362,447 00
Equipment	91,950 11	91,950 11
Total cost	<u>450,236 79</u>	<u>454,397 11</u>

CHARACTERISTICS OF ROAD.

Length of road laid : Main line, 7 miles, 363 feet ; branch road, 5 miles, to Darby.	
Length of double track, including sidings.....	3 miles.
Gauge of road	5 feet 2½ in.
Weight of rail per yard on main track : 55 pounds 4 miles, balance 43 and 45 pounds.	
Number of car houses, shops and stables.....	3 of each.
Number of depots.....	3
Number of first class passenger cars.....	71
Average value of each.....	\$800 00
Number of second class passenger cars	2
Average value of each.....	\$200 00
Number of passengers that may be seated in each car.....	20
Number of other cars.....	2
Number of horses owned by the company.....	396
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	\$100,000 00
Average weight in pounds of passenger cars, ex- clusive of passengers and baggage.....	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5

Number of trips each day, on main line.....	9
How many miles does each two horse team make daily	21 miles.
How is track laid, and on what foundation? On string pieces and cross-ties, with gravel foundation.	
Average time consumed by cars in passing over the road, on main line	<u>85 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Forty-second and Chestnut, 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; branch line leaves Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby.

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

January, 1872.....	404, 383	August, 1872.....	424, 923
February, 1872.....	371, 062	September, 1872.....	468, 836
March, 1872.....	399, 282	October, 1872.....	523, 509
April, 1872.....	465, 605	November, 1872.....	318, 139
May, 1872.....	517, 837	December, 1872.....	424, 690
June, 1872.....	512, 986		
July, 1872.....	453, 174	Total.....	<u>5, 289, 428</u>

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four sold for (in city).....	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$15,187 54
Repairs of building.....	2,052 33
Taxes on real estate.....	1,795 73
Total.....	<u>19,035 60</u>

Operating the road :

On account of horses	\$9,527 00
Harness and repairs	2,666 62
Repairs to cars	22,551 00
Horse shoeing	9,852 14
Hay and feed: Hay, \$25,393 68 ; oats, \$1,028 01 ; corn, \$28,008 55 ; bran, \$3,170 63	57,600 86
Office expenses and stationery	154 09
Salaries: Included in wages.	
Straw	3,037 32
Insurance	2,268 21
Watchmen, switchmen, hostlers, pay-roll	107,937 99
General expenses of stable, engine and mill	1,876 22
Conductors and drivers: In pay-roll.	
Fluid, fuel, oil and gas	2,643 58
Damage for injury of persons	500 00
Total	220,615 04

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1871.....	\$25,836 23	\$12 00	\$519 14	\$126 01	\$26,492 38
February, 1871.....	23,593 67	245 00	229 33	615 33	24,683 33
March, 1872.....	24,797 65	227 00	241 40	145 21	25,408 26
April, 1872.....	30,307 81	21 00	500 90	67 77	30,897 48
May, 1872.....	33,746 73	18 00	.....	61 60	33,826 33
June, 1872.....	33,317 68	23 00	625 37	61 60	34,027 65
July, 1872.....	30,090 88	21 00	527 37	230 05	30,769 30
August, 1872.....	27,801 63	23 00	.....	143 15	27,967 78
September, 1872.....	30,870 94	21 00	.....	34 79	30,926 73
October, 1872.....	34,226 91	17 00	.....	122 30	34,366 21
November, 1872.....	19,651 16	18 00	.....	34 79	19,703 95
December, 1872.....	27,620 43	21 33	1,357 41	34 79	28,413 96
Total	341,258 72	667 33	3,680 92	1,676 39	347,283 36

Summary of payments :

For construction	\$4,160 32
Maintaining the road or real estate of the corpo- ration, and operating the road	239,650 64
Interest	15,990 00
Dividends	68,000 00
Miscellaneous	12,199 99

Municipal taxes	\$4,670 35
State taxes	4,665 77
Total	<u>349,337 07</u>

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	1
Employees .....	..	1
Others	1	3
Total	<u>1</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, viz :

April 4, 1872. A young man jumped from the front platform of a car, fell and injured his arm.

May 20. W. Blackwood fell from front platform of car on Darby road near Chestnut street, and the wheel passed over his arm breaking it.

June 23. Philip Edward Hoffner, aged six years, ran in front of the horses attached to a car, was knocked down by them and killed by the wheels of car at Seventh and Walnut streets.

December 10. Young man, name unknown, fell from front platform of a car near Blue Bell, Darby road ; had his hand injured by wheel passing over it.

March 10. H. Clinger, employed by the company as a driver, fell while leading his horses; the car wheels passed over him breaking a leg.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Wister.....	Germantown.
Z. C. Howell.....	Philadelphia.
George Williams.....	Philadelphia.
W. S. Wilson.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
W. H. Kimble.....	Philadelphia.
Coffin Colket, President.....	Philadelphia.
W. W. Colket, Secretary and Treasurer.....	Philadelphia.

(No. 152.)

PHILADELPHIA AND DARBY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared S. Gross Fry, president, and J. P. M'Fadden, treasurer, of the Philadelphia and Darby railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) S. GROSS FRY, *President.*
 J. P. M'FADDEN, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of January, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital as authorized by law.....	\$100,000 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
Funded debt, as per last report.....	57,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May 1, 1887,)	\$57,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	<hr/>
	57,000 00
Floating debt, as by last report	None.
The amount now of funded debt.....	None.
Total amount now of floating and funded debt..	None.
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 : Cash, January and July	4 per cent.

PASSENGER RAILROAD REPORT.

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Number of shares of stock issued	10,000
Par value of each share	\$20 00
Average market value during the year	10 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.
Total cost	<u>\$257,000 00</u>	<u>\$257,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 5 miles, 255 feet.	
Length of double track, including sidings, about	1 mile.
Gauge of road	5 ft. 2½ in.
Weight of rail per yard on main track	42 lbs.
Number of car houses, shops and stables	3
Number of depots	1
Number of first class passenger cars	15
Average value of each	\$500 00
Number of passengers that may be seated in each car	20
Number of other cars	1
Value of real estate held, exclusive of roadway ..	\$50,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,000 lbs.
Average rate of speed adopted by passenger cars, (miles per hour,)	6
How many miles does each two horse team make daily	20
How is track laid, and on what foundation? On white pine string pieces supported by cross ties under ground.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From the borough of Darby, in Delaware county, along the Darby turnpike or plank road to Woodland street, thence along Woodland street to Chestnut street, connecting at that point with the Philadelphia City Passenger railway.

Summary of payments :

For maintaining the corporation.....	\$100 00
Interest, (7 per cent. on \$57,000,).....	3,990 00
Dividends, (4 per cent. on \$200,000,).....	8,000 00
Total.....	<u>12,090 00</u>

The Philadelphia and Darby railroad is operated by the Philadelphia City Passenger railway company, under a lease of 999 years, from January, 1, 1870. The amount of receipts and expenditures will be contained in their report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
S. Gross Fry	2101 Green street, Philadelphia.
Chas. Thompson.....	West Philadelphia.
J. P. M'Fadden	Tioga street, Philadelphia.
A. S. Bonnafon.....	Darby Road, Philadelphia.
C. Colket.....	1336 Spring Garden street, Philadelphia.
Jas. C. Kelch.....	830 North Seventh street, Philadelphia.
Office of the company.....	No. 258 South Third street, Philadelphia.
S. Gross Fry, President.....	No. 258 South Third street, Philadelphia.
Jas. C. Kelch, Secretary.....	No. 258 South Third street, Philadelphia.
J. P. M'Fadden, Treasurer.....	No. 258 South Third street, Philadelphia.

(No. 153.)

PHILADELPHIA AND GRAY'S FERRY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William H. Snowdon, president, and J. Crawford Dawes, treasurer, 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge

(Signed) WM. H. SNOWDON, *President.*

J. CRAWFORD DAWES, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1873. }

H. TUNISON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed, shares.....	11,607 00
Amount paid in as by last report.....	290,175 00
Total amount now paid in of capital stock.....	290,175 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, date of maturity, 1879,).....	\$6,500 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	<hr/>
	6,500 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	6,500 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; 2d mortgage, none; 3d mortgage.....	None.

Date and rate per cent. per annum of dividends
or dividends: Cash, \$1 50 per share, January
and July, \$1 25 per share.

Number of shares of stock issued.....	11,607
Par value of each share.....	\$50 00
Average market value during the year.....	30 00
Amount paid in on each share.....	25 00
Amount of capital on which the respective dividends were declared.....	<u>\$1,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$299,126 68</u>	<u>\$299,126 08</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	10 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	2 $\frac{3}{4}$ "
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	44 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars.....	22
Average value of each.....	\$750 00
Number of second class passenger cars.....	1
Value	\$250 00
Number of passengers that may be seated in each car, respectively.....	12 and 20
Number of other cars.....	None.
Number of horses owned by the company.....	144
Average value of each, including harness.....	\$90 00
Number of mules owned by the company.....	None.
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.....	260

How many miles does each two horse team make daily 18 to 19

How is track laid, and on what foundation? Usual way.

Average time consumed by cars in passing over the road: 1 hour and 25 minutes.

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.

January, 1872	192,699	August, 1872	220,440
February, 1872	182,047	September, 1872	226,378
March, 1872	200,418	October, 1872	242,008
April, 1872	212,074	November, 1872	170,668
May, 1872	270,811	December, 1872	196,489
June, 1872	261,966		
July, 1872	224,012	Total for the year	<u>2,600,000</u>

The rate of fare for passengers charged:

Single fare	7 cents.
Tickets in packages of four sold for	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$7,702 68
Repairs of building: Included in miscellaneous.	•
Taxes on real estate	1,055 42
Total	<u>8,758 10</u>

Operating the road :

On account of horses.....	\$8,719 50
Harness and repairs.....	1,070 00
Repairs to cars, including one new car.....	5,591 29
Horse shoeing.....	2,663 21
Hay and feed.....	17,686 59
Office expenses, stationery and depot expenses..	705 71
Salaries.....	2,200 00
Insurance : Included in miscellaneous.	
Watchmen, switchmen, hostlers, pay-roll, &c....	11,059 33
General expenses of stable.....	1,725 53
Conductors and drivers.....	24,676 02
Fluid, fuel, oil and gas.....	866 77
Damage for injury of persons.....	None.
Total.....	<u>76,963 95</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sour- ces.	Total.
January, 1872.....	\$3,796 71	.....	.....	\$139 04	.....
February, 1872.....	8,317 21	.....	.....	.....	.....
March, 1872.....	9,122 46	.....	\$455 00	145 22	.....
April, 1872.....	10,613 31	.....	.....	1,432 59	.....
May, 1872.....	12,093 04	.....	.....	100 00	.....
June, 1872.....	11,719 37	\$250 00	470 16	90 42	.....
July, 1872.....	10,118 14	.....	.....	224 46	.....
August, 1872.....	9,967 41	.....	.....	25 00	.....
September, 1872.....	10,217 97	.....	445 25	836 67	.....
October, 1872.....	10,877 57	.....	.....	50 21	.....
November, 1872.....	7,867 03	.....	.....	100 00	.....
December, 1872.....	8,956 64	250 00	212 57	549 40	.....
Total.....	118,696 90	500 00	1,582 98	3,693 01	\$124,472 89

Summary of payments :

For construction.....	None.
For maintaining the road or real estate of the corporation, and operating the road	\$85,722 05

PASSENGER RAILROAD REPORT.

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For interest.....	None.
For dividends.....	\$31,919 25
For new passenger cars and horses: Included in operating the road.	
For payments to loan account	None.
For miscellaneous	3,863 65
For payments to surplus funds.....	None.
For municipal taxes	899 00
For State taxes.....	3,343 24
For United States taxes.....	462 26
Total.....	<u>126,009 45</u>

ACCIDENTS.

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

February 23, 1872. A boy named Percy Smith, aged 7 years, while sliding on the ice in Spruce street, east of Nineteenth street, fell under a passing car and was instantly killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Parker H. Warren.....	Maylandville, city.
William Harbeson.....	No. 1114 Wallace street, city.
Thos. R. Woodhouse.....	22d St., below Spruce St., city.
George W. Blabon.	No. 124 North Third street, city.
Edgar E. Petit.....	No. 188 South Sixth street, city.
Arthur Hughes.....	No. 612 South Ninth street, city.
William H. Snowdon, President....	Twenty-second St., below Spruce, city.
J. Crawford Dawes, Treasurer.....	No. 1225 Monterey street, city.

(No. 154.)

PITTSBURG, ALLEGHENY AND MANCHESTER.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared W. J. Kountz, president, and O. W. Seibert, treasurer of the Pittsburg, Allegheny and Manchester railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed

W. J. KOUNTZ, *President.*O. M. SEIBERT, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of December, 1872. }

FRANCIS TORRANCE, *Notary Public.*

STOCK AND DEBT.

Amount of stock subscribed.....	\$200,000 00
Amount paid in as by last report	140,000 00
Total amount now paid in of capital stock	200,000 00
Funded debt, as per 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	None.
The amount now of floating debt on real estate..	25,336 00
Total amount now of floating and funded debt ..	48,336 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, stock, (contingent fund,) \$60,000; cash, none.	
Number of shares of stock issued.....	4,000
Par value of each share	\$50 00

PASSENGER RAILROAD REPORT.

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Average market value during the year	No sales.
Amount paid in on each share.....	\$50 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	\$88,338 42	\$96,288 69
Equipment	<u>57,863 55</u>	<u>65,463 55</u>
Total cost.....	<u>146,201 97</u>	<u>161,752 24</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4½ miles.
Length of double track, including sidings.....	4 miles.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	2 each.
Number of depots	3
Number of first class passenger cars.....	36
Average value of each	\$933 33
Number of passengers that may be seated in each car.....	22
Number of other cars, (salt car,).....	1
Number of horses owned by the company.....	116
Average value of each, including harness.....	\$140 00
Number of mules owned by the company.....	75
Average value of each, including harness.....	\$140 00
Value of real estate and buildings held, exclusive of road way.....	100,640 08
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,400 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	4½ miles.
How many miles does each two horse team make daily, about.....	18 "

How is track laid, and on what foundation? Pine stringers and ties, street foundation.

Average time consumed by cars in passing over the road: Round trip, 80 minutes; Troy Hill, 40 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Main road, starting from Sixth street, Pittsburg, across the suspension bridge to Allegheny city, up Federal street to Ohio street, along West Ohio to Bidwell street, along Bidwell street to Pennsylvania avenue, along Pennsylvania avenue to Beaver avenue, thence to car house. Rebecca Street branch leaves main line on Federal street, and intersects with it again at corner of Pennsylvania and Beaver avenues. Troy Hill branch leaves main road corner of Ohio and Federal streets; thence along East Ohio street to car house, near Chestnut street.

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

November, 1871.....	177,973	June, 1872.....	237,176
December, 1871.....	192,739	July, 1872.....	240,811
January, 1872.....	189,075	August, 1872.....	244,111
February, 1872.....	187,327	September, 1872.....	256,215
March, 1872.....	209,332	October, 1872.....	222,594
April, 1872.....	230,312		
May, 1872.....	242,728	Total.....	2,630,442

The rate of fare for passengers charged:

Single fare.....	6 cents.
Tickets in packages of five sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$439 05
Repairs of building.....	1,044 08
Taxes on real estate.....	1,197 51
Total.....	2,680 64

Operating the road :

On account of horses	\$2,792 50
Harness and repairs	168 86
Repairs to cars	5,422 61
Horse shoeing	4,978 19
Hay and feed	20,218 67
Salaries, pay-rolls, conductors and drivers	53,607 36
Insurance	946 50
Expense account	1,364 62
Fluid, fuel, oil and gas	491 40
Damage for injury of persons	1,674 08
Total	91,664 79

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1871.....	\$10,341 71	.....	.....	.....	.....
December, 1871.....	11,165 94	.....	.....	.....	.....
January, 1872.....	11,054 95	.....	.....	.....	.....
February, 1872.....	10,457 54	.....	.....	.....	.....
March, 1872.....	11,566 68	.....	.....	.....	.....
April, 1872.....	12,819 01	.....	.....	.....	.....
May, 1872.....	13,498 58	.....	.....	.....	.....
June, 1872.....	13,151 85	.....	.....	.....	.....
July, 1872.....	13,323 74	.....	.....	.....	.....
August, 1872.....	13,574 81	.....	.....	.....	.....
September, 1872.....	14,183 30	.....	.....	.....	.....
October, 1872.....	13,096 26	.....	.....	.....	.....
Total	148,234 37	\$177 77	\$340 00	\$314 00	\$149,066 14

Summary of payments :

For construction	\$4,431 77
Maintaining the road or real estate of the cor- poration, and operating the road	94,345 43
Interest	4,174 13
New passenger cars and horses	7,600 00
Payments on property	9,168 00
Miscellaneous, bridge toll	5,050 00
Municipal taxes	880 64
State taxes	2,016 36
United States taxes	435 01
Total	128,101 34

ACCIDENTS.

	Injured.
Passengers.....	<u>1</u>

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

June 8, 1872. A little girl, by name of Kate Caldwell, was pushed off the front platform of a Rebecca street car, by another little girl—front wheel of car passed over her leg, which had to be amputated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. J. Konutz	Allegheny City, Pa.
Chas. E. Speer.	Pittsburg, Pa.
R. C. Gray.	Pittsburg, Pa.
A. Alkley	Allegheny City, Pa.
C. M. Selbert.....	Pittsburg, Pa.
W. J. Konutz, President.....	Allegheny City, Pa.
C. M. Selbert, Secretary and Treasurer.....	Pittsburg, Pa.

(No. 155.)

PITTSBURG AND BIRMINGHAM.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared M. W. Beltzhoover, president, and John G. Holmes, treasurer, of the Pittsburg and Birmingham Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 1, are true, to the best of their knowledge and belief.

(Signed) M. W. BELTZHOOVER, *President.*

JNO. G. HOLMES, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of December, 1872. }

ANDREW HUMBERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	120,000 00
Amount paid in as by last report.....	100,000 00
Total amount now paid in of capital stock.....	120,000 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
General mortgage bonds, (date of maturity, June 12, 1892,)..	3,000 00
3d mortgage bonds.....	None.
	<hr/>
	13,600 00
Floating debt, as by last report.....	57,254 38
The amount now of floating debt.....	47,949 55
Total amount now of floating and funded debt..	61,549 55
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent. ; general mortgage, 7 $\frac{1}{2}$ per cent.	

Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, none.

Number of shares of stock issued.....	2,400
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in 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	\$103,267 84	\$104,158 32
Equipment.....	32,645 69	32,080 69
Total cost.....	<u>135,912 53</u>	<u>136,239 01</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	3½ miles.
Length of double track, including sidings.....	3½ miles.
Gauge of road.....	5½ feet.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	2
Number of first class passenger cars.....	17
Average value of each.....	\$750 00
Number of second class passenger cars.....	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.....	100
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	\$51,164 84
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:) About five miles per hour.	

Number of trips each day : Nine and ten each car.

How many miles does each two horse team make daily.....

18 miles.

How is track laid, and on what foundation? Pine stringers and ties; turnpike foundation.

Average time consumed by cars in passing over the road

41 minutes.

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Liberty street along Grant street to Seventh avenue; along Seventh avenue to Smithfield street; along Smithfield street to and across the Monongahela bridge to Carson street; thence along Carson street to terminus of road.

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

November, 1871.....	96,737	June, 1872.....	103,549
December, 1871.....	89,992	July, 1872.....	130,269
January, 1872.....	98,743	August, 1872.....	93,978
February, 1872.....	83,387	September, 1872.....	118,540
March, 1872.....	108,877	October, 1872.....	102,024
April, 1872.....	116,442		
May, 1872.....	107,486	Total.....	<u>1,250,024</u>

The rate of fare for passengers charged :

Single fare.....	6 cents.
Tickets in packages of five sold for.....	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$5,699 22
Repairs of building.....	50 00
Taxes on real estate.....	218 80
Total.....	<u>5,968 02</u>

Operating the road :

Bridge toll.....	\$1,750 00
On account of horses.....	3,105 00
Harness and repairs.....	191 64
Repairs to cars.....	2,051 71
Horse shoeing and general blacksmithing.....	3,381 67
Hay and feed.....	16,468 03
Office expenses, stationery and depot general ex- penses.....	2,715 68
Salaries.....	3,450 00
Insurance.....	898 50
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable.....	9,334 37
Conductors and drivers.....	20,426 70
Fluid, fuel, oil and gas.....	521 19
Damage for injury of persons.....	150 00
Total.....	64,444 39

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	Nothing.
From sale of bonds.....	\$3,000 00
From other sources.....	None.
Total.....	3,000 00

RECEIPTS.

Months.	From pas- engers.	Rent.	Other sources.	Total.
November, 1871.....	\$4,836 12	\$291 50		
December, 1871.....	5,268 71			
January, 1872.....	5,471 78			
February, 1872.....	4,969 25			
March, 1872.....	5,436 71			
April, 1872.....	6,103 40			
May, 1872.....	6,237 11			
June, 1872.....	5,773 41			
July, 1872.....	7,028 14			
August, 1872.....	6,743 06			
September, 1872.....	5,762 40			
October, 1872.....	6,120 53			
Total.....	70,770 66	291 50	None	\$71,132 16

Summary of payments :

For construction	\$890 48
For maintaining the road or real estate of the corporation, and operating the road	70,412 41
For discount	\$1,551 41
For interest.....	4,696 51
	<hr/>
	9,247 92
For dividends	None.
For new passenger cars and harness	None.
For payments to loan account.....	Nothing.
For miscellaneous.....	Nothing.
For payments made to surplus fund.....	Nothing.
For municipal taxes	443 59
For State taxes.....	386 42
For United States taxes.....	57 76
	<hr/>
Total.....	<u>78,438 58</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	None.	None.
Employees	1	None.
Others.....	None.	2
	<hr/>	<hr/>
Total.....	<u>1</u>	<u>2</u>

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

1871.

November 1. Patrick Hickey, run over in South Pittsburg, whilst attempting to get on front platform of car, he fell, and front wheel ran over his thigh ; death resulted.

December 2. Willie Barnes, aged about 12 years ; it being very dark, and said boy whilst playing on street fell and was run over by car, breaking thigh bone, from which he recovered.

September 20, 1872. Matthew M'Bride, aged about 55 years, whilst cleaning street in South Pittsburg, was knocked down and caught by wheel of car but not run over ; his flesh on side was badly bruised, but he soon recovered.

PITTSBURG AND BIRMINGHAM

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. W. Beltzhoover	Pittsburg, Pa.
Wm. M. Hersh	Pittsburg, Pa.
Wm. K. Nimick.	Pittsburg, Pa.
B. F. Jones	Pittsburg, Pa.
J. M'D. Crossan	Pittsburg, Pa.
M. W. Beltzhoover, President.....	Pittsburg, Pa.
Wm. K. Nimick, Secretary.....	Pittsburg, Pa.
John G. Holmes, Treasurer	Pittsburg, Pa.

(No. 156.)

PITTSBURG, OAKLAND AND EAST LIBERTY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Clemens Hoeveler, acting president, and C. Hoeveler, treasurer, of the Pittsburg, Oakland and East Liberty Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending January 1, 1873, are true, to the best of their knowledge and belief.

(Signed) C. HOEVELER, *Acting President.*
 C. HOEVELER, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of January, 1873. }

ANDREW HUMBERT, *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.....	130,000 00
Total amount now paid in of capital stock.....	130,000 00
Funded debt, as per last report	67,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, A. D. 1884,)	\$67,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
Floating debt as by last report.....	5,275 01
The amount now of floating debt.....	5,636 59
Total amount now of floating and funded debt...	72,636 60
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7
Number of shares of stock issued	3,000

Par value of each share	\$50 00
Average market value during the year.....	50 00
Amount paid in on 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	\$94,360 37	\$96,582 70
Equipment	27,444 88	28,866 11
Total cost.....	<u>121,805 25</u>	<u>125,448 81</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	5 miles.
Length of double track, including sidings.....	2½ "
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: 1 car house, 2 shops, 2 stables.	
Number of depots.....	1
Number of first class passenger cars.....	6
Average value of each.....	\$1,000 00
Number of second class passenger cars.....	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.....	72
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	1
Value, including harness.....	\$125 00
Value of real estate held, exclusive of road way,	25,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,000 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4

PASSENGER RAILROAD REPORT.

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Number of trips each day	88
How many miles does each two horse team make daily	15
How is track laid, and on what foundation? On ties and string pieces.	
Average time consumed by cars in passing over the road, per hour	<u>4 miles.</u>

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 street, from Grant street to Diamond, Diamond to Fifth avenue, to East Liberty.

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

January, 1872	47,467	August, 1872.....	53,145
February, 1872	27,820	September, 1872.....	57,592
March, 1872	46,123	October, 1872.....	52,355
April, 1872.....	48,764	November, 1872.....	13,895
May, 1872.....	59,325	December, 1872.....	27,623
June, 1872.....	59,486		
July, 1872.....	66,809	Total.....	<u>565,404</u>

The rate of fare for passengers charged :

Single fare.....	5 and 10 cents.
Tickets in packages of 15, 22, and 50 sold for...	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$2,222 33
Taxes on real estate.....	<u>None paid.</u>

Operating the road :

On account of horses.....	\$501 00
Harness and repairs.....	105 18
Repairs to cars.....	1,421 23
Horse shoeing	465 25

Hay and feed.....	\$10,859 09
Office expenses, stationery and depot expenses..	555 76
Salaries: Included in pay roll.	
Insurance.....	314 15
Watchmen, switchmen, hostlers, pay-roll.....	18,384 03
General expenses of stable.....	1,137 22
Conductors and drivers: Included in pay roll.	
Fluid, fuel, oil and gas.....	271 70
Damage for injury of persons.....	None.
Total.....	<u>34,014 61</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1872.....	\$3,322 69	\$20 00		\$10 00	\$3,352 69
February, 1872.....	1,947 40	20 00	\$300 00	1,902 53	4,169 93
March, 1872.....	3,228 60	20 00		101 00	3,349 60
April, 1872.....	3,413 07	20 00		147 00	3,580 47
May, 1872.....	4,152 76	20 00		374 00	4,546 76
June, 1872.....	4,164 04				4,164 04
July, 1872.....	4,676 65	40 00		5 00	4,721 65
August, 1872.....	4,071 19				4,071 19
September, 1872.....	4,031 44				4,031 44
October, 1872.....	3,664 87	20 00		5 00	3,689 87
November, 1872.....	972 31	13 00			985 31
December, 1872.....	1,932 90				1,932 90
Total.....	39,678 32	173 00	300 00	2,544 53	42,695 85

Summary of payments:

For construction.....	None.
Maintaining the road or real estate of the corpo- ration and operating the road.....	\$36,236 94
Interest.....	None.
Dividends.....	None.
New passenger cars and horses.....	3,000 00
Payments to loan account.....	None.

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Miscellaneous	\$2,867 69
Payments made to surplus funds.....	None.
Municipal, State and United States taxes.....	491 22
Total.....	<u>42,595 85</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Clemens Hoeveler.....	Pittsburg.
Thos. Mellon	Pittsburg.
Erasmus Hoeveler.....	Pittsburg.
A. V. Coale.....	Pittsburg.
M. Rahe.....	Pittsburg.
W. A. Hoaveler.....	Pittsburg.
J. H. Bussman.....	Pittsburg.
Clemens Hoeveler, President.....	Pittsburg.
A. G. Coale, Secretary	Pittsburg.
C. Hoeveler, Treasurer	Pittsburg.

(No. 157.)

PITTSBURG AND ORMSBY.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared T. B. Atterbury, president, and E. G. Krehan, treasurer, of the Pittsburg and Ormsby Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) T. B. ATTERBURY, *President.*

E. G. KREHAN, *Treasurer.*

Sorwn and subscribed before me, this }
 20th day of March, 1873. }

D. WENKE, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	99,750 00
Total amount now paid in of capital stock, (full,)	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds.....	28,500 00
Floating debt, as by last report, (January 1, 1872,)	9,412 54
The amount now of floating debt, including bond and mortgage.....	13,116 53
Total amount now of floating and funded debt..	41,616 53
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7
Number of shares of stock issued.....	3,990
Par value of each share.....	\$25 00
Average market value during the year: None in market.	
Amount paid in on each share.....	Full.

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$51,384 06
Equipment.....	32,103 02
Total cost.....	<u>83,487 08</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 11,694 feet long, exclusive of bridge and Fourth avenue.

Length of double track, including sidings: All double track.

Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	30 lbs.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars.....	18
Average value of each.....	\$1,000 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car: 16 will seat 14 each, balance 22 each.	
Number of other cars.....	1 salt car.
Number of horses owned by the company.....	85
Average value of each, including harness.....	\$135 00
Number of mules owned by the company.....	6
Average value of each, including harness.....	\$135 00
Value of real estate held, exclusive of roadway..	33,750 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage: 16 cars 2,260 pounds each; 2 cars, 4,700 pounds each.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day	10
How many miles does each two horse team make daily? From 16½ to 22.	
How is track laid, and on what foundation? Gravel and timber.	
Average time consumed by cars in passing over the road: Round trip, eighty minutes.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Along Thirtieth street, Birmingham to Sarah, down Sarah to Seventeenth street, down Seventeenth to Washington, down Washington to Tenth, down Tenth to Monongahela bridge; across bridge to Second avenue, down Second avenue to Grant street, up Grant to Fourth avenue, connecting with Wylie street road, and down Fourth avenue to Market street.

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

January, 1872.....	41,109	August, 1872.....	60,641
February, 1872.....	41,020	September, 1872.....	64,100
March, 1872.....	46,742	October, 1872.....	58,534
April, 1872.....	47,846	November, 1872.....	49,048
May, 1872.....	54,707	December, 1872.....	54,573
June, 1872.....	59,250		
July, 1872.....	64,318	Total.....	641,888

The rate of fare for passengers charged :

Single fare.....	6 cents.
Tickets in packages of five sold for.....	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway, and cleaning street	\$3,442 97
Repairs of building.....	150 00
Taxes on real estate.....	272 75
Total.....	<u>3,865 72</u>

Operating the road :

On account of horses	\$2,200 00
Harness and repairs.....	146 10
Repairs to cars	358 60
Horse shoeing.....	2,154 48
Hay and feed	10,943 91
Office expenses, stationery and depot expenses ..	1,104 17

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Salaries	\$1,814 98
Insurance	1,137 54
Watchmen, switchmen, hostlers, pay-roll	6,762 91
General expenses of stable	911 29
Conductors and drivers	12,285 81
Fluid, fuel, oil and gas	752 43
Damage for injury of persons	100 00
Total	40,672 22

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	\$99,750 00
From sale of bonds	24,325 00
Other sources	37,238 42
Total	161,313 42

RECEIPTS.

Months.	From passen- gers.	Manure.	Other sources	Total.
January, 1872	\$2,400 70	\$20 00	\$25 00	\$2,400 70
February, 1872	2,396 20			2,441 20
March, 1872	2,730 02		221 87	2,951 89
April, 1872	2,794 26	20 00	271 60	3,085 26
May, 1872	3,190 19		166 45	3,356 64
June, 1872	3,228 06			3,228 06
July, 1872	3,604 44		210 00	3,814 44
August, 1872	3,376 74			3,376 74
September, 1872	3,588 86	35 00		3,621 86
October, 1872	3,223 70		38 75	3,262 45
November, 1872	2,697 64			2,697 64
December, 1872	3,001 54			3,001 54
Total	36,230 35	75 00	933 07	37,238 42

Summary of payments:

For construction, equipment and real estate	\$115,786 67
For maintaining the road or real estate of the cor- poration, and operating the road	44,537 94
For interest	927 50
For new passenger cars and horses	2,200 00
For miscellaneous	2,782 64
For municipal taxes, State taxes and United States taxes	275 76
Total amount of surplus fund	\$166,510 50

ACCIDENTS.

	Killed.
Others.....	1
	—
Total.....	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, viz :

June 15, 1872. Between Twenty-eighth street and Twenty-ninth street, on Sarah, a child about two years of age—"John Eng"—was killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
T. B. Atterbury.....	Buchanan, Allegheny county, Pa.
A. Garrison.....	No. 209 Liberty street, Pittsburg, Pa.
Dr. W. H. Daly.....	No. 152 Fifth avenue, Pittsburg, Pa.
W. H. Doyle.....	Buchanan, Allegheny county, Pa.
B. F. Collins.....	Care Collins & Wright, Second av., Pittsburg, Pa.
T. B. Atterbury, President.....	Buchanan, Allegheny Co., Pa.
T. A. Smith, Secretary.....	Buchanan, Allegheny Co., Pa.
E. G. Krehan, Treasurer.....	Buchanan, Allegheny Co., Pa.

(No. 159.)

RIDGE AVENUE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward B. Edwards, president, and William S. Blight, treasurer, of the Ridge Avenue Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) E. B. EDWARDS, *President.*

WILLIAM S. BLIGHT, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of January, 1873. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law: (Girard College Passenger railway company, and the Ridge Avenue and Manayunk Passenger railway consolidated, now Ridge Avenue Passenger railway company,)		\$600,000 00
Amount of stock subscribed, (shares,)		12,000
Amount paid in as by last report: Girard College, \$170,000 00; Ridge Avenue and Manayunk, \$158,100 00		\$328,100 00
Total amount now paid in of capital stock		336,000 00
Funded debt, as per last report.		62,300 00
The amount now of funded debt, (date of maturity,) as follows:		
1st mortgage bonds, 6 per cent., (date of maturity, 1880,)	\$14,000 00	
1st mortgage bonds, 7 per cent., (date of maturity, 1880,)	45,000 00	
		<hr/> 59,000 00

Floating debt, as by last report	\$10,000 00
The amount now of floating debt.....	20,772 00
Total amount now of floating and funded debt ..	89,772 00
Date and rate per cent. per annum of dividend or dividends: Cash, January 4, 1872, \$2 50 per share on 10,000 shares, \$25,000 00; July 1, 1872, \$1 50 per share on 12,000 shares, \$18,000 00.	
Number of shares of stock issued.....	12,000
Par value of each share	\$50 00
Average market value during the year.....	40 00
Amount paid in on each share.	28 00
Amount of capital on which the respective dividends were declared: January 4, 1872, \$170,000 00; July 1, 1872, \$336,000 00	<u>506,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
*Construction and equipment: Girard College Passenger railway company	\$177,496 33	.....
*Construction and equipment: Ridge Avenue and Manayunk railway company	223,615 29	\$414,512 12
	<u>401,111 62</u>	<u>414,572 12</u>

CHARACTERISTICS OF ROAD.

Length of road laid, single track.....	13.7 miles.
Gauge of road	5 feet 1 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables	2
Number of depots.....	2
Number of first class passenger cars.....	40
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.....	254

*This account is not kept separately.

PASSENGER RAILROAD REPORT.

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Average value of each, including harness.....	\$105 00
Value of real estate held, exclusive of roadway:	
Twenty-third and Ridge avenue, \$60,000 00;	
Susquehanna and Ridge avenue, \$50,000 00;	
Manayunk depot, \$2,000 00.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5½
Number of trips each day	9 to 10
How many miles does each two horse team make daily	21
How is track laid, and on what foundation?	
Part white pine, part yellow, on gravel and stone.	
Average time consumed by cars in passing over the road: 2 hours and 40 minutes round trip.	

Describe the route of your road in detail, giving the streets occupied: From Second and Arch to Manayunk *via* Ridge avenue, Ninth and Tenth streets.

STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

About.....	3,850,000
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The rate of fare for passengers charged:

Single fare.....	5,7 & 13 cents.
Tickets in packages of four sold for	25 "

EXPENSES.

Maintaining the road or real estate of the corporation and operating the road:

Taxes	\$4,884 66
Interest	4,161 80
Running expenses	63,632 53
Stable	56,630 60
Road repair	7,405 73
Expense.....	12,807 81

Car repair	\$3,631 10
Harness repair	1,603 69
Horse	11,457 50
Damage.....	467 75
Extraordinary expense.....	1,109 08
Blacksmith	9,361 88
Insurance	1,319 00
Real estate repair	701 06
Total	179,174 19

RECEIPTS.

January, 1872.....	\$14,494 29	August, 1872.....	22,929 52
February, 1872.....	17,713 00	September, 1872.....	23,176 33
March, 1872.....	17,118 03	October, 1872	23,232 29
April, 1872.....	20,911 17	November, 1872.....	16,983 68
May, 1872.....	24,183 70	December, 1872.....	18,352 73
June, 1872.....	23,792 49		
July, 1872.....	21,771 67	Total.....	244,658 90

ACCIDENTS.

	Killed.	Injured.
Others.....	2	1
Total.....	2	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, viz :

1872.

January 13. John Jones, aged 12 years, was run over by No. 13 car at Sixth and Arch streets, and subsequently died at the hospital.

June 13. Benjamin M. Oloskey, while running by the side of car No. 12, on Ninth street above Arch, giving a gentleman a paper, fell, and the car passed over his left leg. He recovered.

November 1. Jerry Lawrence, while under the influence of liquor, was run over by car L, at Ridge avenue and Thirty-third street, injuring his arm, from which he subsequently died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Lambert	Philadelphia, Pa.
William S. Grant	Philadelphia, Pa.
William T. Carter	Philadelphia, Pa.
Henry Norris	Philadelphia, Pa.
R. A. E. Penrose, M. D.	Philadelphia, Pa.
Edward B. Edwards, President, Twenty-third and Ridge ave., Phil'a., Pa.	
William S. Blight, Sec. and Treas., Twenty-third and Ridge ave., Phil'a., Pa.	

(No. 159.)

SCHUYLKILL RIVER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William Harbeson, president, and J. Crawford Gawes, secretary, of the Schuylkill River Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) WM. HARBESON, *President.*

J. CRAWFORD GAWES, *Secretary.*

Affirmed and subscribed before me, this }
 21st day of January, 1873. }

H. TUNISON, *Notary Public.*

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.
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: Cash, January and July, 10 per cent. per annum.	
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$5 00
Amount of capital on which the respective divi- dends were declared: January, \$9,500; July, \$9,500.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
*Construction and equipment	\$47,463 54	\$47,463 54

CHARACTERISTICS OF ROAD.

Length of road laid	3 $\frac{5}{2}$ $\frac{8}{80}$ miles.
Length of double track, including sidings.....	8 "
Gauge of road.....	5 feet 2 inches.
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 the depot of the Philadelphia and Gray's Ferry railway company, at Twenty-third and Spruce streets, along Twenty-third street to Callowhill; thence to Twenty-fifth, and along Twenty-fifth to main entrance to Fairmount park, at foot of Green street; returning *via* Twenty-fifth, Hamilton, Twenty-second, Filbert, Twenty-third, Walnut and Twenty-second to Spruce.

Operating the road:

The Schuylkill River Passenger railway is operated by the Philadelphia and Gray's Ferry Passenger railway company, under the terms of a lease for ninety-nine years. The report of receipts and expenditures will therefore be found in the report of the lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Arthur Hughes.....	No. 612 South Ninth street, Philadelphia.
Parker H. Warren.....	Maylandville, Philadelphia.
George W. Blabon	No. 124 North Third street, Philadelphia.
Thos. R. Woodhouse.....	Twenty-second street, below Spruce, Philadelphia.
Edgar E. Pett.....	No. 138 South Second street, Philadelphia.
Wm. H. Snowden	Twenty-second street, below Spruce, Philadelphia.
William Harbeson, President, No. 1114 Wallace street, Philadelphia.	
J. Crawford Dawes, Secretary, No. 1225 Monterey street, Philadelphia.	

*This account was not kept separate.

(No. 160.)

SECOND AND THIRD STREET.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Robert F. Taylor, 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) ROBERT F. TAYLOR, *President.*
 E. MITCHELL CORNELL, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of January, 1873. }

W. B. CRAWFORD, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,060,200 00
Amount of stock subscribed.....	1,010,200 00
Amount paid in as by last report.....	573,417 25
Total amount now paid in of capital stock.....	621,576 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 00
2d mortgage bonds, (date of maturity, October 1, 1876,).....	15,800 00
3d mortgage bonds, (date of maturity, August 1, 1885,).....	6,800 00
	<hr/>
	109,300 00
Floating debt, as by last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	None.

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

Date and rate per cent. per annum of dividend or dividends, *distribution of: Stock, July 15, 1872, of \$48,100 00; cash, January 8, 1872, 5 per cent.; July 15, 1872, 5 per cent.

Number of shares of stock issued.....	20,204
Par value of each share	\$50 00
Average market value during the year, about....	61 00
Amount paid in on each share, average about....	31 00
Amount of capital on which the respective dividends were declared	<u>962,100 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
+Construction and equipment.....	<u>\$695,223 00</u>	<u>\$736,254 95</u>

CHARACTERISTICS OF ROAD.

Length of road laid, about	36 miles.
Length of double track, including sidings, about,	3½ "
Gauge of road	5 ft. 2¼ in.
Weight of rail per yard on main track	43 to 55 lbs.
Number of car houses, shops and stables.....	6
Number of depots.....	2
Number of first class passenger cars.....	75
Average value of each, about.....	\$800 00
Number of one horse passenger cars.....	11
Average value of each, about.....	\$500 00
Number of passengers that may be seated in each car.....	22
Number of other cars.....	10
Number of horses owned by the company, average about.....	560

*This return is made from the surplus upon which tax was paid, under the head of net earnings, 1871.

†No separate account kept.

Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway, about	\$160,000 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,).....	6
Number of trips each day, about.....	720
How many miles does each two horse team make daily, about.....	20
How is track laid, and on what foundation? Wooden stringers, tram rail, gravel foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Commence at Harrison street, on Frankford road; thence south along the said road to Jefferson street, along Jefferson to Second street, along Second street to Mifflin, along Mifflin street to Third, along Third street to Germantown road, along Germantown road to Oxford street, along Oxford street to Front, along Front to Amber street to the depot, on the Frankford road, near Lehigh avenue; thence along the Frankford and Bristol turnpike road to Mill street, along Mill street to Paul, along Paul to the said turnpike road; thence along the said pike to the place of beginning; also, commencing on Bridge street, in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to the Frankford road, along Frankford road to Maiden street, along Maiden to Delaware avenue, along Delaware avenue to Coates street, along Coates to Second street, along Second street to Dock street, along Dock to Third street, along Third street to Brown street, along Brown street to Beach, along Beach to Manderson street, along Manderson to the Frankford road, along Frankford road to Girard avenue, along Girard avenue to Norris street, along Norris to Richmond, along Richmond street to Lehigh avenue, along Lehigh avenue to the depot, on the north side of Lehigh avenue; also, a branch commencing at Richmond street and Frankford road, along Richmond street to Front, along Front street to Laurel, along Laurel street

to New Market, along New Market street to Vine, along Vine to Front street, along Front street to Chestnut; also, a branch commencing at Huntingdon street and Frankford road, along Huntingdon to Coral, along Coral street to York, along York street to Second, along Second street to Jefferson, along Jefferson street to Germantown road; also, on Third street, commencing at Oxford; thence along Third street to Dauphin, along Dauphin street to Emerald, along Emerald street to Cumberland, along Cumberland to Richmond street.

We have no connections with other roads.

APPROXIMATE MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR THE YEAR.

January, 1872.....	544,065	August, 1872.	752,699
February, 1872	522,249	September, 1872	727,088
March, 1872.....	584,672	October, 1872	723,885
April, 1872.....	654,396	November, 1872	389,986
May, 1872.....	719,604	December, 1872.....	573,693
June, 1872.....	715,822		
July, 1872	744,961	Total	<u>7,657,120</u>

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four sold for.....	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$23,636 93
Repairs of building.....	766 25
Taxes on real estate.....	1,408 30
Total.....	<u>25,811 48</u>

Operating the road:

On account of horses.....	\$28,586 02
Harness and repairs.....	3,106 41
Repairs to cars.....	18,164 19
Horse shoeing.....	17,260 01

Hay and feed.....	\$94,453 40
Office expenses, stationery and depot expenses..	5,437 60
Salaries	12,366 66
Insurance.....	2,653 11
Watchmen, switchmen, hostlers, pay-roll.....	41,066 48
General expenses of stable.....	3,059 59
Conductors and drivers.....	100,447 04
Fluid, fuel, oil and gas.....	2,017 17
Damage for injury of persons.....	2,067 26
Miscellaneous	6,775 21
Total.....	337,460 15

Receipts on construction and equipment account during the year:

From stockholders.....	<u>\$59 00</u>
------------------------	----------------

RECEIPTS.

Months.	From pas- sengers.	Manure.	Other sour- ces.	Total.
January, 1872.....	\$35,364 23	\$710 41		
February, 1872.....	33,946 16	693 75	\$55 72	
March, 1872.....	38,003 71	693 67		
April, 1872.....	42,535 73	834 50	12 82	
May, 1872.....	46,774 29	686 92	51 91	
June, 1872.....	46,528 46	711 75	15 41	
July, 1872.....	48,422 49	699 41	15 41	
August, 1872.....	48,925 49	706 83	15 41	
September, 1872.....	47,260 76	723 17	12 00	
October, 1872.....	47,052 56	693 50	12 00	
November, 1872.....	25,349 13	681 00	93 60	
December, 1872.....	37,290 09	679 83	444 48	
Total.....	497,453 10	8,364 74	727 26	\$506,545 10

Summary of payments :

For construction.....	\$41,031 95
For maintaining the road or real estate of the cor- poration, and operating the road.....	363,271 63
For interest	76 30
For dividends.....	961 83
For new passenger cars and horses.....	6,200 00
For payments to loan account.....	None.

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For miscellaneous.....	\$1,624 30
For payments made to surplus funds.....	None.
For municipal taxes.....	7,521 26
For State taxes.....	8,680 19
For United States taxes.....	1,898 64
Total.....	<u>527,840 97</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	1
Employees.....	0	0
Others.....	3	3
Total.....	<u>4</u>	<u>4</u>

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

1872.

January. Minnie Scott had one of her feet slightly injured by being run over by car.

March 24. Louis Ricker, was slightly injured by falling under car, on Second above Brown streets.

———. John Leech, was knocked down by pole of one of our cars, from the effects of which he died.

March 8. Wm. H. Lavett jumped from car while in motion, on Frankford branch, and was killed.

———. John M'Cullough, was run over on Bridesburg branch, from the effects of which he died.

July 3. Harry Holmes, about 4 years old, fell under a car and was killed.

July 18. Mrs. M. M. Stork, injured by carriage, in which she was riding, being driven in front of car.

September 12. Mrs. Josephine Scott, was slightly hurt by jumping off of car, at Front and Oxford.

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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Israel Peterson.....	Philadelphia.
John P. Steiner.....	Philadelphia.
Benj. F. Huddy.....	Philadelphia.
William Anspach.....	Philadelphia.
Andrew J. Holman.....	Philadelphia.
William Eisenbrey.....	Philadelphia.
M. Hall Stanton.....	Philadelphia.
Alex. M. Fox.....	Philadelphia.
George M. Freeman.....	Philadelphia.
Joseph H. Dulles.....	Philadelphia.
P. S. Peterson.....	Philadelphia.
Edwin F. Eisenbrey.....	Philadelphia.
Robert F. Taylor, President.....	721 North Eighth St., Phil'a.
Charles D. Matlack, Secretary.....	703 North Eighth St., Phil'a.
E. Mitchell Cornell, Treasurer.....	809 North Eighth St., Phil'a.

(No. 161.)

SEVENTEENTH AND NINETEENTH STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Joseph E. Gillingham, president, and David R. Garrison, 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, for the financial year ending December, 1872, are true, to the best of their knowledge and belief.

(Signed) J. E. GILLINGHAM, *President.*
D. R. GARRISON, *Treasurer.*

Sworn and subscribed before me, this }
10th day of January, 1873. }

JOHN B. BUCK, *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.....	160,000 00
Total amount now paid in of capital stock.....	160,000 00
Funded debt, as per last report.....	15,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January, 1873,).....	\$10,000 00
1st mortgage bonds, (date of maturity, November, 1872,)	5,000 00
2d mortgage bonds, (date of maturity October, 1878,)	60,000 00
3d mortgage bonds, (date of maturity,)	None.
	<hr/> 75,000 00
Floating debt, as by last report.....	106,220 51

The amount now of floating debt.....	\$35,306 72
Total amount now of floating and funded debt..	110,306 72
Rate per cent. per annum of interest on funded debt: 1st mortgage six per cent.; 2d mortgage six per cent.	
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued	10,000
Par value of each share	\$50 00
Average market value during the year.....	20 00
Amount paid in on each share	16 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$129,930 10	\$129,930 10
Equipment	56,472 85	56,763 54
Total cost.....	186,402 95	186,693 64

CHARACTERISTICS OF ROAD.

Length of road laid.....	6½ miles.
Length of double track, including sidings.....	None.
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track: 55 and 43 pounds.	
Number of car houses, shops and stables: Two shops and two stables.	
Number of depots	2
Number of first class passenger cars.....	38
Average value of each	\$800 00
Number of second class passenger cars.....	2
Average value of each.....	\$100 00
Number of passengers that may be seated in each car.....	20
Number of other cars	2 snow plows.
Number of horses owned by the company.....	246
Average value of each, including harness	\$100 00

PASSENGER RAILROAD REPORT.

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Number of mules owned by the company	None.
Value of real estate held, exclusive of roadway ..	\$112,953 28
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,).....	5½ miles.
Number of trips each day	209
How many miles does each two horse team make daily	20
How is track laid, and on what foundation? White pine string pieces, cross-ties on gravel.	
Average time consumed by cars in passing over the road; 1 hour and 7 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Nineteenth to Columbia avenue, to Seventeenth, to Carpenter, to Nineteenth, to Master street.

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

January, 1872.....	180,386	August, 1872.....	185,914
February, 1872.....	169,876	September, 1872.....	206,411
March, 1872.....	181,119	October, 1872.....	235,522
April, 1872.....	201,432	November, 1872.....	168,923
May, 1872.....	213,713	December, 1872.....	193,535
June, 1872.....	212,737		
July, 1872.....	192,805	Total.....	<u>2,342,873</u>

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$4,589 95
Taxes on real estate	1,144 00
Total	<u>5,733 95</u>

Operating the road:

On account of horses	\$9,431 00
Harness and repairs	686 45
Repairs to cars.....	6,654 16
Horse shoeing.....	6,217 28
Hay and feed	35,714 08
Office expenses, stationery and depot expenses..	5,114 79
Salaries.....	4,000 00
Insurance	1,291 50
Watchmen, switchmen, hostlers, pay-roll, and gen- eral expenses of stable.....	13,819 21
Conductors and drivers.....	26,063 66
Fluid, fuel, oil and gas.....	1,127 88
Damage for injury of persons.....	85 42
Total.....	110,205 43

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	None.
From sale of bonds.....	None.
From other sources: From sale of mortgage on real estate	\$54,000 00

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sour- ces.	Total.
January, 1872.....	\$9,607 63	.....	\$236 00	\$2,573 00	\$12,416 63
February, 1872.....	9,019 24	.....	234 00	2,403 00	11,656 24
March, 1872.....	9,586 84	.....	244 00	2,498 50	12,329 34
April, 1872.....	10,558 78	.....	247 00	2,448 00	13,253 78
May, 1872.....	11,242 51	.....	249 00	2,533 00	14,024 51
June, 1872.....	10,975 43	\$500 00	245 00	2,422 50	14,142 93
July, 1872.....	9,514 75	.....	241 00	2,533 00	12,288 75
August, 1872.....	9,190 78	.....	243 00	2,533 00	11,966 78
September, 1872.....	10,635 96	.....	241 00	2,422 50	13,299 46
October, 1872.....	11,406 40	.....	240 00	3,533 00	14,179 40
November, 1872.....	8,898 13	.....	240 00	688 50	9,826 63
December, 1872.....	10,237 74	500 00	244 00	2,040 00	13,021 74
Total.....	120,874 19	1,000 00	2,904 00	27,628 00	152,406 19

Summary of payments:

For construction	None.
Maintaining the road or real estate of the corporation, and operating the road	\$115,939 38
Interest	15,193 11
Dividends	None.
New passenger cars and horses	None.
Payments to loan account.....	10,913 79
Miscellaneous.....	3,044 87
Payments made to surplus funds.....	None.
Municipal taxes	2,781 20
State taxes.....	3,562 05
Total.....	<u>151,334 40</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. F. Hart.....	Philadelphia.
Geo. J. Gross	Philadelphia.
Chas. T. Yerks.....	Philadelphia.
F. C. Gillingham.....	Philadelphia.
D. R. Garrison .	Philadelphia.
Jos. E. Gillingham, President.....	Philadelphia.
David R. Garrison, Secretary and Treasurer.....	Philadelphia.

(No. 162.)

THIRTEENTH AND FIFTEENTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas W. Ackley, 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, for the financial year ending December 31, are true, to the best of their knowledge and belief.

(Signed) THOS. W. ACKLEY, *President.*
 D. BOYER BROWN, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of February, 1873. }

WM. J. DONALDSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	997,700 00
Total amount now paid in of capital stock, as near as ascertained.....	334,529 44
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 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: Stock, none; Cash, per share, 75 cents in July; 75 cents in January.	
Number of shares of stock issued.....	19,954
Par value of each share.....	\$50 00
Average market value during the year.....	21 00
Amount paid in on each share, about.....	16 75
Amount of capital on which the respective divi- dends were declared.....	997,700 00

PASSENGER RAILROAD REPORT.

745

COST OF ROAD AND EQUIPMENT.

By present report.

Construction and equipment: (No separate account kept)	<u>\$227,326 35</u>
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CHARACTERISTICS OF ROAD.

Length of road laid	8 miles.
Length of double track, including sidings	$\frac{1}{2}$ mile.
Gauge of road	5 ft. 2 inches.
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	29
Average value of each	\$600 00
Number of second class passenger cars	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	188
Average value of each including harness	\$110 00
Number of mules owned by the company	10
Average value of each, including harness	\$125 00
Value of real estate held, exclusive of road way, (encumbered \$16,300 00,)	103,700 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5 $\frac{1}{2}$ miles.
Number of trips each day	262
How many miles does each two horse team make daily, about	22 miles.
How is track laid, and on what foundation? Pine cross-ties and stringers on gravel.	
Average time consumed by cars in passing over the road: 72 minutes per trip; 13 hours daily.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Thirteenth and Fifteenth streets from Columbia avenue to Carpenter street, on Columbia avenue and Carpenter street from Thirteenth and Fifteenth streets, on Columbia avenue from Fifteenth street to Ridge avenue, on Master street from Ridge avenue to Fifteenth street, and on Broad street double track from Carpenter street to Whar-ton.

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

January, 1872.....	217,051	August, 1872.....	217,773
February, 1872.....	201,955	September, 1872.....	240,768
March, 1872.....	209,457	October, 1872.....	254,810
April, 1872.....	253,700	November, 1872.....	240,787
May, 1872.....	280,508	December, 1872.....	237,875
June, 1872.....	255,753		
July, 1872.....	228,153	Total.....	<u>2,816,596</u>

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of sixteen sold for	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway	\$6,212 71
Repairs of building: Included in depot expenses.	
Taxes on real estate.....	1,478 38
Total.....	<u>7,691 09</u>

Operating the road:

On account of horses	\$3,542 00
Harness and repairs	920 06
Repairs to cars.....	7,864 53
Horse shoeing.....	5,815 79
Hay and feed	34,103 00

Office expenses, stationery and depot expenses:

Included in depot expenses.

Salaries	\$3,399 96
Insurance.....	656 64
Watchmen, switchmen, hostlers, pay-roll: In- cluded in depot expenses.	
General expenses of stable, and depot expenses..	20,598 90
Conductors and drivers.....	32,274 65
Fluid, fuel, oil and gas: Included in depot ex- penses.	
Damage for injury of persons.....	1,150 00
Total.....	<u>110,425 53</u>

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Total.
January, 1872.....	\$11,619 81	\$147 66	\$166 25	\$11,933 22
February, 1872.....	10,803 86	187 66	141 50	11,153 02
March, 1872.....	11,321 85	200 66	158 83	11,680 84
April, 1872.....	13,599 88	204 66	156 25	13,960 79
May, 1872.....	13,968 16	397 66	157 54	14,523 36
June, 1872.....	13,710 73	207 00	155 96	14,073 69
July, 1872.....	12,111 43	147 00	152 00	12,410 43
August, 1872.....	11,658 57	140 66	151 21	11,950 24
September, 1872..	12,900 69	154 66	226 81	13,282 16
October, 1872.....	13,660 34	319 62	128 70	14,108 56
November, 1872.....	12,902 45	147 66	249 60	13,299 71
December, 1872.....	12,750 96	310 66	260 00	13,321 62
Total.....	151,008 03	2,565 46	2,124 15	155,697 64

Summary of payments:

For construction.....	\$3,063 00
Maintaining the road or real estate of the corpo- ration, and operating the road	113,096 24
Interest	None.
Dividends	29,931 00
New passenger cars and horses	3,542 00
Payments to loan account.....	None.
Miscellaneous.....	2,003 37
Payments made to surplus funds.....	None.
Municipal taxes	2,688 38
State taxes.....	3,535 60
United States taxes.....	<u>None.</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	--
Others.....	1	1
	<u> </u>	<u> </u>
Total.....	2	1
	<u> </u>	<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, viz :

April 25, 1872. A man, name unknown, was injured whilst attempting to get on the front platform of car No. 6 whilst it was in motion.

July 19, 1872. Run over a child named Rose, at Broad street and Columbia avenue, whilst playing in the street, from which it died.

October 10, 1872. Henry Hohl fell off the front platform of car No. 28, evidently in a state of intoxication, and was run over the the arm, from which he had partially recovered, but relapsing, died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. L. Hornberger.....	Philadelphia.
S. J. Megargee.....	Philadelphia.
R. Cresswell.....	Philadelphia.
John E. Fox.....	Philadelphia.
A. Richardson.....	Philadelphia.
Thomas W. Ackley, President.....	1011 South Broad st., Philadelphia.
D. Boyer Brown, Sec. and Treas.....	1011 South Broad st., Philadelphia.

(No. 163.)

UNION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Wm. V. M'Grath, president, and Charles Welsh, treasurer, of the Union Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) WM. V. M'GRATH, *President.*
 CHARLES WELSH, *Treasurer.*

Affirmed and subscribed before me, this }
 17th day of January, 1873. }

ROBERT R. SMITH, *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.....	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1885,)	\$300,000 00
2d mortgage bonds, date of ma- turity, 1881,).....	200,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	500,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6; 2d mortgage, 7.	
Date and rate per cent. per annum of dividend or dividends: Cash, January, 1872, \$2 50; July, 1872.....	
	2 50

Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Average market value during the year.....	72 50
Amount paid in on each share.....	20 00
Amount of capital on which the respective dividends were declared.....	<u>20,000 shares.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Real estate.....	\$238,944 10	\$246,704 71
Construction.....	507,040 46	518,978 59
Equipment	252,051 26	266,831 36
Total cost.....	<u>998,035 82</u>	<u>1,032,513 66</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	30 miles.
Gauge of road.....	5 feet 2 inches.
Weight of rail per yard on main track.....	43 pounds.
Number of depots.....	3
Number of first class passenger cars.....	95
Average value of each.....	\$700 00
Number of second class passenger cars	14
Average value of each, about.....	\$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	687
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	246,704 71
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.).....	5
How many miles does each two-horse team make daily	20
How is track laid and on what foundation? White pine stringers.	

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. One line runs from Richmond to Baltimore depot *via* Thompson, Marlborough, Belgrade, Frankford avenue, Master, Franklin, Seventh, Passayunk road, Ellsworth and Broad streets; returns *via* Broad, Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris, Memphis, York, Cedar and Somerset streets, to Richmond. One line runs from Twenty-third and Columbia avenue to Ninth and Locust streets *via* Columbia avenue, Franklin, Seventh and Locust streets; returns *via* Ninth, Spring Garden, Seventh, Master and Twenty-third streets; also the Poplar and Spring Garden street line runs from the park on Brown, Twenty-third, Wallace, Twenty-second, Spring Garden, Seventh, Poplar, Twenty-fourth and Brown streets.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR—ESTIMATED.

January, 1872.....	730,937	August, 1872.....	846,000
February, 1872.....	683,360	September, 1872.....	894,960
March, 1872.....	731,152	October, 1872.....	893,952
April, 1872.....	846,568	November, 1872.....	626,704
May, 1872.....	910,688	December, 1872.....	772,048
June, 1872.....	920,240		
July, 1872.....	885,920	Total.....	<u>9,741,579</u>

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four, sold for.....	<u>25 "</u>

Receipts on construction and equipment account during the year:

From stockholders.....	Nothing.
Sale of bonds.....	Nothing.
Other sources.....	<u>Nothing.</u>

RECEIPTS.

Months.	From passen- gers.	Construc- tion.	Manure.	Other sour- ces.	Total.
January, 1872.....	\$45,686 72	\$3,372 20	\$539 74		
February, 1872.....	42,710 73		359 67	\$356 22	
March, 1872.....	45,697 61			60 00	
April, 1872.....	52,848 83		712 00	180 00	
May, 1872.....	56,918 01		900 84	322 79	
June, 1872.....	57,515 58		717 96	361 00	
July, 1872.....	55,370 21		361 95	870 45	
August, 1872.....	52,875 39		292 19	25 00	
September, 1872.....	53,935 99		682 49		
October, 1872.....	56,497 68		704 21		
November, 1872.....	39,449 79			100 00	
December, 1872.....	48,253 26		1,843 82		
Total.....	609,759 70	3,372 20	7,095 37	2,275 46	\$622,503 73

Summary of payments :

Conductors and drivers.....	\$122,273 36
Wages	57,268 62
Hay	50,762 51
Corn and bran	52,780 66
Straw	3,502 02
Blacksmith	23,142 90
Repairs to cars.....	13,081 17
Repairs to road.....	10,600 34
Repairs to real estate.....	4,737 84
Horses	17,486 60
Light and fuel.....	4,148 91
Printing and stationery	4,289 63
Interest	36,110 56
Expense.....	22,101 12
Salaries	14,000 00
Insurance.....	2,057 00
License.....	4,250 00
Taxes—city and State.....	15,085 17
Taxes—United States.....	1,773 49
Real estate	7,760 61
Equipment	14,780 10
Construction.....	15,309 33
Dividends	100,000 00
Total.....	<u><u>597,301 96</u></u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob E. Ridgeway.....	Philadelphia.
William H. Kemble.....	Philadelphia.
Ridgway Gibbs.....	Philadelphia.
Charles Welsh.....	Philadelphia.
M. H. Taggart.....	Litiz, Lancaster Co., Pa.
William V. M'Grath, President.....	Philadelphia.
Jacob E. Ridgway, Vice President..	Philadelphia.
Charles Welsh, Secretary and Treasurer.....	Philadelphia.

(No. 164.)

UNION STREET.

STATE OF PENNSYLVANIA, } ss:
 Warren County, }

Personally appeared Isaac S. Alden, treasurer, of the Union Street Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, are true, to the best of his knowledge and belief.

(Signed)

I. S. ALDEN, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of February, 1873. }

CHAS. DINSMON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed.....	20,400 00
Total amount now paid in of capital stock	<u>16,187 03</u>

COST OF ROAD AND EQUIPMENT.

Construction	By present report. <u>\$16,187 03</u>
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CHARACTERISTICS OF ROAD.

Length of road laid : About 6,000 feet.	
Length of double track, including sidings.....	None.
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track.....	20 pounds.
Number of car houses, shops and stables.....	1
Number of depots	None.
Number of first class passenger cars.....	None.
Number of second class passenger cars	2
Average value of each	\$700 00

PASSENGER RAILROAD REPORT.

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Number of passengers that may be seated in each car.....	12
Number of other cars	None.
Number of horses owned by the company.....	4
Average value of each, including harness.....	<u>\$200 00</u>

The rate of fare for passengers charged :

Single fare we intend to charge.....	7 cents.
Tickets in packages of twenty sold for.....	<u>\$1 00</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	<u>\$16,187 03</u>
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Summary of payments :

For construction.....	<u>\$16,187 03</u>
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We submit the following, as embracing all the facts:

The road was commenced in July, 1872, finished and cars put on in October, and run about three weeks, when the winter set in with a heavy fall of snow. The company then withdrew the cars from the track, and have not attempted to run them since. The total receipts from the running of the cars about \$150 00. The stock or subscription is considered worthless.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Struthers	Warren, Pa.
M. Walters	Warren, Pa.
J. B. Palmer.....	Warren, Pa.
S. J. Page.....	Warren, Pa.
G. R. Wetmore.....	Warren, Pa.
G. R. Wetmore, President.....	Warren, Pa.
I. S. Alden, Secretary and Treasurer.....	Warren, Pa.

(No. 163.)

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, for the financial year ending October 31, 1872, are true, to the best of their knowledge and belief.

(Signed) JOHN S. MORTON, *President.*
 SAMUEL P. HUHN, *Treasurer.*

Affirmed and subscribed before me, }
 this 30th day of November, 1872. }

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.....	400,000 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
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
	100,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt..	100,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.

Date and rate per cent. per annum of dividend or dividends: Cash, January 9, 1872, 7 per cent.; July 9, 1872, 8 per cent.

Number of shares of stock issued.....	8,000
Par value of each share.....	\$50 00
Average market value during the year.....	37 50
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	<u>400,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
*Construction and equipment.....	<u>\$584,898 36</u>	<u>\$591,596 36</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	11½ miles.
Length of double track, including sidings	4 miles.
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, (average number used, 63,).....	74
Average value of each	\$1,000 00
Number of second class passenger cars.....	None.
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.....	507
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,	\$241,166 48
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	5,000

* This account is not kept separately.

Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	Each car 9
How many miles does each two horse team make daily.....	20
How is track laid and on what foundation? On string pieces and cross ties; gravel foundation.	
Average time consumed by cars in passing over the road: Each car 80 minutes per trip.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: 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 street, and Sixty-fifth and Haverford road to Haddington.

MONTHLY STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS
FOR THE YEAR. (APPROXIMATED.)

November, 1871.....	587,000	June, 1872.....	720,000
December, 1871.....	590,000	July, 1872.....	728,000
January, 1872.....	551,000	August, 1872.....	707,000
February, 1872.....	520,000	September, 1872.....	713,000
March, 1872.....	573,000	October, 1872.....	723,000
April, 1872.....	670,000		
May, 1872.....	728,000	Total.....	7,800,000

The rate of fare for passengers charged:

For adults, between depot and Front and Market streets	7 cents.
For children	4 "
For adults, on rural section, (west of Forty-first street to Haddington,)	7 "
For children	4 "
Tickets sold by conductors, good on any city railway, four for.....	25 "
Exchange tickets, good on the Tenth and Eleventh, Twelfth and Sixteenth, Thirteenth and Fifteenth, Seventeenth and Nineteenth streets railways, and to Fairmount Park or Gray's Ferry bridge <i>via</i> Twenty-third street railway.....	9 cents.

Transfer tickets, good between Front and Market streets and Haddington.....	10 cents.
Fare for passengers on cars connecting with trains arriving after midnight	10 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway, (labor and material, including material on hand,)	\$25,284 28
Repairs of building, (labor and material, including material on hand,).....	3,193 11
Taxes on real estate	3,133 53
Total.....	<u>31,610 92</u>

Operating the road :

On account of horses.....	\$15,066 80
Harness and repairs, (labor and material, including material on hand,)	3,589 19
Repairs to cars, (labor and material, including material on hand,).....	12,911 24
Horse shoeing, (labor and material, including material on hand.....	17,205 65
Hay and feed, (including amount on hand,).....	82,369 34
Office expenses, stationery and depot expenses, (including watchman and janitor,) (salaries engineer and fireman, dispatchers and receivers, ticket clerks and expense of engine and mill,)..	30,866 07
Insurance	2,411 68
Smith shop, (jobbing department,)	1,846 59
General expenses of stable, (including pay of hostlers and cost of medicine and straw with the amount on hand,)	39,112 87
Conductors and drivers.....	99,574 22
Fluid, fuel, oil and gas, (including coal and oil on hand,).....	4,533 61
Damage for injury of persons.....	90 00
Total	<u>309,577 26</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

Months.	From pas- sengers.	Rent.	Manure.	Other sou- ces.	Total.
November, 1871.....	\$32,405 57				
December, 1871.....	31,981 92				
January, 1872.....	30,452 14				
February, 1872.....	28,753 17				
March, 1872.....	31,616 35				
April, 1872.....	37,011 61				
May, 1872.....	40,140 92				
June, 1872.....	39,756 63				
July, 1872.....	40,142 70				
August, 1872.....	39,005 13				
September, 1872.....	59,364 81				
October, 1872.....	39,888 37				
Total.....	450,519 32	\$1,566 16	\$4,563 02	\$3,828 87	\$143,477 37

Summary of payments:

For maintaining the road or real estate of the cor- poration, and operating the road.....	\$341,188 18
Interest.....	7,000 00
Dividends.....	59,859 00
New passenger cars.....	6,450 00
Ground rent.....	546 00
Miscellaneous.....	7,872 20
Municipal taxes.....	4,541 55
State taxes.....	4,987 31
United States taxes.....	1,770 33
Total.....	434,214 87

Total amount of surplus fund, to the credit of the commissioners of the sinking fund.....	\$15,908 53
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ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors	Post office address
John S. Morton	No. 1914 Arch street, Philadelphia.
John F. Gross	Sixty-sixth and Marion road, Philadelphia.
Samuel Baugh	No. 2025 Chestnut street, Philadelphia.
James G. Hardie	Thirty-second and Arch streets, Philadelphia.
Benj. Griffith	No. 1503 North Seventh street, Philadelphia.
Wm. M. Wright	No. 622 North Eighteenth street, Philadelphia.
James Rhoads	Seventy-second and Haverford sts., Philadelphia.
Samuel W. Cattell	No. 3909 Darby road, Philadelphia.
William J. Swain	No. 1426 North Broad street, Philadelphia.
John S. Horton, President	No. 1914 Arch street, Philadelphia.
Samuel P. Huhn, Treasurer	No. 3245 Sanson street, Philadelphia.
B. F. Stokes, Secretary	No. 4056 Aspen street, Philadelphia.
M. English, General Superintendent	No. 36 North Fortieth street, Phila.
James T. Gorman, Assistant Supt	No. 4052 Haverford st., Philadelphia.

(No. 166.)

WILKESBARRE AND KINGSTON.

STATE OF PENNSYLVANIA, } ss:
Luzerne County,

Personally appeared W. A. Harvey, president, and A. J. Davis, treasurer, of the Wilkesbarre and Kingston Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

W. J. HARVEY, *President.*A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of January, 1873. }

W. S. PARSINS, *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	100,000 00
Total amount now paid in of capital stock.....	100,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt, (classified and date of maturity,) as follows:	
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: Cash, 4 per cent. July 13, 1882.	
Number of shares of stock issued.....	2,000
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share.....	50 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.....	\$81,088 51	\$81,088 51
Equipment.....	13,744 86	13,744 06
Total cost	<u>94,833 37</u>	<u>94,833 37</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4½ miles.
Length of double track, including sidings.....	2,000 feet.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 and 30 lbs.
Number of car houses, shops and stables.....	1
Number of depots.....	1
Number of first class passenger cars.....	4
Average value of each.....	\$850 00
Number of second class passenger cars.....	2
Average value of each.....	\$800 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.....	16
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway..	\$10,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	66
How many miles does each two horse team make daily.....	25 miles.
How is track laid, and on what foundation? On stringers and cross-ties.	
Average time consumed by cars in passing over the road.....	<u>20 minutes.</u>

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 Wilkesbarre, to the canal bridge and depots.

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

January, 1872.....	24,850	August, 1872.....	31,250
February, 1872.....	21,450	September, 1872.....	31,880
March, 1872.....	22,500	October, 1872.....	26,850
April, 1872.....	22,900	November, 1872.....	13,000
May, 1872.....	25,850	December, 1872.....	23,320
June, 1872.....	28,400		
July, 1872.....	34,800	Total.....	307,550

The rate of fare for passengers charged:

Single fare.....	10 and 7 cts.
Tickets in packages of 10 and 20 sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$2,000 00
Repairs of building.....	100 00
Taxes on real estate.....	125 00
Total.....	<u>2,225 00</u>

Operating the road:

On account of horses.....	\$500 00
Harness and repairs.....	150 00
Horse shoeing.....	400 00
Hay and feed.....	4,300 00

PASSENGER RAILROAD REPORT.

765

Office expenses, stationery and depot expenses..	\$500 00
Salaries.....	1,800 00
Insurance.....	117 00
Watchmen, switchmen, hostlers, pay-roll.....	1,000 00
General expenses of stable.....	100 00
Conductors and drivers.....	3,400 00
Fluid, fuel, oil and gas.....	125 00
Total.....	<u>12,392 00</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR

None.

RECEIPTS.

Months.	From passen- gers.	Other sources.	Total.
January, 1872.....	\$1,904 58	.....	.....
February, 1872.....	1,513 29	.....	.....
March, 1872.....	1,728 75	.....	.....
April, 1872.....	1,734 95	.....	.....
May, 1872.....	1,107 65	.....	.....
June, 1872.....	2,032 67	.....	.....
July, 1872.....	2,592 66	.....	.....
August, 1872.....	2,241 26	.....	.....
September, 1872.....	2,236 81	.....	.....
October, 1872.....	2,180 29	.....	.....
November, 1872.....	1,008 22	.....	.....
December, 1872.....	1,770 95	.....	.....
Total.....	23,051 46	\$500 00	\$23,551 46

Summary of payments :

For maintaining the road or real estate of the corporation, and operating the road	\$14,617 00
For interest.....	246 00
For dividends.....	4,000 00
For miscellaneous	100 00
For municipal taxes	115 00
For State taxes.....	468 00
Total.....	<u>19,546 00</u>
Total amount of surplus fund.....	<u>\$19,546 00</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. J. Harvey	Wilkesbarre.
J. B. Smith	Kingston.
J. C. Phelps	Wilkesbarre.
W. S. Hillard	Wilkesbarre.
E. P. Darling	Wilkesbarre.
John Espey	Wilkesbarre.
H. H. Harvey	Wilkesbarre.
W. J. Harvey, President	Wilkesbarre.
A. J. Davis, Treasurer	Wilkesbarre.

(No. 167.)

WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Lycoming County, } ss:

Personally appeared Peter Herdic, president, and H. Hinckley, treasurer, of the Williamsport Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 1, 1872, are true, to the best of their knowledge and belief.

(Signed)

P. HERDIC, *President.*H. HINCKLEY, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1873. }

THEO. HILL, *Prothonotary.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed.....	40,600 00
Amount paid in as by last report.....	15,600 00
Total amount now paid in of capital stock.....	40,600 00
Funded debt, as per last report	5,000 00
The amount now of funded debt.....	None.
Floating debt, as by last report	22,212 87
The amount now of floating debt.....	4,705 31
Total amount now of floating and funded debt...	4,705 31
Number of shares of stock issued.....	1,624
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.....	\$27,676 78	\$28,732 41
Equipment	10,948 55	12,719 80
Total cost	38,625 33	41,452 21

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 miles 794 ft.
Length of double track, including sidings.....	500 feet.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	16 pounds.
Number of car houses, shops and stables.....	1
Number of depots.....	1
Number of first class passenger cars.....	5
Average value of each.....	\$750 00
Number of second class passenger cars, (one horse cars,).....	5
Average value of each.....	\$900 00
Number of passengers that may be seated in each car.....	16
Number of other cars.....	4
Number of horses owned by the company.....	15
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	2
Average value of each, including harness.....	\$175 00
Value of real estate held, exclusive of road way,	None owned.
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,830
How is track laid and on what foundation? On oak ribbons in 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 street to Fourth street; 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 the P. and E. railroad company.

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

November, 1871.....	13,500	June, 1872.....	30,823
December, 1871.....	14,387	July, 1872.....	37,566
January, 1872.....	13,216	August, 1872.....	35,944
February, 1872.....	10,289	September, 1872.....	31,314
March, 1872.....	13,831	October, 1872.....	28,895
April, 1872.....	17,478		
May, 1872.....	28,546	Total.....	<u>276,809</u>

The rate of fare for passengers charged :

Single fare	5 cents.
Tickets in packages of 20 sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	<u>\$195 73</u>
---------------------------------------	-----------------

Operating the road :

On account of horses: Included in summary of payments.

Harness and repairs.....	\$84 61
Repairs to cars.....	356 36
Horse shoeing.....	347 00
Hay and feed	2,388 22
Office expenses, stationery and depot expenses...	150 00
Salaries.....	750 00
Watchmen, switchmen, hostlers, pay-roll and general expenses of stable.....	1,446 51
Conductors and drivers.....	2,927 19
Fluid, fuel, oil and gas.....	167 02
Total.....	<u>8,421 18</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	<u>\$25,000 00</u>
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RECEIPTS FROM PASSENGERS.

November, 1871.....	\$671 31	June, 1872.....	\$1,541 13
December, 1871.....	719 35	July, 1872.....	1,878 26
January, 1872.....	660 73	August, 1872.....	1,797 17
February, 1872.....	514 47	September, 1872.....	1,565 67
March, 1872.....	692 55	October, 1872.....	1,494 73
April, 1872.....	573 89		
May, 1872.....	1,427 29	Total.....	<u>13,836 55</u>

Summary of payments:

For construction	\$1,055 63
Maintaining the road or real estate of the corporation, and operating the road	8,812 64
Interest	1,425 40
New passenger cars and horses	1,771 25
Payments to loan account	5,000 00
State taxes	17 50
Total	<u>17,982 42</u>

ACCIDENTS.**None.****NAMES AND RESIDENCE OF OFFICERS.**

Directors.	Post office address.
P. Herdic	Williamsport, Pa.
Mahlon Fisher	Williamsport, Pa.
H. E. Taylor	Williamsport, Pa.
H. J. Perkins	Williamsport, Pa.
H. Hinckley	Williamsport, Pa.
P. Herdic, President	Williamsport, Pa.
H. Hinckley, Secretary and Treasurer	Williamsport, Pa.

CANAL REPORTS.

CANAL REPORTS.

(No. 168.)

DELAWARE DIVISION.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Joshua 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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) JOSHUA W. WOOLSTON, *President.*
E. G. GILES, *Treasurer.*

Affirmed and subscribed before me, this }
16th day of January, 1873. }

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
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1881,)	80,000 00
2d, mortgage bonds.....	None.
3d mortgage bonds.....	None.
The amount of floating debt	None.
Total amount now of floating and funded debt..	800,000 11
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	6

Date and rate per cent. per annum of dividend or dividends: Cash, February 15 and August 15, each.....	4 per cent.
Number of shares of stock issued.....	32,667
Par value of each share.....	\$50 00
Average market value during the year.....	48 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u>1,633,350 00</u>

COST OF CANAL AND FIXTURES.

Total cost.....	<u>\$2,433,350 00</u>
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton, Pa., to Bristol, Pa.....	60 miles.
Length of main line of canal in Pennsylvania..	60 "
Number of branch canals, with the length of each,	None.
Canals leased by company.....	None.
Width of canal at top water line.....	44 feet.
Width of canal on bottom.....	26 "
Depth of water.....	6 "
Length and breath of locks: 90 feet long, some 11 and some 22 feet wide.	
Number of basins.....	4
Number of lock houses, 24 ; total.....	24
Number of locks : Lift, 24 ; stop, 8 ; weigh, 1 ; total.....	33
Number of waste-ways.....	18
Number of over-flows.....	12
Number of lineal feet of over-flows.....	1,500 feet.
Number of bridges.....	88
Number of dams.....	2
Number of aqueducts.....	10
Number of lineal feet of aqueduct superstructure,	641 feet.
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.....	95 tons.
Navigation opened: About the 1st of April, 1872.	
Navigation closed: December 7, 1872.	
Feet of lockage on main line of canal.....	165 $\frac{5}{100}$ 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.....	<u>Various.</u>

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.

Summary of expenses:

For dividends, \$130,668 00; for interest, \$48,000 00; for surplus funds, municipal taxes, State taxes, United States taxes, and for other payments: All paid by the Lehigh coal and navigation company.

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.
I. V. Williamson.....	Philadelphia.
E. W. Clark.....	Philadelphia.
E. Roberts.....	Philadelphia.
A. E. Borie.....	Philadelphia.
H. Pratt McKean.....	Philadelphia.
S. Fisher Corlies.....	Philadelphia.
J. W. Woolston, President.....	Philadelphia.
E. G. Giles, Secretary and Treasurer.....	Philadelphia.

(No. 169.)

DELAWARE AND HUDSON.

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

Personally appeared Thomas Dickson, president, and James C. Hartt, treasurer, of the Delaware and Hudson Canal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) THOMAS DICKSON, *President.*
 JAMES C. HARTT, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of January, 1873. }

JOHN A. PATTISON,
Commissioner for the State of Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed for canal and railroad combined	\$15,000,000 00
Total amount paid in of capital stock for canal and railroad combined	15,000,000 00
Total amount of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1877,).....	\$1,500,000 00
1st mortgage bonds, (date of maturity, 1884,).....	3,500,000 00
1st mortgage bonds, (date of maturity, 1891,).....	5,000,000 00
Sterling debentures, 1875	3,000,000 00
	<hr/>
	13,000,000 00
The amount of floating debt.....	None.

Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Average rate per cent. per annum of interest on sterling debentures	7 per ct. gold.
Date and rate per cent. per annum of dividend or dividends: Cash, February and August, each..	5 per cent.
Number of shares of stock issued	150,000
Par value of each share	\$100 00
Amount of capital on which the respective dividends were declared	<u>15,000,000 00</u>

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures	\$6,339,210 49
Cost of canal boats	<u>725,580 68</u>
Total.....	<u><u>7,064,791 17</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal from Honesdale, Pa., to Eddyville, N. Y.....	108 miles.
Length of main line of canal in Pennsylvania....	25 "
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 length between gates, 15 feet wide; 6 ascending, 15 $\frac{3}{4}$ feet wide.	
Number of basins, about	$\frac{1}{2}$ of canal.
Number of lock houses, 86; store houses, 6; other houses, 26; total.....	118
Number of locks: Lift, 106; stop, 21; guard, 3; weigh, 2; total.....	132
Number of waste-ways.....	91
Number of over-flows: None, except top waste-way and aqueduct gates.	

Number of bridges: 51 road, 71 farm, 18 lock crossings; total	140
Number of dams: 22 reservoir and 18 feeder dams; total	40
Number of aqueducts: 4 wire suspension and 18 wood trunks; total	22
Number of lineal feet of aqueduct superstructure,	1,887
Number of miles of slack-water.....	3
Number of boats owned by the company, (owned in part by company,).....	950
Number of boats owned and run by private parties	176
Average tonnage of boats	127 tons.
Navigation opened: Partially 8th April, fully 15th April.	
Navigation closed: First 83 miles below Honesdale, December 2; balance December 5.	
Feet of lockage on main line of canal: About 1,028, excluding 58 feet ascending to summit.	
Value of real estate held by the company, exclusive of canal, and used for reservoir purposes..	\$52,562 83
Are the locks of wood, cut stone or composite?	Both.
Give the number of each kind: 12 cut stone, 94 composite lift locks, 1 stone, 2 composite guard, and 2 stone weigh-locks.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal: Not separately returned.

The amount of freight, specifying the quantity in tons of 2,000 lbs.

Lumber, cord-wood and shingles.....	73,213	Lime and lime stone, and other stone.....	51,977
Anthracite coal.....	1,578,782	Cement and cement stone.....	139,558
Bituminous coal	857	Other articles.....	2,799
Railroad iron and sundries.....	5,904		
Manufactures and merchandise,	25,467	Total.....	1,869,557

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

	Per mile.	60 miles.	108 miles.
For lumber, per 1,000 feet board measure, (hemlock,) or 1st class.....	1 $\frac{3}{4}$ cts.	\$0 60	\$1 20
For lumber, per 1,000 feet board measure, (pine and other lumber,) 2d class	2 "	1 20	1 25
Shingles, per 1,000, 3d class	$\frac{3}{4}$ "	35	50
Anthracite coal, per ton, (except by special contract,) 4th class.....	$\frac{1}{2}$ "		
Bituminous coal, per ton, 5th class..	1 "	50	60

EXPENSES.

Maintaining the canal or real estate of the corporation	\$203,017 21
Operating the canal.....	123,366 14
Total.....	<u>326,383 35</u>

RECEIPTS.

Lumber, iron, miscellaneous freight, lockages, boat toll, other sources, rents, &c.....	<u>\$86,970 51</u>
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Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the canal	\$326,383 35
For dividends.....	1,500,000 00
Municipal and State taxes, (which includes coal tax,)	359,775 28
United States taxes.....	58,872 81
Total.....	<u>2,245,031 44</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas Dickson.....	New York.
Geo. Talbot Olyphant.....	New York.
C. A. Talbot.....	New York.
A. A. Low.....	New York.
R. Lenox Kenedy.....	New York.
John Jacob Astor.....	New York.
Thos. Cornell.....	Rondout, N. Y.
W. J. Hopplin.....	New York.
J. N. Seymour.....	New York.
Le Grand B. Cannon.....	New York.
J. M. Halsted	New York.
James R. Taylor.	New York.
Thomas Dickson, President.....	New York.
G. L. Halget, Secretary.....	New York.
J. C. Hart, Treasurer.....	New York.
A. M. Atkinson, Superintendent.....	Honesdale, Pa.
C. F. Young, General Superintendent.....	Honesdale, Pa.

(No. 170.)

ERIE.

Length of main line from Erie to Rochester.....	136 miles.
Length of branch, French creek feeder.....	25 " <u> </u>

ERIE, *February* 17, 1873.

HON. HARRISON ALLEN,

Auditor General:

DEAR SIR:—Mr. M'Cullough to-day forwarded me your notice to him that no report of the Erie canal company had been forwarded for the year ending October 31, 1873, and directed me to notify you of the facts, in regard to that defunct institution.

The Erie canal was sold out to the Erie and Pittsburg railway, (Pennsylvania company, lessee) in the fall of 1870, and has been abandoned as a canal. I am now engaged as agent in selling out the stone in the locks, and the real estate of the canal, and a large portion is already sold and filled up.

Respectfully yours,

WM. W. REED,
Former Superintendent.

(No. 171.)

JUNCTION.

Cost of canal and fixtures.....	<u><u>\$530,636 69</u></u>
Length of main line, from Elmira to State line, and connects the State canals of New York, with the North Branch canal, of Pennsylvania,	18 miles.
Length of canal in Pennsylvania.....	<u><u>2 "</u></u>

JUNCTION CANAL CO. OFFICE, }
ELMIRA, October 5, 1872. }

HON. J. F. HARTRANFT, ESQ.,

Auditor General:

DEAR SIR:—Your circular of 1st inst., with bank return, has been received.

This canal was not open this year, and will not be ; it is virtually abandoned.

Very respectfully,

S. T. ARNOT.

(No. 172.)

LEHIGH COAL AND NAVIGATION

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) E. W. CLARK, *President.*
 S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of February, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Not limited.
Amount of stock subscribed.....	\$8,784,850 00
Total amount paid in of capital stock.....	8,784,850 00
Total amount of funded debt, (classified and date of maturity,) as follows :	
Bonds, (date of maturity, 1877,)	\$762,779 18
Nanticoke railroad bonds, (date of maturity, 1881,).....	9,000 00
Convertible bonds, (date of maturity, 1882,).....	689,100 00
Mortgage bonds, (date of maturity, 1884,).....	5,566,276 70
Greenwood mortgage bond, (date of maturity, 1892,).....	819,000 00
Convertible gold bonds, (date of maturity, 1894)	889,000 00
Gold mortgage bonds, (date of maturity, 1897,)	4,916,500 00

Mortgage bonds, (date of maturity, 1897,).....	\$2,000,000 00
Mortgage bonds, (date of maturity, 1911,).....	116,000 00
	<hr/>
	\$15,767,655 88
Total amount now of floating and funded debt..	15,767,655 88
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	175,697
Par value of each share	\$50 00
Average market value during the year.....	38 00
Amount paid in on each share.....	50 00
	<hr/> <hr/>

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures: \$4,455,000 00; re-valued in 1872 at.....	\$3,000,000 00
	<hr/> <hr/>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Easton to Coal-port.....	48 miles.
Length of main line of canal in Pennsylvania...	48 "
Number of branch canals.....	None.
Canals leased by the company, viz: Delaware division canal.	
Width of canal at top water line.....	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, 22 feet wide.	
Number of basins	5
Number of lock houses.....	46
Number of locks: Lift, 52; weigh, 1; total.....	53
of	14
.....	9
ts.....	3

Number of miles of slack-water: 36 miles canal and 12 miles pools.	
Number of boats owned by the company.....	410
Number of boats owned and run by private parties	769
Average tonnage of boats.....	95 tons.
Navigation opened.....	April 7, 1872.
Navigation closed	Dec. 7, 1872.
Feet of lockage on main line of canal.....	375
Value of real estate held by the company, exclusive of canal, but on its line.....	\$200,000 00
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 pounds of through freight for the year on main canal.....	768,755 1824
Gross amount of tonnage for the year, including branches and leased canal.....	<u>1,041,891⁷³⁶₂₀₀₀</u>

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

Lumber.....	29,840.478	Agricultural products.....	876.1264
Anthracite coal....	159,245.900	Manufacture and merchandise.....	1,903.783
Bituminous coal.....	800.1656	Other articles.....	37,498.307
Pig iron.....	21,101.944		
Other iron or castings.....	62.1188		
Iron and other ores.....	53,890.1856	Total	<u>1,041,891.736</u>
Lime and limestone.....	36,771.1360		

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.....	1 cent.
For lumber, per 1,000 feet, board measure, (pine and other lumber,) 2d class	1½ "
Shingles per 1,000, 3d class.....	4 mills.
Anthracite coal, per ton, 4th class.....	1 to 1½ cts.
Bituminous coal, per ton, 5th class.....	8 mills.

EXPENSES.

Maintaining the canals or real estate of the corporation, including Delaware Division canal :

Aqueducts.....	\$849 52
Boats and flats.....	2,078 50
Bridges	6,461 05
Canal bed and banks	55,600 76
Dams	3,345 37
Horses and horse keep.....	3,824 28
Houses and repair shops	6 12
Incidentals	79 67
Locks	28,529 47
Repairs of shipping packets.....	10,516 86
Repairs of shipping yards	2,616 17
Steamboats and dredge boats.....	2,654 04
Superintendence and engineering.....	1,281 83
Tools and tool repairs.....	349 26
Waste weirs and sluices.....	1,371 69
Wharfing.....	767 17
Totals.....	<u>120,331 76</u>

Operating the canal:

Collectors and weigh-masters.....	\$12,412 84
Labor	38,812 90
Lock-keepers.....	26,331 37
Office expenses, rents and furniture	2,759 54
Stationery and printing.....	269 22
Superintendence.....	10,321 89
Total.....	<u>92,907 84</u>

RECEIPTS.

From tolls on coal.....	\$447,977 58
Miscellaneous freight	58,082 41
Total.....	<u>506,059 99</u>

Summary of expenses:

Maintaining the canal or real estate of the corporation, and operating the canal	\$213,239 60
For dividends and interest on Delaware division canal.....	188,701 40
For interest.....	1,121,661 22
Municipal taxes.....	114,272 92
State taxes	48,857 81
For other payments.....	97,119 72
Total.....	<u>1,783,852 67</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. R. Cope	Philadelphia.
F. C. Yarnall.....	Philadelphia.
George F. Tyler	Philadelphia.
P. C. Garrett	Philadelphia.
Charles Wheeler.....	Philadelphia.
George Whitney.....	Philadelphia.
Alex. Biddle.....	Philadelphia.
F. Hazard.....	Mauch Chuuk.
John Leisenring.....	Mauch Chuuk.
Charles Parish.....	Wilkesbarre.
Samuel Thomas.....	Hokendauqua
E. W. Clark, President.....	Philadelphia.
F. Mitchell, Secretary.....	Philadelphia.
S. Shepherd, Treasurer.....	Philadelphia.
John Brown.....	Easton.

(No. 173.)

MONONGAHELA NAVIGATION.

STATE OF PENNSYLVANIA, { ss:
Allegheny County, }

Personally appeared J. K. Moorhead, president, and William Bakewell, treasurer, of the Monongahela Navigation company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

J. K. MOORHEAD, *President.*W. BAKEWELL, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of February, 1873. }

A. S. NICHOLAS, *Alderman and J. P.*

STOCK AND DEBT.

The total capital stock is 20,083 shares of \$50 each, amounting to.....	\$1,004,150 00
Total amount paid in of capital stock.....	None unpaid.
Total amount of funded debt, (classified and date of maturity, as follows:	
103 1st mortgage bonds,) date of maturity, July 1, 1887, \$1,000 each.....	\$103,000 00
14 bonds, (date of maturity, July 1, 1875, \$500 each.....	7,000 00
Of these, one bond, for \$500, is held by the company and interest is not paid thereon.	
	\$110,000 00
The amount of floating debt.....	8,053 76
Total amount now of floating and funded debt..	118,053 76
Average rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent.; other bonds, 6 per cent,	

Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, January, 1872, 4 per cent.; July, 1872, 5 per cent.

Number of shares of stock issued..... 20,083

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

Average market value during the year..... Par.

Amount paid in on each share: Nothing due on the stock.

Amount of capital on which the respective dividends were declared: January, 1872, \$1,001,450; July, 1872, \$1,004,150.

COST OF CANAL AND FIXTURES.

Construction account on Jan. 1st, 1871, amounted to.....	\$1,115,452 00
Expended on new construction during year 1871,	17,000 00
Expended on new construction during year 1872,	13,586 69
Total.....	<u>1,146,038 69</u>

CHARACTERISTICS OF CANAL.

Length of slack-water from Pittsburg to New Geneva, (according to stage of water,)..... 83 to 85 miles.

Length of main line of canal in Pennsylvania:

All in Pennsylvania.

Number of branch canals, with the length of each, None.

Canals leased by the company..... None.

Width of canal at top water line: No canal. Improvement is slack-water, of the Monongahela river by means of dams.

Depth of water: At low water, 4 feet on lock sills; depth of river varies.

Length and breadth of locks: 6 locks, 190 by 50 feet; 2 locks, 250 by 56 feet in chamber.

Number of pools, six: No. 1, 10 miles; No. 2, 14 miles; No. 3, 15 miles; No. 4, 18 miles; No. 5, 10 miles; No. 6, 16 miles.

Number of lock houses, 6; other houses, 2; total, 8

Number of locks.....	8
Number of dams.....	6
Number of miles of slack-water.....	83
Number of boats owned by the company: One repair boat and 3 flats.	
Number of boats owned by private parties: Do not know, navigation is public.	
Average tonnage of boats: Company do not own or run any boats for transportation. The river is navigated by steam boats, barges, flats of various size and tonnage.	
Navigation opened 1st January, 1872; closed January 24; re-opened 25th February; closed again 4th March; opened 9th March; closed 30th November; opened 3d December; closed 10th December, 1872.	
Feet of blockage on main line of canal.....	49
Value of real estate held by the company, exclusive of canal.....	\$23,095 00
Are the locks of wood, cut stone or composite?	All cut stone.
Give the number of each kind: Eight, all of same description.	

DOINGS OF THE YEAR IN TRANSPORTATION.

The company does no transportation.

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

SHIPPED EASTWARD FROM PITTSBURG.		SHIPPED WESTWARD FROM PITTSBURG.	
Whiskey.....	368 bbls.	Sand.....	710,900 bushels.
Boards.....	4,853,008 feet.	Whiskey.....	8,412 bbls.
Timber.....	3,206,365 "	Wood.....	1,981 cords.
Pig iron.....	387 tons	Stone.....	6,455 perches.
Iron ore.....	19,795 "	Staves.....	6,772 count.
Fire clay.....	4,507 "	Posts.....	1,538 "
Pit posts.....	33,100 count.	Brick.....	4,293,000 "
Sheep.....	123 "	Sheep.....	7,231 "
Classed freight.....	16,264 tons.	Oil.....	175 bbls.
		Lumber.....	241,360 feet.
		Classed freight.....	7,701 tons.

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

For lumber, per 1,000 feet board measure, (hemlock,) lowest, 8 cents per M feet for 10 miles; (pine and other lumber,) highest, 81 cents per M feet for 85 miles; shingles, per 1,000, 3 to 10 cents for distances of 10 to 56 miles.

Anthracite coal None.

Bituminous coal, per ton, $8\frac{7}{8}$ cents for 56 miles.

Do.....do... $7\frac{3}{4}$do...40...do.

Do.....do... $5\frac{5}{8}$do...25...do.

Do.....do... $2\frac{7}{8}$do...10...do.

Coal is charged toll by the pool and not by mile, and by bushel and not by weight; hence the above figures are approximately correct. 76 pounds make one bushel.

Coal from pool No. 1.... 8,989,000 bushels.

Do.....do...2.... 28,614,500...do.

Do.....do...3.... 9,176,000...do.

Do.....do...4.... 7,429,300...do.

Total..... 54,208,800 bushels or 2,059,934 $\frac{4}{5}$ tons.

EXPENSES.

The expenses, during the year, amounted to \$31,317 66, which includes salaries of officers, lock-tenders and assistants, of inspectors of cargoes and superintendent of repairs, with stationery, printing and other items of expense in operating the improvement.

The cost of maintaining the improvement, being repairs to locks and dams, amounted, during the year, to \$22,408 92, in addition to the sum of \$13,586 69, paid for new construction.

The company pays no municipal taxes, keeps no horses and owns no boats, other than those used in the work on repairs and construction.

RECEIPTS.

From tolls on coal and coke	\$115,609 20
freight, lumber, empty crafts, &c..	67,913 40
passengers.....	12,175 68
Total tolls	195,698 28
all other sources.....	450 90
Total receipts.....	<u>196,149 18</u>

Summary of expenses:

Maintaining the canal or real estate of the corporation, and operating the canal—Expenses....	\$31,317 66
Repairs	22,408 92
For dividends	90,365 50
For interest.....	6,630 31
Municipal taxes.....	None.
State taxes.....	5,691 36
United States taxes.....	218 16
For other payments, (new construction,).....	13,586 69
Total.....	<u>170,118 60</u>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

For houses for lock tenders.....	\$2,595 00
Baising dam No. 3, and cribs at dam No. 1.....	10,991 69
	<u>13 51 69</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Benj. Bakewell, Jr.....	Pittsburg, Pa.
Felix R. Brunot.....	Pittsburg, Pa.
John Harper.....	Pittsburg, Pa.
Wm. K. Hart.....	Pittsburg, Pa.
N. B. Hogg.....	Pittsburg, Pa.
M. K. Moorhead.....	Pittsburg, Pa.
Wm. Morrison.....	Pittsburg, Pa.
James Veech.....	Pittsburg, Pa.
Daniel Wallace.....	Pittsburg, Pa.
M. Whitmore.....	Pittsburg, Pa.
J. K. Moorhead, President.....	Pittsburg, Pa.
W. Bakewell, Secretary and Treasurer	Pittsburg, Pa.
Ellisha Pancoast, Superintendent of Repairs.	Elizabeth, Pa.
B. L. Wood, Jr., Inspector of Cargoes.....	Pittsburg, Pa.

(No. 174.)

MUNCY.

STATE OF PENNSYLVANIA, }
Lycoming County, } ss:

Personally appeared Joseph Riebsam, president, and Edward Cook, treasurer, of the Muncy Canal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, A. D. 1873, are true, to the best of their knowledge and belief.

(Signed) J. E. RIEBSAM, *President, pro tem.*
 E. D. COOKE, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of January, 1873. }

ADAM RANKIN, N. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$2,625 00
Amount of stock subscribed	2,625 00
Total amount paid in of capital stock	2,625 00
Total amount of funded deb. (classified and date of maturity, as follows	None.
The amount of floating debt	None.
Number of shares of stock issued	105
Par value of each share	25 00
Amount paid in on each share	25 00
Cost of canal and fixtures	<u><u>\$6,831 52</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from West Branch canal to Muncy	$\frac{3}{4}$ mile.
Length of main line of canal in Pennsylvania...	$\frac{3}{4}$ "
Width of canal at top water line	40 feet.
Width of canal on bottom	25 "

Depth of water.....	4 feet.
Number of basins.....	1
Number of bridges, (one railroad,).....	3
Number of boats owned and run by private parties	<u>5 or 6</u>

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals	<u>9,262^{1 1 7 2}_{2 0 0 0}</u>
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The amount of freight, specifying the quantity in tons of 2,000 lbs :

Lumber, 1,017, 808 feet or 2, 306 tons.	Lime and limestone.....	58 tons.
Anthracite and Bituminous coal..... 5,590.320 "	Salt.....	37½ "
Path..... 50,000	Manufactures and merchandise.....	1 "
Shingles 102,000	Plaster	157 "
Other iron or castings..... 1½ tons.	Logs.....	<u>959,427 feet.</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.....	7 mills.
For lumber, per 1,000 feet, board measure, (pine and other lumber,) 2d class	7 "
Shingles, per 1,000, 3d class	6 "
Anthracite coal, per ton, 4th class	<u>3 "</u>

EXPENSES.

Operating the canal	<u>\$34 56</u>
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RECEIPTS.

Total amount receipts.....	<u>\$217 96</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joshua Bowman.....	Muncy, Pa.
Jacob Cooke.....	Muncy, Pa.
Benjamin Pott.....	Muncy, Pa.
Isaac Bruner.....	Muncy, Pa.
Joseph E. Riebsam.....	Muncy, Pa.
John M. Bowman.....	Muncy, Pa.
Joseph E. Riebsam, President.....	Muncy, Pa.
Joshua Bowman, Secretary.....	Muncy, Pa.
Edward Cooke, Treasurer.....	Muncy, Pa.
Edward Cooke, Superintendent.....	Muncy, Pa.

(No. 175.)

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss.

Personally appeared J. 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 for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

J. WISTAR, *President.*A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this {
 23d day of January, 1873. }

HENRY C. SPACKMAN, *N. P.*

PENNSYLVANIA CANAL COMPANY, }
 PRESIDENT'S OFFICE, 233 SOUTH FOURTH STREET, }
 PHILADELPHIA, *February 5, 1873.* }

Hon. HARRISON ALLEN,

Auditor General, Pa. :

DEAR SIR:—Yours of 31st asking for certain corrections in our returns of the Pennsylvania and W. B. and S. canals, is received to-day.

1st. There is now no *real estate* held by either of these companies, except what is strictly appurtenant to canal and its uses, and which, therefore, I do not understand to be separately desired by you. (Such as lock houses, collector's houses, shops, store houses, wharfs, basins, &c., &c.)

2d. The *cost of these canals* cannot be given even by the freest guessing. They were built by the State say thirty years before the organization of the present companies, and the State papers relating thereto are retained in custody of the State, and not accessible by us; and if they were are probably mixed with the cost of the other sections of the public works built at the same time by the State, and now owned by other companies.

Yours respectfully,

J. J. WISTAR, *President.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,000,000 00
Amount of stock subscribed	4,457,150 00
Total amount paid in of capital stock.....	4,457,150 00
Total amount of funded debt, (classified and date of maturity,) as follows:	
General mortgage bonds, (date of maturity, 1910,).....	\$2,493,000 00
Other mortgage bonds, (date of maturity, 1887,).....	95,000 00
	<hr/>
	2,588,000 00
The amount of floating debt.....	1,018,200 00
Total amount now of floating and funded debt..	3,636,200 00
Average rate per cent. per annum of interest on funded debt: 1st mortgage, 6; general mortgage, 6.	
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	89,143
Par value of each share.....	\$50
Amount paid in on each share.....	50
	<hr/> <hr/>

COST OF CANAL AND FIXTURES.

Cannot say.

CHARACTERISTICS OF CANAL

Length of main line of canal from Columbia to Wilkesbarre, 151 miles; Junction to Williamsburg, 113 miles; Northumberland to Farrandsville, 71 miles; slack water aggregate length, 11 miles; Clark's Ferry to Millersburg, 12 miles.....	358 miles.
Length of main line of canal in Pennsylvania...	358 "
Canals leased by the company, viz: One, West Branch and Susquehanna canal; length on main line	
	112 miles.

Width of canal at top water line: Eastern division, 50 to 60 feet; Juniata and Wiconisco divisions, 40 to 50 feet; Wyoming division, 45 to 60 feet.

Width of canal on bottom: Eastern and Wyoming divisions, 34 feet; Juniata and Wiconisco divisions, 24 to 30 feet.

Depth of water: Eastern and Wyoming divisions, 6½ feet; Juniata and Wiconisco divisions, 4 feet.

Length and breadth of locks: 34 locks, 17 by 180; 41 locks, 17 by 90; 58 locks, 15 by 90 feet; total lift locks.....

133

Number of basins: 25 basins; 44 landings.

Number of lock houses, 112; store houses, 10; other houses, 31; total.....

153

Number of shops.....

3

Number of locks: lift, 133; stop, 14; guard, 16; weigh, 4; total.....

167

Number of bridges.....

507

Number of dams.....

26

Number of aqueducts.....

68

Number lineal feet aqueducts, superstructure....

7,533

Number of miles of slack-water.....

18

Number of boats owned by the company: Dredges and steam boats, 8; repair flats, 106; barges, 67,

181

Number of boats owned and run by private parties.....

685

Average tonnage of boats.....

120 tons.

Waste ways.....

75

Number overflows.....

62

Number lineal feet overflows.....

5,655

Number culverts.....

145

Navigation opened, fully.....

April 25th.

Navigation closed.....

December 1st.

Feet of lockage on main line of canal: Columbia to Wilkesbarre, 312 feet; Junction to Williamsburg, 501 feet; Northumberland to Farrandsville, 115 feet; Clark's Ferry to Millersburg, 31 feet; total.....

959 feet.

Value of real estate held by the company, exclusive of canal: None separate from canal uses.

Are the locks of wood, cut stone or composite?

Wood, cut stone and composite.

Give the number of each kind: Cut stone, 51; composite, 34; wood, 25; wood and composite combined, 12.

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>967,573 50</u>
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The amount of freight, specifying the quantity in tons of 2000 lbs :

Lumber.....	292,213.15
Anthracite coal.....	500,250.24
Bituminous coal, class No. 1.....	12,446.56
Pig iron, railroad iron, other iron or castings, iron and other ores, lime and limestone, agricultural products, manufactures and merchandise, live stock and other articles, classes 1 to 4.....	<u>162,664.55</u>
Total.....	<u><u>966,574.50</u></u>

*Including West Branch canal.

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

CLASSES OF MERCHANDISE FOR 1872.	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
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
1st Class. —Agricultural implements, butter, dry goods, drugs, eggs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and all other articles not enumerated.	22	23	34	40	46	52	57	62	67	73	79	85	90	95	100	103	106
2d Class. —Bark, ground and roased, bar iron, castings, and other iron, except that in 3d class, crude chemicals, earthen and queensware, groceries, ground flint, guano, hides, marble (manufactured,) provisions, phosphate, rags, seeds, slate, sumac, tobacco, tremulis, window glass.	16	20	24	28	32	33	39	42	45	49	53	57	61	65	69	73	76
3d Class. —Ashes—pot, pearl and soda, bark, (unground,) bones and bone dust, burr blocks, cement, clay cylinders, corn, car wheels and axels, charcoal, copper ore, cotton, flour, fork and shovel handles, fruit and vegetables, fire 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, soap-stones, salt, railroad ties, wheat.	12	15	18	21	24	27	29	31	33	35	37	39	41	43	45	47	49
4th Class. —Ashes—leached, bricks, cinders, clay and fire clay, cordwood, earth, hoop-rolls, lime, iron ore, lime, kelp, manure, plaster, port and rails, (split,) sand stone, wrought and unwrought.	8	9	10	11	12	13	14	15	16	18	20	22	24	26	28	30	32
Gunpowder.	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., but where otherwise specified in special toll sheet the latter governs.	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 boxes, including lath, shingles, shaves, headings, &c., per ft. n. Where otherwise specified in special toll sheet the latter governs.	14	17	21	24	27	30	33	36	39	41	44	47	50	53	56	59	62
Saw-logs, 16 ft. or long, or less, for each log.	4	5	6	7	8	9	10	10	11	11	12	12	13	....	....	....	....
All other logs and timber, round or hewed, singly or 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 MERCHANDISE FOR 1872.	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
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
All rates are per ton of 2,000 pounds, except coal which is per ton of 2,240 pounds.																		
<i>1st Class.</i> —Agricultural implements, butter, dry goods, drugs, eggs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and all other articles not enumerated....	109	112	115	118	121	124	126	128	130	132	134	136	138	140	142	144	146	148
<i>2d Class.</i> —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, phosphate, rags, seeds, slate, sumac, tobacco, trenails, window glass.....	78	80	82	84	86	88	90	92	94	96	98	99	100	101	102	103	104	105
<i>3d Class.</i> —Ashes—not, pearl and soda, bark, (unground,) bones, and bone dust, burr blocks, cement, clay cylinders, corn, ear wheels and axles, charcoal, copper ore, cotton, flour, fork and shovel handles, fruit and vegetables, fire 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, soapstones, salt, railroad ties, wheat.	51	53	55	57	58	60	62	64	66	68	70	72	74	76	78	79	80	81
<i>4th Class.</i> —Ashes—leached, bricks, cinders, clay and fire clay, cord-wood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, stone, wrought and ununwrought.....	34	36	38	40	42	44	46	47	48	49	50	51	52	53	54	55	56	57
Gunpowder.....	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., but where otherwise specified in special toll sheet the latter governs.....	57	60	62	64	66	68	70	72	74	76	77	79	81	83	84	85	85	85
Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton. Where otherwise specified in special toll sheet the latter governs.....	65	68	71	74	78	82	85	88	92	95	98	101	104	107	109	110	111	112
Saw-laws, 16 feet long or less, for each log.....																		
All other logs and timber, round or hewed, singly or 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

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CANAL REPORT.

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THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

800

PENNSYLVANIA

CLASSES OF MERCHANDISE FOR 1872.	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
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
<i>1st Class.</i> —Agricultural implements, butter, dry goods, drugs, eggs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and all other articles not enumerated.	22	23	34	40	46	52	57	62	67	73	79	85	90	95	100	103	106
<i>2d Class.</i> —Bark, ground and roasted, bar iron, castings, and other iron, except that in 3d class. crude chemicals, earthen and queensware, groceries, ground flint, guano, hides, marble (manufactured,) provisions, phosphate, rags, seeds, slate, sumac, tobacco, trenails, window glass.	16	20	24	28	32	33	39	42	45	49	53	57	61	65	69	73	76
<i>3d Class.</i> —Ashes—pot, pearl and soda, bark, (unground,) bones and bone dust, burr blocks, cement, clay cylinders, corn, car wheels and axels, charcoal, copper ore, cotton, flour, fork and shovel handles, fruit and vegetables, fire 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, soapstones, salt, railroad ties, wheat.	12	15	18	21	24	27	29	31	33	35	37	39	41	43	45	47	49
<i>4th Class.</i> —Ashes—leached, bricks, cinders, clay and fire clay, cordwood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, port and rails, (split,) sand stone, wrought and unwrought.	8	9	10	11	12	13	14	15	16	18	20	22	24	26	28	30	32
Gunpowder.	25	32	40	50	63	75	88	100	113	125	135	145	155	165	175	185	195
Mixed coal, per ton of 2,240 lbs., but where otherwise specified in special toll sheet the latter governs.	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, shaves, headings, &c., per ft. n. Where otherwise specified in special toll sheet the latter governs.	14	17	21	24	27	30	33	36	39	41	44	47	50	53	56	59	62
Saw-logs, 16 ft. or long, or less, for each log.	4	5	6	7	8	9	10	10	11	11	12	12	13	....	....	....	....
All other logs and timber, round or hewed, singly or 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.

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RAILROAD REP.

CLASSES OF MERCHANDISE FOR 1872.	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	
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	
1st Class.—Agricultural implements, butter, dry goods, drugs, eggs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and all other articles not enumerated....	109	112	115	118	121	124	126	128	130	132	134	136	138	140	142	144	146	148	
2d Class.—Bark, ground and rosted, bar iron, castings, and other iron, except that in 3d class, crude chemicals, earthen and queensware, groceries, ground flint, guano, hides, marble (manufactured,) provisions, phosphate, rags, seeds, slate, sumac, tobacco, trenails, window glass.	78	80	82	84	86	88	90	92	94	96	98	99	100	101	102	103	104	105	
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 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, soapstones, salt, railroad ties, wheat.	51	53	55	57	58	60	62	64	66	68	70	72	74	76	78	79	80	81	
4th Class.—Ashes—leached, bricks, cinders, clay and fire clay, cord-wood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, stone, wrought and unwrought.....	34	36	38	40	42	44	46	47	48	49	50	51	52	53	54	55	56	57	
Gunpowder.....	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., but where otherwise specified in special toll sheet the latter governs.....	57	60	62	64	66	68	70	72	74	76	77	79	81	83	84	85	85	85	
Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton. Where otherwise specified in special toll sheet the latter governs.....	65	68	71	74	78	82	85	88	92	95	98	101	104	107	109	110	111	112	
Saw-laws, 16 feet long or less, for each log.....																			
All other logs and timber, round or hewed, singly or 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	

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

CLASSES OF MERCHANDISE FOR 1872.	DISTANCES IN MILES.																
All rates are per ton of 20,000 pounds, except coal, which is per ton of 2,240 pounds.	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
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
1st Class.—Agricultural implements, butter, dry goods, drugs, eggs, 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	106
2d Class.—Bark, ground and roasted, bar iron, castings, and other iron, except that in 3d class, crude chemicals, earthen and queensware, groceries, ground flint, guano, hides, marble (manufactured,) provisions, phosphate, rags, seeds, slate, sumac, tobacco, trencils, window glass.	16	20	24	28	32	36	39	42	45	49	53	57	61	65	69	73	76
3d Class.—Ashes—pot, pearl and soda, bark, (unground,) bones and bone dust, burr blocks, cement, clay cylinders, corn, car wheels and axels, charcoal, copper ore, cotton, flour, fork and shovel handles, fruit and vegetables, fire 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, soapstones, salt, railroad ties, wheat.	12	15	18	21	24	27	29	31	33	35	37	39	41	43	45	47	49
4th Class.—Ashes—leached, bricks, cinders, clay and fire clay, cordwood, earth, hoop poles, lime, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand stone, wrought and unwrought.	8	9	10	11	12	13	14	15	16	18	20	22	24	26	28	30	32
Gunpowder.	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., but where otherwise specified in special toll sheet the latter governs.	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 bows, including lath, shingles, shaves, headings, &c., per t. n. Where otherwise specified in special toll sheet the latter governs.	14	17	21	24	27	30	33	36	39	41	44	47	50	53	56	59	62
Saw-logs, 16 ft or less, for each log.	4	5	6	7	8	9	10	10	11	11	12	12	13	....	....	....	....
All other logs and timber, round or hewed, singly or 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.

1
RAILROAD
R.R.

CLASSES OF MERCHANDISE FOR 1872.	DISTANCES IN MILES.																	
All rates are per ton of 2,000 pounds, except coal which is per ton of 2,240 pounds.	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
1st Class.—Agricultural implements, butter, dry goods, drugs, eggs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and all other articles not enumerated....	109	112	115	118	121	124	126	128	130	132	134	136	138	140	142	144	146	148
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, phosphate, rags, seeds, slate, sumac, tobacco, trenails, window glass.	78	80	82	84	86	88	90	92	94	96	98	99	100	101	102	103	104	105
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 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, soapstones, salt, railroad ties, wheat.	51	53	55	57	58	60	62	64	66	68	70	72	74	76	78	79	80	81
4th Class.—Ashes—leached, bricks, cinders, clay and fire clay, cord-wood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, stone, wrought and unwrought.	34	36	38	40	42	44	46	47	48	49	50	51	52	53	54	55	56	57
Gunpowder.	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., but where otherwise specified in special toll sheet the latter governs.	57	60	62	64	66	68	70	72	74	76	77	79	81	83	84	85	85	85
Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton. Where otherwise specified in special toll sheet the latter governs.	65	68	71	74	78	82	85	88	92	95	98	101	104	107	109	110	111	112
Saw-laws, 16 feet long or less, for each log.																		
All other logs and timber, round or hewed, singly or 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

RAILROAD REP.

CANAL REPORT.

*EXPENSES.

Maintaining the canal or real estate of the corporation :

Acqueducts	\$43,805 12	
Boats and flats	10,108 48	
Bridges.....	30,534 80	
Canal bed and banks.....	252,033 69	
Clerks.....	4,491 66	
Culverts.....	6,259 01	
Dams	10,442 26	
Ferries	393 60	
Horses and horse keep.....	3,401 04	
Houses and repair shops	7,366 48	
Incidentals	5,582 14	
Locks	177,395 41	
Office expenses, rents, furniture....	662 94	
Slope and vertical walls.....	8,402 40	
Stationery and printing.....	995 61	
Steamboats and dredge boats.....	8,535 62	
Superintendence and engineering..	16,950 74	
Real estate	7,813 73	
Tools and tool repairs.....	19,591 58	
Waste weirs and sluices.....	7,395 00	
Watchmen	4,899 44	
Wharfing	864 90	
		<hr/>
		\$627,925 65

*

Operating the canal :

Collectors and weighmasters.....	\$6,623 14
Clerks.....	4,786 64
Drawbacks and overcharges	14,206 12
Ferries, (labor at,)	2,263 89
Incidentals.....	3,672 23
Tonnage and revenue tax.....	11,015 41
Lock-keepers.....	17,221 68
Office expenses, rents and furniture,	389 92

*Including West Branch canal.

Stationery and printing	\$1,227 50	
Superintendence.....	7,265 98	
		68,672 51
Grand totals		<u>\$696,598 16</u>

*RECEIPTS.

From tolls on coal, lumber, iron, miscellaneous freight, lockages and boat toll: Aggregate tolls amount kept in gross, subject to drawbacks not yet calculated	\$527,983 64
Other sources: rents, work done for other companies, old materials, &c	28,180 20
Total.....	<u>556,163 84</u>

*Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the canal	\$685,582 75
State taxes.....	11,015 41
Total.....	<u>696,598 16</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
I. J. Wistar.....	Philadelphia.
J. Edgar Thomson.....	Philadelphia.
Thos. A. Scott.....	Philadelphia.
H. J. Lombaert.....	Philadelphia.
G. B. Roberts	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Jos. H. Dulles.....	Philadelphia.
Wm. Anspach.....	Philadelphia.
Wistar Morris	Philadelphia.
Washington Butcher.....	Philadelphia.
Jos. B. Myers.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Charles Parrish.....	Wilkesbarre.
Isaac J. Wistar, President.....	Philadelphia.
Alfred Mordecai, Secretary and Treasurer	Philadelphia.
Thos. T. Wierman, Chief Engineer.....	Harrisburg.

*Including West Branch canal.

(No. 176.)

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, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) F. FRALEY, *President.*

CHARLES W. BACON, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

<i>First.</i> Capital stock as authorized by law is.....	Unlimited.
<i>Second.</i> The amount of stock subscribed for and issued is:	
Common stock.....	\$1,510,548 00
Preferred stock.....	2,875,251 00
Total amount of capital stock paid in..	<u>4,385,798 00</u>
<i>Third.</i> Total amount of funded debt:	
6 per cent. mortgage bonds, 1897	\$1,748,956 87
6 per cent. mortgage bonds, 1907	3,990,392 66
6 per cent. common loan, 1876	55,733 00
6 per cent. coupon mortgage bonds, 1895 .	1,126,000 00
6 per cent. boat and car loan, 1913	756,650 00
7 per cent. boat and car loan, 1916	628,100 00
6 per cent. improvement bonds, 1880	270,500 00
Total funded debt.....	<u>8,576,332 53</u>

Fourth. Floating debt :

Temporary loans.....	\$51,694 47
Interest due on loans.....	169,497 84
Dividends unpaid.....	5,758 55
Debts due to sundry persons.....	40,247 00
	<hr/>
Total amount of floating debt.....	267,197 86
	<hr/>

Fifth. Total amount of funded and floating debt, \$8,843,530 39
Average rate of interest on the funded debt,
a fraction over. 6 per cent.

Sixth. The dividends for the year 1872, were 1
per cent. on the common stock, and 2
per cent. on the preferred stock, and all
the dividends were in cash. Dividends
declared in January and July.

Seventh. The number of shares of stock issued is :

Of common stock	30,210
Of preferred stock.....	57,505
The par value of each share is.....	\$50 00

The average market value of each share
during the year 1872, was \$7 25 for
the common, and \$14 50 for the pre-
ferred stock.

The amount paid on each share is..... \$50 00

The amount on which dividends were
declared was respectively in January,
1872, on 56,162 shares of preferred
stock, and on 32,896 shares of common
stock; and in July, 1872, on 56,855
shares of preferred stock, and on
31,510 shares of common stock, the
difference being caused by the con-
version of 1,386 shares of common
stock into 693 shares of preferred
stock; and since the July dividends,
1,300 shares of common stock have
been converted into 650 shares of pre-

ferred stock; in all such cases two shares of common stock being given in exchange for one share of preferred stock.

Eighth. All the works and estate of the company were leased to the Philadelphia and Reading railroad company on the 12th day of July, 1870, for the term of 999 years, and we respectfully refer to the report to be made by them for the description of the works as they now stand, and for the details of business, revenue, cost of repairs, &c., &c.

INCOME AND EXPENSES FOR 1872.

<i>Ninth.</i> Rent payable by Philadelphia and Reading railroad company.....	\$642,176 14
Rent of part of office of the company, and arrears of rent.....	573 69
Debt due on coal tonnage of 1870	5,149 57
Interest and dividends	1,452 16
	<hr/>
	649,351 56
	<hr/> <hr/>

Cost of canal and fixtures	\$10,587,125 74
Cost of real estate, other than canal and works ..	271,466 92
Cost of boats, cars and mules for transportation.	2,285,573 23
	<hr/> <hr/>

EXPENSES.

Interest on loans and taxes thereon.....	\$533,824 53
Dividends on preferred and common stocks.....	72,610 00
Salaries and current expenses.....	11,552 43
State tax on dividends	3,630 50
	<hr/>
Total.....	621,617 46
	<hr/> <hr/>

The amount of the contingent and sinking fund, which is held by the Philadelphia and Reading railroad company, under the lease, is.....	\$36,394 08
The undivided profits of the company, Dec. 31, 1872, were.....	<u>54,768 38</u>

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Joseph B. Townsend.....	Philadelphia, Pa.
Charles Baber.....	Pottsville, Pa.
George Brooke.....	Birdsboro', Pa.
John N. Hutchinson.....	Easton, Pa.
Charles W. Wharton.....	Philadelphia, Pa.
Camilla D'Invilliers.....	Philadelphia, Pa.
Frederick Fraley, President.....	Philadelphia, Pa.
Charles W. Bacon, Treasurer.....	Philadelphia, Pa.
Richard Wilkins, Secretary.....	Philadelphia, Pa.
William M. Tilghman, Solicitor.....	Philadelphia, Pa.

(No. 177.)

SCHUYLKILL NAVIGATION.

[*Philadelphia and Reading railroad company, lessees.*]

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Frarcklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, lessees of the Schuylkill canal, and in due form of law made oath and affirmation, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before me, }
 this 17th day of February, 1873: }

B. F. HORAN, *Notary Public.*

CHARACTERISTICS OF CANAL.

Length of main line of canal, from mouth of Mill creek to Wire bridge, Philadelphia.....	108 $\frac{23}{100}$ miles.
Length of main line of canal in Pennsylvania...	108 $\frac{23}{100}$ "
Number of branch canals, with the length of each, viz: One, 1 mile long.	
Width of canal at top water line.....	60 to 300 ft.
Width of canal on bottom: Variable; minimum on curves, 45 feet; straight lines, 40 feet.	
Depth of water, minimum.....	6 feet.
Length and breadth of locks: Lift locks, 110 feet by 18 in the chamber; guard locks, 112 by 24 feet.	
Number of basins	19
Number of lock houses, 60; other houses, 7; total,	67
Number of locks: Lift, 47; stop, 18; guard, 7; guard with lift, 17; weigh, none; total.....	89

CANAL REPORT.

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Number of waste-weirs and high water over-flows,	47
Number of lineal feet of weirs and high water over-flows, about.....	3,300
Number of bridges: 1 railroad, 47 road, 35 farm, 3 foot, 6 towing path across 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 / ₁₀₀
Number of boats owned by the company, about..	700
Number of boats owned and run by private parties,	Not known.
Average tonnage of boats.....	175
Navigation opened.....	March 25.
Navigation closed.....	December 10.
Feet of lockage on main line of canal, (to mid tide at Philadelphia,).....	618 ⁵³ / ₁₀₀
Are the locks of wood, cut stone or composite? Cut stone and composite.	
Give the number of each kind: 17 cut stone; 2 cement, uncut; 58 composite.	

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.....	1,200,181
---	-----------

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

Lumber	20,402	Lime and limestone.....	67,893
Anthracite coal.....	933,773	Agricultural products.....	7,874
Bituminous coal.....	67	Manufactures and merchan-	
Pig iron.....	13,144	dise.....	9,004
Railroad iron.....	140	Other articles.....	4,869
Other iron or castings.....	9,195		
Iron and other ores.....	123,820	Total.....	1,200,181

EXPENSES.

	Mainten'ce of canal.	Canal im- provement.	Total.
<i>Maintaining the canal or real estate of the corporation:</i>			
Aqueducts	\$3,346 41		
Boats, flats and unfinished barges.....	7,624 81		
Bridges.....	13,880 83		
Canal bed and banks.....	37,764 19		
Culverts and trunks.....	173 60		
Dams, slackwater and improvement of channels, Horses and horse keep: Included in bed and banks.	21,481 31	\$14,554 67	
Houses and repair shops: Included in other ac- counts.	.		
Incidentals	6,564 35		
Locks, including stop-gates.....	30,802 23		
Office expenses: In incidentals.			
Repairs of buildings, (lock houses and sheds,)...	4,548 56		
Slope and vertical walls.....		1,608 20	
Stationery and printing: In incidentals.			
Dredge boats and dredging.....	16,742 11		
Superintendence and engineering.....	10,012 27		
Landings	8,672 93	176 91	
Tools and tool repairs, and work on tool house...	4,756 31		
Waste weirs and sluices.....	648 25		
Reservoirs.....	776 63		
Wharfing		1,111 59	
Totals	167,793 84	17,345 37	\$185,139 21
<i>Operating the canal:</i>			
Current expenses, salaries of collectors, lock ten- ders, clerks, &c.....	\$53,977 70		
Labor at landings.....	51,529 34		
State taxes.....	9,190 72		
Total	114,697 76		

RECEIPTS.

From tolls on coal.....	\$503,004 56
From tolls on lumber, iron and other merchandise,	105,454 20
Water rents.....	53,081 65
Total.....	661,540 41

Summary of expenses:

Maintaining the canal or real estate of the corpo- ration, and operating the canal	\$185,139 21
Current expenses.....	53,977 70
Shipping expenses.....	51,529 34
State taxes.....	9,190 72
Total.....	299,836 97

CLASSIFICATION.

Articles of first class :

Acids, bar iron, boiler iron, blooms, bark, (ground,) barrels, (empty,) brimstone, cast-iron pipe, castings, (light,) cement, charcoal, chemicals, copper ore, fertilizers, feed, fish, flour, flues, fruit, glass, grain, (all kinds,) groceries, gunpowder, guano, hemp and jute, iron axles, liquors, lumber, malt liquors, merchandise, molasses, nails and spikes, oils and paints, phosphate of lime, puddled bars and slabs, provisions, rags, railroad iron, railroad sills, salt, staves and headings, sugar. (And all articles not enumerated in classes second, third or fourth.)

Articles of second class :

Bituminous coal, brick, (pressed,) coke, fire-brick, gypsum, hay and straw, heavy castings, (in rough,) ice, marble, (rough,) plaster, pig iron, scrap iron, slate, soapstone, terra cotta pipe.

Articles of third class :

Ashes, bark, (in rough,) brickbats, brick, (common,) building stone, cinders, clay, cord-wood, flag and curb stone, gravel, iron ore, (descending,) kaolin, lime, limestone, manure, marl, post and rails, sand.

Articles of fourth class :

Iron ore, (ascending the canal.)

(Articles not in class second, third or fourth, will be subject to rates given for first class.)

TABLE OF ESTIMATED WEIGHTS.

Apples, per barrel, 200 lbs. ; Ashes, per barrel, 450 lbs. ; Bark, per cord, 2,240 lbs.			
Bacon, per hhd.....	1,000 lbs. ;	Barrels, (empty,) all kinds, each,	40 lbs.
Beans, per bbl.....	200 "	Beef, (salt,) per bbl.....	330 "
Brick, (common,) per 1,000.....	5,000 "	Brick, (fire,) per 1,000.....	7,000 "
Brick, (pressed,) per 1,000.....	6,000 "	Buckwheat, per bushel.....	50 "
Cake meal, per bushel.....	40 "	Cement, per bbl.....	320 "
Cedar rails, each.....	25 "	Charcoal, per bushel.....	25 "
Coal oil, per bbl.....	350 "	Coke, per bushel.....	40 "
Eggs, per bbl.....	200 "	Fish, per barrel.....	300 "
Flour, per bbl.....	216 "		
Grain : Corn, per bushel.....	56 "	Oats, per bushel.....	32 "
" Barley, per bushel.....	48 "	Rye, per bushel.....	53 "
" Wheat, per bushel.....	60 "		
Hides, (green,) each.....	85 "	Ice, per bushel.....	80 "
Hoop poles, per 1,000.....	5,600 "	Lime, per bushel.....	80 "

Liquor, in bbls	380 lbs.	Lumber, (dry,) per 1,000 feet....	2,500 lbs.
Lumber, green, (pine and hemlock,) per 1,000 feet.....			3,700 "
" (Carolina pine,) per 1,000 feet.....			4,500 "
" oak and hard woods, per 1,000 feet.....			5,000 "
Lath, per 5,000.....	2,500 lbs.;	Malt, per bushel.....	38 "
Nails and spikes, per keg.....	105 "	Oil, per barrel.....	350 "
Pickets, per 1,000	2,500 "	Potatoes, per bushel.....	56 "
Railroad spikes, per keg.....	150 "	Salt, (coarse,) per sack.....	210 "
Salt, (fine,) per sack	240 "	Sand and gravel, per cubic foot..	100 "
Seeds, (flax,) per bushel.....	50 "	Other seeds, per bushel.....	60 "
Shipstuff and mill feed.....	35 "	Shingles, per 1,000	2,500 "
Staves and headings, for barrels, per 1,000			3,700 "
Staves and headings, for hogheads, per 1,000			5,600 "
Stone, (building,) rough, per perch			2,750 "
Stone, (dimension,) per perch.....			4,000 "
Sand, per bushel			80 "
Tar, rosin, pitch and turpentine, per barrel.....			340 "
Wood, (pine,) per cord.....			3,000 "
Wood, (poplar,) per cord.....			3,300 "
Wood, (hickory,) per cord.....			4,500 "
Wood, (oak and other,) per cord.....			3,700 "

SCHEDULE A.—RATES OF TOLL.

Between Fairmount and	1st Class.	2d Class.	3d Class.	4th Class.
Spring Mill.....	25	25	25	20
Conshohocken.....	27	27	27	20
Swede Furnace.....	28	28	28	20
Plymouth.....	29	29	29	20
Norristown.....	31	31	31	20
Port Kennedy.....	35	35	35	20
Valley Forge.....	37	37	37	20
Pauling's Dam.....	38	38	38	20
Brower's.....	39	39	39	20
Port Providence.....	40	40	40	20
Phoenixville.....	43	43	43	20
Black Rock.....	45	45	45	20
Royer's Ford.....	50	50	50	24
Yankee Dam.....	50	50	50	28
Lawrenceville.....	53	53	50	28
Frick's Locks.....	55	55	50	28
Pottstown.....	58	58	50	28
Unionville.....	62	62	50	30
Monocacy.....	62	62	50	30
Fort Union.....	63	63	50	30
Birdsboro.....	67	67	50	32
Reading.....	75	75	50	33
Felix's Dam.....	85	76	50	42
Peacock's Locks.....	88	75	50	42
Maiden Creek.....	90	75	50	42
Leesport.....	92	75	50	42
Mohrsville.....	94	75	50	42
Shoemakersville.....	96	75	50	42
Hamburg.....	1 00	75	50	44
Port Clinton.....	1 00	75	50	46
Auburn.....	1 00	75	50	46
Orwigsburg.....	1 00	75	50	46
Schuylkill Haven.....	1 00	75	50	48
*Port Carbon and Pottsville.....	1 00	75	50	50

*Boats drawing over three feet of water will not pass above Schuylkill Haven.

GENERAL RULES.

The rates of toll between Fairmount and certain other places are designated in the annexed Schedule A. In all other cases tolls will be charged as follows :

All articles carried ten miles and under shall pay 25 cents per ton, except where this amount shall exceed $6\frac{1}{2}$ cents per ton on the ascertained tonnage of the vessel for any lock passed below Reading, or 4 cents per ton above Reading. In such cases these last mentioned rates, and the State tonnage tax on the cargo, will be charged. For any distance beyond ten miles, 1 cent per ton per mile additional will be charged, until the highest rate is reached, as follows : On articles of the first class, not more than \$1 per ton for any distance ; on articles of the second class, not more than 75 cents per ton for any distance ; on articles of the third class, not more than 50 cents per ton for any distance.

TOLL ON BOATS.

The toll authorized by the charter of the company is $6\frac{1}{2}$ cents per ton for every lock passed below Reading, and 4 cents per ton for every lock passed above Reading, on the ascertained tonnage of the vessel ; and these rates will be charged against every boat ; but conditional permits will be issued to boats which may be navigated in strict conformity to law, and to the regulations of the company at the following rates :

Boats carrying cargo which has paid \$25 or more for tolls, free.

Boats unladen, or with cargo which has paid less than \$25 for tolls :

For ten miles or under.....	\$2 00
Between ten and thirty miles.....	4 00
Between thirty and fifty miles.....	5 00
For any distance beyond fifty miles.....	7 00

Any violation of the laws or regulations for using the canal, and for the protection of the works of the company, will render the boat liable to an additional toll not exceeding the charter rate, and to detention of boat and cargo until such toll is paid.

Boats 17 feet 6 inches wide, and 100 feet long, or thereabouts, ascending the canal, will not be permitted to pass the locks with a draught of water exceeding four feet. Ascending boats not ex-

ceeding 15 feet 6 inches wide by 92 feet long will be permitted to pass the locks with a draught not exceeding 5 feet. In passing the locks, boats shall have precedence of rafts. Rafts not complying with this regulation will be charged the full charter rates.

Masters of boats will be required to present bills of lading or manifests of their cargoes in duplicate to the collector or lock-tender at the time of applying for a permit. One copy of the bill of lading will be retained by the agent of the company, and the other by the captain of the vessel; which latter bill of lading shall at any other time be subject to inspection by the agents of the company during the passage of the boat to its place of destination. Failure on the part of masters of boats to make correct returns of their cargoes will subject the lading to full rates, as authorized by law.

By an act of Assembly, passed April 17, 1846, it is provided, that if any person engaged in transporting coal, iron, lumber, or other articles of merchandise, or any property whatsoever, on any river, canal or railroad, shall sell, pledge, or dispose of the same, or any part thereof, without the consent of the owner thereof, he shall, on conviction, be deemed guilty of a misdemeanor, and be punished by a fine of not less than fifty nor exceeding five hundred dollars, and also by an imprisonment in the jail of the proper county for not less than twenty days, nor more than one year, at the discretion of the court. And any person who shall knowingly purchase any such property from any transporter thereof, without the consent of the owner, shall be liable to pay such owner double the value of the property so purchased.

OFFICE PHIL'A AND READING RAILROAD Co., }
PHILADELPHIA, *August 30, 1872.* }

The charge for the use of cars and barges, and for toll on anthracite coal carried on the Schuylkill canal, on and after September 2, 1872, will be as follows, and so continue until further notice:

	Schuylkill Haven.	Port Clinton.
To Philadelphia	\$1 05	\$0 98
To Manayunk	1 00	94
To Spring Mill	90	84
To Conshohocken	90	84
To Plymouth Dam	90	84
To Bridgeport	85	79
To Norristown	85	79
To Port Kennedy	80	74
To Valley Forge	80	74
To Pawling's Dam	80	74
To Port Providence	80	74
To Phoenixville	77	71
To Royer's Ford	74	68
To Lawrenceville	74	68
To Pottstown Landing	71	65
To Port Union	69	63
To Monocacy	68	62
To Birdesboro'	64	57
To Reading	57	51
To Althouse's	54	48
To Mohrsville	52	46
To Hamburg	52	46
To Orwigsburg Landing	52	46

The charge will be per ton of 2,240 pounds. No charge less than forty cents per ton will be made for any distance.

By order of the managers,

FRANKLIN B. GOWEN, *President.*

(No. 178.)

SUSQUEHANNA.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County,

Personally appeared B. Andrews Knight, president, of the Susquehanna canal company, and in due form of law affirmed that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of his knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*

Affirmed, and subscribed before me, this }
 17th day of February, 1873. }

GEO. C. SHELMEKDINE, *Notary Public.*

STATE OF MARYLAND, } ss:
Baltimore,

Personally appeared, before the subscriber a commissioner of deeds for the State of Pennsylvania, 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 his knowledge and belief.

ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of February, 1873. }

W. W. LATIMER,
A Commissioner for Pennsylvania, in Baltimore, Md.

STOCK AND DEBT.

Capital stock as authorized by law, with power to increase	\$1,500,000 00
Amount of stock subscribed and paid in	2,002,706 00

Amount of funded debt :

6 per cent. mortgage bonds, (maturing 1894,) Susq. canal, \$227,500 00	
Tidewater canal ... 97,810 58	
	<u>\$325,310 58</u>
6 per cent. mortgage bonds, (maturing 1885,) Susq. canal, 700,000 00	
Tidewater canal ... 300,000 00	
	<u>1,000,000 00</u>
6 per cent. mortgage bonds, (maturing 1878,).....	1,318,000 00
7 per cent. mortgage bonds, (maturing 1902,).....	250,000 00
Less amount not yet issued	136,000 00
	<u>114,000 00</u>
	<u>\$2,757,310 58</u>
Amount of floating debt, including old Tidewater canal indebtedness, which is convertible into bonds,.....	165,810 60
Total amount now of floating and funded debt ..	<u><u>2,923,121 18</u></u>
Dividends in cash or stock.....	None.
Number of shares of stock issued	40,017
Par, and full paid, value of stock.....	\$50 00
Average market value during the year.....	<u><u>8 00</u></u>
Total cost of canal and fixtures, as charged there- fore on the books of the company: Susquehan- na canal, (proportion,).....	\$3,238,069 87
Tidewater canal, (proportion,).....	1,619,034 93
	<u><u>4,857,104 80</u></u>

The canal, property and fixtures of all kinds of the company, were leased on the 1st of January, 1872, to the Philadelphia and Reading railroad company, for the term of 999 years, and the only income of the company now consists of the rent, payable by the Philadelphia and Reading railroad company.

The detailed return of the present size and description of the works and of the tonnage and business of the year will be made by the Philadelphia and Reading railroad company.

RECEIPTS FOR 1872.

Rent account for six months	\$91,489 32
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EXPENSES FOR 1872.

Interest on bonded and other debt.....	\$168,855 29
Drawbacks on trade of 1871.....	2,154 52
State taxes	1,473 93
Current expenses, salaries, &c.....	11,553 02
Other payments.....	1,111 88
	<u>185,148 64</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George W. Dobbin	Baltimore, Md.
Thomas Wilson.	Baltimore, Md.
Enoch Pratt.....	Baltimore, Md.
R. K. Hawley.....	Baltimore, Md.
Ira C. Canfield.....	Baltimore, Md.
Jacob Tome.....	Port Deposit, Md.
Wm. P. Jenks.....	Philadelphia.
Saml. C. Ford	Philadelphia.
C. D'Invilliers.....	Philadelphia.
A. J. Antelo.....	Philadelphia.
H. C. Townsend.....	Philadelphia.
Thos. H. Trotter.....	Philadelphia.
B. Andrews Knight, President.....	Philadelphia.
Robert D. Brown, Treasurer	Baltimore.

(No. 179.)

SUSQUEHANNA.

[*Philadelphia and Reading railroad company, lessees.*]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, lessees of the Susquehanna canal, and in due form of law made oath and affirmation, that the statements in the within report, for the financial year ending November 30, 1872, are true to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*S. BRADFORD, *Treasurer.*

Sworn or affirmed and subscribed before }
 me, this 20th day of February, 1873. }

B. F. HORAN, *N. P.*

CHARACTERISTICS OF CANAL.

Length of main line of canal from Columbia, Pa., to Havre de Grace, Md.	45 miles.
Length of main line of canal in Pennsylvania...	30 miles.
Number of branch canals, with the length of each, viz	None.
Width of canal at top water line.....	50 feet.
Width of canal on bottom	30 feet.
Depth of water, (except where the enlargement has been made for six feet,).....	5 feet.
Length and breadth of locks: 170 feet long, 17 feet wide.	.
Number of basins.....	2
Number of lock houses, 26; other houses, 2; to- tal	28
Number of locks: Lift, 29; stop, 10; guard, 3; weigh, 1; total.....	43

Number of waste-ways.....	17
Number of over-flows.....	12
Number of lineal feet of over-flows.....	1,240
Number of bridges.....	13
Number of culverts.....	1
Number of dams.....	1
Number of aqueducts.....	6
Number of lineal feet of aqueduct superstructure,	435
Number of miles of slack-water	2
Number of boats owned by the company : steam boats, 2 ; canal boats, 6.	
Number of boats owned and run by private parties	Not known.
Average tonnage of boats.....	100
Navigation opened.....	April 6.
Navigation closed.....	December, 10.
Feet of lockage on main line of canal.....	233
Value of real estate held by the company, exclu- sive of canals : In Pennsylvania and Maryland,	\$45,000 00
Are the locks of wood, cut stone or composite? Wood, cut stone and composite.	
Give the number of each kind : 3, wood ; 2, cut stone ; 27, composite.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal.....	426,303
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The amount of freight, specifying the quantity in tons of 2,000 lbs.

Lumber.....	137,254	Lime and limestone	18,678
Anthracite coal.....	225,961	Agricultural products.....	5,406
Bituminous coal.....	237	Manufactures and merchandise....	3,461
Pig iron.....	689	Other articles.....	32,093
Other iron or castings.....	153		
Iron and other ores.....	1,432	Total.	426,393

Maintaining the canal or real estate of the corporation :

Acqueducts	\$1,045 98
Boats and flats	365 19
Bridges.....	1,862 78

CANAL REPORT.

821

Canal bed and banks.....	\$19,025 51
Clerks : None, (accounts kept in office of Schuyl-kill canal.)	
Dams.....	410 08
Incidentals.....	466 29
Locks, (including stop gates,).....	6,984 05
Repairs of buildings, lock houses, &c.....	52 20
Superintendence.....	1,850 87
Waste weirs and sluices.....	950 30
Totals.....	<u>32,363 86</u>

Operating the canal :

Collectors and weighmasters.....	2,363 86
Steam towing at Columbia.....	4,818 45
Incidentals.....	28 05
Lock-keepers.....	6,598 72
Office expenses, furniture, &c.....	95 09
State taxes.....	1,053 44
Total.....	<u>14,957 61</u>

RECEIPTS.

From tolls on coal.....	\$41,936 03
Lumber, iron and other merchandise.....	57,215 17
Total.....	<u>99,151 20</u>

Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the canal	\$37,799 75
Current expenses.....	9,057 67
State taxes	1,053 44
Total.....	<u>47,910 86</u>

Rates of toll from Colum'ia to Havre de Grace, on and after April 6, 1872, until otherwise ordered.

Through rates on the following articles.	Rates for short distances on the same.				
	9 miles and less per ton.....	9 miles and less than 18 miles per ton.....	18 miles and less than 27 miles per ton.....	27 miles and less than 36 miles per ton.....	36 miles and over, full rates per ton.....
<i>First class—67 cents per ton of 2,000 pounds.</i>					
Agricultural implements, dry goods, drugs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and all articles not enumerated....	25 c.	37 c.	47 c.	57 c.	67 c.
<i>Second class—45 cents per ton of 2,000 pounds.</i>					
Bar iron, castings and all other iron except in class third, bark, ground and roased, crude chemicals, earthen and queen's ware, guano, feldspar, groceries, ground flint, hides, kaolin, marble, manufactured, provisions, phosphates, rags, seeds, slate, sumac, tobacco, trenails, wheat, window glass.....	15 c.	25 c.	33 c.	40 c.	45 c.
<i>Third class—33 cents per ton of 2,000 pounds.</i>					
Ashes, pot, pearl and soda, bark, unground, bones and bone dust, burr blocks, cement, clay cylinders, corn, charcoal, copper ore, cotton, fire-clay and fire-brick, flintstone, fish, fork and shovel handles, fruit and vegetables, flour, grindstones, horns, hay and straw, iron, pig, bloom, anconies, scrap and railroad, millstones, mill-feed, meal, nails and spikes, oats, rye, stone, wrought, salt, soapstone, tar, pitch and rosin.....	12 c.	18 c.	24 c.	30 c.	33 c.
<i>Fourth class—23 cents per ton of 2,000 pounds.</i>					
Ashes, leached, bricks, clay, cinders, earth, hoop poles, iron ore, kelp, limestone, manure, plaster, sand, stone, unwrought.....	8 c.	14 c.	17 c.	20 c.	23 c.
<i>Other articles.</i>					
Anthracite coal, per ton of 2,240 pounds.....	34 c.	6 c.	13 c.	20 c.	27 c.
Bituminous coal, per ton of 2,000 pounds.....	34 c.	4 c.	14 c.	21 c.	28 c.
Ice, per ton of 2,000 pounds.....	36 c.	15 c.	20 c.	25 c.	30 c.
Lime, per ton of 2,000 pounds.....	30 c.	12 c.	18 c.	22 c.	26 c.
Lumber and timber of all kinds, in boats, per ton of 2,000 pounds.....	39 c.	10 c.	18 c.	24 c.	30 c.
Lumber, sawed, in rafts, per 1,000 feet.....	95 c.	25 c.	45 c.	65 c.	85 c.
Timber, square and round, in rafts, per 100 cubic feet.....	80 c.	20 c.	35 c.	60 c.	80 c.
Powder, in metallic packages, per ton of 2,000 pounds.....	80 c.	40 c.	50 c.	60 c.	70 c.
In other packages, double the rates.					
Cord wood, per cord.....	60 c.	15 c.	30 c.	40 c.	50 c.
Poplar wood, per cord.....	60 c.	25 c.	34 c.	44 c.	50 c.
Posts, each.....	2 c.	1-5th	2-5ths	3-5ths	4-5ths
Rails, each.....	1½ c.	1-5th	2-5ths	3-5ths	4-5ths
Railroad ties, each.....	3 c.	1-5th	2-5ths	3-5ths	4-5ths

WEIGHT OF ARTICLES.

In the collection of the tolls, all articles are to be charged at their exact weight, but when not weighed, the annexed articles are to be computed as follows:

	LBS.		LBS.
Ashes, pot and pearl, per barrel...	320	Liquors of all kinds, per barrel...	300
Beef, salted, per barrel	300	Oil of all kinds, per barrel	300
Bricks, per thousand	4,500	Oats, per bushel	32
Barley, per bushel	49	Oysters, per bushel	75
Buckwheat, per bushel	47	Pork, salted, per barrel	300
Corn, per bushel	56	Rosin, per barrel	300
Flour, per barrel	216	Rye, per bushel	56
Fish, salted, per barrel	300	Salt, per barrel	300
Headings for barrels, per thousand	4,500	Salt, per sack	210
Headings for Hogsheads, per thousand	5,600	Seed, clover and all other kinds, per bushel	60
Herrings, per barrel	260	Staves, for pipes, per thousand....	5,600
Laths, per thousand	833	Staves, for hogsheads, per thousand	4,500
Hoop poles, for barrels, per thousand	5,600	Staves, for barrels, per thousand...	3,750
Hoop poles, for hogsheads, per thousand	11,200	Stone, unwrought, per perch of 25 cubic feet	3,750
Lime, per bushel	90	Tar, per barrel of 28 gallons	300
Limestone, per perch of 25 cubic ft.,	3,000	Wheat, per bushel	60

On all merchandise passing to or from Columbia through the outlet-lock at Bell's Ferry, and loaded in, or to be discharged at, Port Deposit, the tolls will be one-twelfth less than tolls charged on articles of the same class from Columbia to Havre de Grace.

Boat toll either way, single lockage	\$1 15
Boat toll either way, double lockage	2 25

A charge of twenty-five cents per day will be made on each raft remaining in the canal basin at Havre de Grace more than twenty-four hours after arrival.

On new boats passing through to tidewater, to run on other canals, when unloaded, or only partly loaded, a charge of ten dollars on each of said boats will be made.

Towage, \$1 50 per boat between Columbia and Wrightsville.

NOTE.—From Columbia to Havre de Grace, length of canal 45 miles, lockage 233 feet. 29 locks on the line of canal, constructed with double chambers, 17 feet in width by 170 feet in length.

Connection at Havre de Grace with daily tow boats to Philadelphia and Baltimore.

FRANKLIN B. GOWEN, *President.*

(No. 180.)

UNION.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss:

Personally appeared John N. Hutchinson, president, and James M. Gossler, secretary, of the Union Canal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) J. N. HUTCHINSON, *President.*

JAMES M. GOSSLER, *Secretary.*

Sworn and subscribed before me, this }
 8th day of February, 1873. }

ANDREW LIGHT, *J. P.*

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,).	300,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
The amount of floating debt, say...:	35,000 00
Total amount now of floating and funded debt..	3,035,000 00
Average rate per cent. per annum of interest on funded debt: 1st mortgage.....	6
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	58,157
Par value of each share.....	\$50 00
Cost of canal and fixtures.....	<u>\$5,907,850 00</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Middletown to Reading	77 $\frac{44}{100}$ miles.
Number of branch canals, with the length of each, viz: One	7 miles.
Canals leased by the company	None.
Width of canal at top water line	43 feet.
Width of canal on bottom	28 "
Depth of water	4 $\frac{1}{2}$ "
Length and breadth of locks, 17 by 90 in chamber; whole length	132 "
Number of basins	8
Number of houses	92
Number of locks: Lift, 88; guard, 3; weigh, 2; total	93
Number of waste-ways	64
Tunnels	1
Number of bridges	83
Number of culverts	20
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: Whole number passing over canal	199
Average tonnage of boats: 80 to 100 tons.	
Navigation opened	April 11, 1872.
Navigation closed	Dec. 7, 1872.
Feet of lockage on main line of canal	501
Value of real estate held by the company, exclusive of canal	Say \$25,000 00
Are the locks of wood, cut stone or composite? ..	Cut stone.
Give the number of each kind	All cut stone.

DOINGS OF THE YEAR IN TRANSPORTATION.

Number tons of 2,000 lbs. of through freight for the year on main canal.....	17,245
Gross amount of tonnage for the year, including branch canal.....	<u>124,961</u>

The amount of freight, specifying the quantity in tons of 2,000 lbs.

Lumber.....	23,178	Lime and limestone.....	25,850
Anthracite coal.....	27,544	Agricultural products.....	487
Bituminous coal.....	821	Manufactures and merchandize...	169
Timber.....	15,771	Other articles.....	3,557
Pig iron.....	2,688		
Other iron or castings.....	239	Total	<u>124,961</u>
Iron and other ores.....	24,677		

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

For lumber, 1,000 feet board measure, local and through, average.....	4 mills per mile.
Shingles, per 1,000, local.....	4 " " "
Anthracite and bituminous coal per ton, local and through	<u>4 " " "</u>

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts.....	\$340 36
Boats and flats.....	249 04
Bridges.....	1,401 50
Canal bed and banks.....	6,560 56
Culverts.....	12 00
Dams.....	56 75
Houses and repair shops.....	109,87
Feeders	916 72
Locks.....	1,380 67
Office expenses, rents, furniture..	39 83
Tools and tool repairs	78 49
Waste weirs and sluices.....	122 90
	<u>\$11,268 69</u>

Operating the canal :

Collectors and weighmasters.....	\$904 96	
Coal.....	8,936 69	
Towage.....	129 00	
Incidentals.....	2,364 70	
Pumps and machinery.....	8,502 02	
Lock-keepers.....	3,865 00	
Superintendence.....	1,770 00	
	<hr/>	\$26,472 37
Total.....		<hr/> <hr/> 37,741 06

RECEIPTS.

From tolls on coal.....	\$6,719 13	
Lumber.....	12,026 94	
Iron and iron ore.....	7,429 84	
Miscellaneous freight.....	7,800 88	
Boat toll.....	1,908 28	
	<hr/>	\$35,885 07
Other sources, rents, &c.....		8,076 69
Total.....		<hr/> <hr/> 44,861 76

Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the canal	\$37,741 06
For dividends.....	None.
For interest.....	200 03
For surplus funds	None.
Municipal taxes.....	122 70
For other payments.....	6,797 97
Total.....	<hr/> <hr/> 44,861 76

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John N. Hutchinson.....	Philadelphia, Pa.
Charles P. Bayard.....	Philadelphia, Pa.
Frederick Fraley.....	Philadelphia, Pa.
Daniel Haddock, Jr	Philadelphia, Pa.
Gustavus S. Benson.....	Philadelphia, Pa.
Joshua Spering.....	Philadelphia, Pa.
James Young	Middletown, Pa.
Wm. C. Longstreth.....	Philadelphia, Pa.
Adolphus Reinoehl.....	Lebanon, Pa.
William P. Cresson.....	Philadelphia, Pa.
Geo. W. Richards.....	Philadelphia, Pa.
Theo. B. Klein	Lebanon, Pa.
John N. Hutchinson, President	Philadelphia, Pa.
James M. Gossler, Secretary.....	Lebanon, Pa.
John N. Hutchinson, Treasurer	Philadelphia, Pa.
William Eckenroth, Superintendent.....	Lebanon, Pa.

(No. 151.)

WEST BRANCH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared I. J. Wistar, president, and A. Mordecai, treasurer, of the West Branch and Susquehanna canal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed)

I. J. WISTAR, *President.*A. MORDECAI, *Treasurer.*

Affirmed and subscribed before me, }
 this 23d day of January, 1872. }

HENRY O. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	1,100,000 00
Amount paid in of capital stock.....	1,100,000 00
Total amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of ma- turity, 1878,)	\$450,000 00
2d mortgage bonds, (date of ma- turity, 1888,)	298,000 00
	<hr/> 748,000 00
The amount of floating debt	295,218 82
Total amount now of floating and funded debt,	1,043,218 82
Average rate per cent. per annum of interest on funded debt: 1st mortgage, 6; 2d mortgage..	6
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock.....	22,000
Par value of each share.....	<hr/> \$50 00 <hr/>

COST OF CANAL AND FIXTURES.

Cost of the West Branch canal to the State.....	\$1,833,183 28
Cost of Susquehanna canal to the State.....	897,160 52
Cost of both canals to the company up to January 1, 1866	500,000 00
	<u>3,030,343 80</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal from Junction to Farrandsville	123 miles.
Length of main line of canal in Pennsylvania...	123 "
Number of branch canals, with the length of each, viz: Two; total length, 4 miles.	
Width of canal at top water line.....	40 to 60 ft.
Width of canal on bottom.....	28 to 34 ft.
Depth of water: Susquehanna division, 6½ feet; West Branch division, 4½ feet.	
Length and breadth of locks.....	17 by 90 ft.
Number of basins	58
Number of lock houses, 29; store houses, 6; other houses, 11; total	46
Number of locks: Lift, 33; stop, 6; guard, 4; weigh, 1; total.....	44
Number of waste-ways.....	16
Number of bridges	188
Number of dams.....	7
Number of culverts.....	47
Number of aqueducts.....	25
Number of overflows	19
Number of lineal feet of overflows.....	2,255
Number of boats owned by the company.....	None.
Number of lineal feet of aqueduct superstructure,	2,115
Number of boats owned and run by private par- ties	Cannot say.
Average tonnage of boats.....	120 tons.
Feet of lockage on main line of canal	202.6
Value of real estate held by the company, exclu- sive of canal.....	<u>None.</u>

All the features of canal receipts, expenses, tonnage, &c., are included in the report of the Pennsylvania canal company, by which the West Branch and Susquehanna canal company is leased, operated and maintained.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac J. Wistar.....	Philadelphia.
J. Edgar Thomson.....	Philadelphia.
Thos. A. Scott.....	Philadelphia.
H. J. Lombaert.....	Philadelphtha.
G. B. Roberts.....	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Joseph H. Dalles.....	Philadelphia.
Wm. Anspach.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Washington Butcher.....	Philadelphia.
Joseph B. Myers.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Charles Parrish.....	Wilkesbarre.
Isaac J. Wistar, President.....	Philadelphia.
Alfred Mordecai, Secretary and Treasurer.....	Philadelphia.
Thomas T. Wierman, Chief Engineer.....	Harrisburg.

(No. 182.)

WICONISCO.

Cost of canal and fixtures, up to January 1, 1871, \$513,000, of which the State paid \$390,000 prior to the transfer of the canal to the company.

Length of canal from Millersburg to Clark's Ferry, 12 miles.

518 WALNUT STREET, PHILADELPHIA, }
February 17, 1873. }

Hon. HARRISON ALLEN,

Auditor General:

DEAR SIR:—In reply to your communication of the 14th inst., addressed to the treasurer of the Wiconisco canal company, I have to inform you that the annual report required by the provisions of the act of April 9, 1870, has not been forwarded for the reason that the Wiconisco canal company has virtually ceased to have a corporate existence. Its entire line of canal, and other real estate, were sold under an execution issued upon a judgment obtained by the Pennsylvania canal company, and were purchased by that company.

I have the honor to be very respectfully, &c.,

SIMON GRATZ,

Late President Wiconisco canal company.

TELEGRAPH REPORTS.

TELEGRAPH REPORTS.

(No. 182.)

ATLANTIC AND OHIO.

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

Personally appeared William Orton, president, and Oliver H. Palmer, treasurer, of the Atlantic and Ohio telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 1, 1872, are true, to the best of their knowledge and belief.

(Signed) WILLIAM ORTON, *President.*
O. H. PALMER, *Treasurer.*

Sworn and subscribed before me, this }
28th day of December, 1872. }

Witness my hand and official seal:

CHARLES NETTLETON,
Commissioner for Pa. in N. Y., 117 Broadway, N. Y. city.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$650,000 00
Amount as by last report.....	650,000 00
Total amount now 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 and funded debt: Atlantic and Ohio telegraph company has no floating debt.	
Date and rate per cent per annum of dividend or dividends: Stock, none; cash, none.	
Number of shares of stock issued.....	13,000

Par value of each share.....	\$50 00
Average market value during the year: No sales or market value to our knowlege.	
Amount of each share.....	<u>50 00</u>

COST OF LINE AND EQUIPMENT.

Cannot state cost of Line and equipment.

CHARACTERISTICS OF LINE.

Length of main line	917 miles.
Length of main line in Pennsylvania.....	917 "
Length of wire, (entire line,).....	2,976 "
Length of wire in Pennsylvania.....	2,976 "
Number of stations, (entire line,).....	87
Number of stations in Pennsylvania.....	87
Number of poles to the mile.....	35
Number of persons employed in operating and maintaining the line	325
Number of persons employed in operating and maintaining line in Pennsylvania.....	325
Number of messages sent during the year, (entire line,).....	No record.
Number of messages sent during the year in Penn- sylvania.....	No record.
Number of messages received, (entire line,)	No record.
Number of messages received in Pennsylvania..	No record.
Value of real estate owned by the company, ex- clusive of line, and value of real estate owned by the company in Pennsylvania.....	<u>None.</u>

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 50 c.	2 to 3 cts.
For one hundred miles and under two hundred miles.....	35 to 75 c.	2 to 5 cts.
For two hundred miles and under three hundred miles.....	50 to 100 c.	3 to 7 cts.
For three hundred miles and under four hundred miles.....	60 to 100 c.	3 to 7 cts.

Expenses :

Gross expenses of entire line, and gross expenses in Pennsylvania: These expenses are paid by the lessee, the Western Union telegraph company, and included in the return of expenses of that company.

Receipts :

Gross receipts, (entire line,) and gross receipts in Pennsylvania: The receipts accrue to, and are received by, the lessee, the Western Union telegraph company, and are included in the return of receipts of that company.

Summary of payments :

For construction of new lines, purchase of telegraph property, purchase of real estate, interest, dividends, and miscellaneous

None.

Taxes Paid by lessees.

Surplus fund..... None.

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

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Orton.....	New York.
O. H. Palmer.....	New York.
Norvin Green.....	Louisville, Ky.
Thos. T. Eckert.....	New York.
W. H. Abel.....	New York.
David H. Bates.....	Philadelphia.
A. A. Ziegler.....	Philadelphia.
Jas. Merrihew.....	Philadelphia.
William Orton, President.....	New York.
O. H. Palmer, Secretary and Treasurer.....	New York.

(No. 184.)

FRANKLIN.

STATE OF MASSACHUSETTS, } ss:
Suffolk County,

Personally appeared James W. Brown, president, and George R. Williamson, treasurer, of the Franklin telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1872, are true, to the best of their knowledge and belief.

(Signed) JAMES W. BROWN, *President.*

GEORGE R. WILLIAMSON, *Treasurer.*

Sworn to and subscribed before me, this 5th day of February, A. D. 1873, by James W. Brown, president of the Franklin telegraph company.

CHAS. B. E. ADAMS,
Commissioner of the State of Pennsylvania.

STATE OF MASSACHUSETTS, } ss:
County of Suffolk,

The within was sworn and subscribed before me this 7th day of February, A. D. 1872, by George R. Williamson, treasurer of the Franklin telegraph company.

CHAS. B. F. ADAMS,
Commissioner of the State of Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law	\$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.....	102,000 00
Total, maturing July 1, 1881.....	9,800 00
Floating debt, as by last report.....	32,500 00
Total amount now of floating debt.....	48,200 00
Total amount now of floating and funded debt..	58,000 00

TELEGRAPH REPORT.

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Rate per cent. per annum of interest on funded debt.....	7
Date and rate per cent. per annum of dividend or dividends: Cash, July 1.....	2
Number of shares of stock issued.....	10,000
Par value of each share.....	\$100 00
Average market value during the year.....	25 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared	<u>692,200 00</u>

COST OF LINE AND EQUIPMENT.

Construction and equipment.....	<u>\$563,000 00</u>
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CHARACTERISTICS OF LINE.

Length of main line, from Boston, Massachusetts, to Washington, D. C.....	750 miles.
Length of main line in Pennsylvania.....	30 "
Length of submarine cables, (entire line,).....	12 "
Length of submarine cables in Pennsylvania....	No "
Length of wire, (entire line,).....	3,480 "
Length of wire in Pennsylvania.....	185 "
Number of stations, (entire line,).....	40
Number of stations in Pennsylvania.....	4
Number of instruments in use, (entire line,).....	150
Number of instruments in use in Pennsylvania..	15
Number of poles to the mile.....	38
Number of persons employed in operating and maintaining the line.....	200
Number of persons employed in operating and maintaining line in Pennsylvania.....	20
Number of messages sent during the year, (entire line,).....	709,832
Number of messages sent during the year in Pennsylvania.....	72,305
Number of messages received, (entire line,).....	713,106
Number of messages received in Pennsylvania..	<u>80,001</u>

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 40 c.	2 to 3 cts.
For one hundred miles and under two hundred miles.....	25 to 40 c.	2 to 3 cts.
For two hundred miles and under three hundred miles.....	30 to 50 c.	2 to 3 cts.
For three hundred miles and under four hundred miles.....	40 to 50 c.	3 to 4 cts.
For four hundred miles and under five hundred miles.....	50 to 55 c.	3 to 4 cts.

EXPENSES.

Gross expenses of entire line.....	\$198,000 00
Gross expenses in Pennsylvania.....	<u>21,000 00</u>

RECEIPTS.

Gross receipts, (entire line,).....	\$237,656 41
Gross receipts in Pennsylvania.....	<u>22,800 00</u>

Summary of payments:

For construction of new lines.....	\$18,000 00
Interest.....	15,000 00
Dividends.....	13,844 00
Miscellaneous.....	197,500 00
Taxes.....	500 00
Surplus fund.....	10,000 00
Total.....	<u>254,844 00</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jas. W. Brown.....	Boston, Mass.
Jos. J. Durham.....	Boston, Mass.
Jos. S. Fay.....	Boston, Mass.
Jas. H. Freeman.....	Boston, Mass.
Samuel L. French.....	Boston, Mass.
Weston Lewis.....	Boston, Mass.
Cyrus Wakefield.....	Boston, Mass.
E. F. Walters.....	Boston, Mass.
Geo. R. Williamson.....	Boston, Mass.
James W. Brown, President.....	P. O. box 1825, Boston, Mass.
George R. Williamson, Clerk and Treasurer.....	P. O. box 1825, Boston, Mass.
James G. Smith, Superintendent.....	P. O. box 1825, Boston, Mass.

(No. 185.)

PACIFIC AND ATLANTIC.

STATE OF PENNSYLVANIA, } ss:
Allegheny County,

Personally appeared George H. Thurston, president, and Edward Jay Allen, treasurer, of the Pacific and Atlantic telegraph company, and in due form of law made oath, that the statements in the within approximate report, for the financial year ending December 31, 1872, 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 }
 26th day of February, 1873. }

ROBERT S. FRAZER, *Notary Public.*

[STOCK AND DEBT.]

Capital stock as authorized by law.....	\$3,000,000 00
Amount paid in as by last report.....	1,949,025 00
Total amount now paid in of capital stock	1,982,900 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.....	None
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued.....	79,316
Par value of each share.....	\$25 00
Average market value during the year: Have no record of sales made by the public.	

Amount paid in on each share	Paid in full.
Amount of capital on which the respective dividends were declared: None declared in 1872.	

COST OF LINE AND EQUIPMENT.

Construction	\$2,034,811 05
Equipment: Included in construction.	

CHARACTERISTICS OF LINE.

Length of main line, from Pittsburg, Pa., to all points, about.....	4,525 miles.
Length of main line in Pennsylvania, about.....	875 "
Length of submarine cables, (entire line,) about..	3 "
Length of submarine cables in Pennsylvania....	None.
Length of wire, (entire line,) about.....	9,774 miles.
Length of wire in Pennsylvania, about.....	1,945 "
Number of stations, (entire line,).....	238
Number of stations in Pennsylvania.....	69
Number of poles to the mile, from	30 to 45
Number of persons employed in operating and maintaining the line	572
Number of persons employed in operating and maintaining line in Pennsylvania.....	180
Number of messages sent during the year, (entire line, exclusive of press,).....	723,262
Number of messages sent during the year in Pennsylvania, (exclusive of press,).....	299,535
Number of messages received, (entire line, exclusive of press,).....	723,262
Number of messages received in Pennsylvania, (exclusive of press,).....	256,631
Value of real estate owned by the company, exclusive of line.....	None.
Value of real estate owned by the company in Pennsylvania	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates not based on mileage, being affected by competition.

Expenses :

Gross expenses of entire line	\$463,492 84
Gross expenses in Pennsylvania, about.....	<u>155,900 00</u>

Receipts :

Gross receipts, (entire line,)	\$455,193 18
Gross receipts in Pennsylvania, about	<u>153,000 00</u>

Summary of payments :

For purchase of telegraph property.....	None.
For purchase of real estate.....	None.
For interest.....	None.
For dividends.....	None.
For taxes: For 1872, not yet fully in or settled.	
For surplus fund.....	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. H. Thurston.....	Pittsburg, Pa.
Edward Jay Allen.....	Pittsburg, Pa.
William Varnum.....	Pittsburg, Pa.
Robert J. Anderson.....	Pittsburg, Pa.
Mark W. Watson.....	Pittsburg, Pa.
Wm. G. Johnston.....	Pittsburg, Pa.
James L. Shaw.....	Philadelphia, Pa.
F. V. Beisel.....	Philadelphia, Pa.
Maj. Gen. Thomas J. Wood.....	Dayton, O.
Wm. Tausig.....	St. Louis, Mo.
John W. Weir.....	Harrisburg, Pa.
John W. Ellis.....	New York city.
A. O. Brannin.....	Louisville, Ky.
George H. Thurston, President.....	Pittsburg, Pa.
Edward Jay Allen, Secretary and Treasurer.....	Pittsburg, Pa.
David M'Cargo, Gen. Superintendent.....	Pittsburg, Pa.

(No. 186.)

PHILADELPHIA, READING AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Philadelphia, Reading and Pottsville telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1872, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of February, 1873. }

B. F. HORAN, *Notary Public.*

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	78,878 17
Total amount now of floating debt.....	106,832 62
Total amount now of floating and funded debt...	106,832 62
Date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued.....	400
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 declared.

COST OF LINE AND EQUIPMENT.

Construction.....	\$94,456 66
Equipment	37,284 90
Total.....	<u>131,741 56</u>

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville.....	101 miles.
Length of main line in Pennsylvania.....	623 "
Length of submarine cables, (entire line,).....	None.
Length of submarine cables in Pennsylvania....	None.
Length of wire, (entire line,)	1,229 miles.
Length of wire in Pennsylvania.....	1,229 "
Number of stations, (entire line,).....	197
Number of stations in Pennsylvania:	197
Number of instruments in use, (entire line,).....	389
Number of instruments in use in Pennsylvania..	389
Number of poles to the mile.....	31
Number of persons employed in operating and maintaining the line	268
Number of persons employed in operating and maintaining the line in Pennsylvania	268
Number of messages sent during the year, (entire line,)	137,563
Number of messages sent during the year in Pennsylvania	137,563
Number of messages received, (entire line,).....	137,563
Number of messages received in Pennsylvania ..	<u>137,563</u>

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 c.	1 to 2 cts.
For one hundred miles and under two hundred miles.....	20 to 35 c.	2 cents.

Expenses:

Gross expenses of entire line	\$51,290 48
Gross expenses in Pennsylvania.....	<u>51,290 48</u>

Receipts:

Gross receipts, (entire line,).....	\$41,517 58
Gross receipts in Pennsylvania.....	<u>41,517 58</u>

Summary of payments:

For construction of new lines.....	\$11,246 67
For interest.....	5,467 33
For miscellaneous	45,786 36
For taxes.....	36 79
Total amount of surplus fund.....	<u>62,537 15</u>

NAMES AND RESIDENCE OF OFFICERS.

<i>Directors.</i>	<i>Post office address.</i>
H. P. M'Kean.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Howard Hancock, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
C. T. Sellers, Superintendent.....	Reading.

(No. 187.)

WESTERN UNION.

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

Personally appeared William Orton, president, and R. H. Rochester, treasurer of the Western Union telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 1, 1872, are true, to the best of their knowledge and belief.

(Signed) WILLIAM ORTON, *President.*
 R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of December, 1872. }

Witness my hand and official seal:

CHARLES NETTLETON,
Commissioner for Pa. in N. Y., 117 Broadway, N. Y. city.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$41,074,700 00
On which lines in Pennsylvania, owned by this company, represent, estimated.....	250,000 00
Total amount now of capital stock, of entire com- pany	41,074,700 00
The amount now of funded debt: None of the debt of this company was contracted for con- structing any of the lines in the State of Penn- sylvania, they having been mainly constructed before any debt was contracted.	
Date and rate per cent. per annum of dividends:	
Stock, none; cash, none.	
Number of shares of stock issued	410,747.
Par value of each share	\$100 00
Average market value during the year, about ...	73 00
Amount paid in on each share: Mainly paid in by transfers of property.	

COST OF LINE AND EQUIPMENT.

The greater part of this property having been acquired by absorption or consolidation with other companies whose books and records are not in our possession, these amounts cannot now be stated.

CHARACTERISTICS OF LINE.

Length of entire lines, about	63,000
Length of lines in Pennsylvania, about.....	3,500
Length of submarine cables, (entire line,) about..	670,000 feet.
Length of wire, (entire line,) about.....	140,000 miles.
Length of wire in Pennsylvania, about.....	9,000 "
Number of stations, (entire line,) about.....	5,400
Number of stations in Pennsylvania, about.....	425
Number of instruments in use, (entire line,) about,	7,400
Number of instruments in use in Pennsylvania..	No record.
Number of poles to the mile.....	25 to 40.
Number of persons employed in operating and maintaining the line, about.....	8,500
Number of persons employed in operating and maintaining line in Pennsylvania, about	530
Number of messages sent during the year, (entire line,) exclusive of regular press reports	11,516,500
Number of messages sent during the year in Penn- sylvania	No record.
Number of messages received, (entire line,).....	Same as sent.
Number of messages received in Pennsylvania...	No record.
Value of real estate owned by the company in Pennsylvania.....	30,866 67.

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 50 c.	2 to 3 cts.
For one hundred miles and under two hundred miles.....	35 to 75 c.	2 to 5 cts.
For two hundred miles and under three hundred miles.....	50 to 1.00 c.	3 to 7 cts.
For three hundred miles and under four hundred miles	50 to 1.00 c.	3 to 7 cts.

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EXPENSES.

Gross expenses of entire line.....	\$5,958,546 49
Gross expenses in Pennsylvania.....	<u>524,190 93</u>

RECEIPTS.

Gross receipts, (entire line,).....	\$8,830,168 53
Gross receipts in Pennsylvania.....	<u>613,698 17</u>

Summary of payments:

For construction of new lines in Pennsylvania about.....	\$50,000 00
Purchase of telegraph property.....	Nothing.
Purchase of real estate.....	Nothing.
Interest.....	Nothing.
Dividends.....	Nothing.
Miscellaneous.....	Nothing.
Taxes.....	<u>7,303 13</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Orton.....	New York.
Jas. H. Banker	New York.
Horace F. Clark	New York.
Alonza B. Cornell.....	New York.
Harrison Durkee.....	New York.
Augustus W. Greenleaf.....	New York.
Edwin B. Morgan.....	New York.
O. H. Palmer.....	New York.
Augustus Schell	New York.
Jno. Stewewart.....	New York.
E. B. Wesley.....	New York.
Hugh Allen.....	Montreal, P. Q.
N. A. Baldwin.....	Hartford, Conn.
W. D. Bishop.....	Bridgeport, Conn.
Ezra Cornell.....	Ithaca, N. Y.
Wm. E. Dodge.....	New York.
Sheppard Gandy.....	New York.
Norvin Greene	Louisville, Ky.
Jno. A. Griswald	Troy, N. Y.
Wilson G. Hunt.....	New York.
Geo. Jones.....	New York.
C. Livingston	New York.
E. S. Sanford.....	New York.
Hiram Sibley	Rochester, N. Y.
Z. G. Simmons	Kenosha, Wis.
Moses Taylor.....	New York.
Daniel Torrace	New York.
Geo. Walker.....	New York.
Stillman Witt.....	Cleveland, Ohio.
William Orton, President.....	New York.
Geo. H. Mumford, Secretary.....	New York.
R. H. Rochester, Treasurer.....	New York.
D. H. Bates, Superintendent.....	Philadelphia.
C. O. Rower, Superintendent.....	Pittsburg.

(No. 188.)

PHILADELPHIA LOCAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared me, Henry Bently, president, and Wm. P. Wheatland, treasurer, of the Philadelphia Local telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending March 1, are true, to the best of their knowledge and belief.

(Signed) HENRY BENTLEY, *President.*
 W. P. WHEATLAND, *Treasurer.*

Affirmed and subscribed before me, this }
 17th day of April, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law: Unlimited—	
first instalment was.....	\$25,000 00
Total amount now paid in of capital stock.....	400,000 00
Number of shares of stock issued.....	16,000
Par value of each share.....	\$25 00
Average market value during the year.....	No sales.
Amount paid in on each share: Shares full paid.	

COST OF LINE AND EQUIPMENT.

Construction and equipment: Cost of lines to the present company, represented by its capital stock, viz:.....	\$400,000 00
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CHARACTERISTICS OF LINE.

City lines, exclusively centring at principal office, 107 South Third street, Philadelphia, and radiating thence to various parts of the city of Philadelphia.

Length of wire, (entire lines,) about.....	180 miles.
Length of wire in Pennsylvania: All in Philadelphia.	
Number of stations, (entire line,).....	54
Number of stations in Pennsylvania.....	As above.
Number of instruments in use, (entire lines,)....	191
Number of instruments in use in Pennsylvania..	As above.
Number of poles to the mile.....	Average 40
Number of persons employed in operating and maintaining the lines.....	85
Number of messages sent during the year, (entire lines, messages sent during the year in Pennsylvania, messages received, (entire lines,) messages received in Pennsylvania: Sufficient time not elapsed since thorough organization to prepare a detailed statement.	
Value of real estate owned by the company: None owned, all leased.	

A detailed financial exhibit of the affairs of the company cannot be made this year in a form which would be satisfactory to the Auditor General, for the reason that its organization has been too recently perfected to allow the items to be classified and arranged as required.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Number of miles: Do not work any line more than sixteen miles.	
Rates for ten words.....	10 cents.
Each additional word.....	1 cent.

Summary of Payments:

For construction of new lines, purchase of telegraph property, purchase of real estate: Represented by capital stock aforesaid.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Henry Bentley	107 South Third street, Philadelphia, Pa.
Wm. P. Wheatland.....	107 South Third street, Philadelphia, Pa.
Wm. Orton.....	145 Broadway, N. Y.
Marshall Lefferts	61 Broadway, N. Y.
Tracy R. Edson.....	61 Broadway, N. Y.
Henry Bentley, President.....	107 South Third street, Philadelphia, Pa.
Wm. P. Wheatland, Sec. and Treas'r,	107 South Third street, Phila., Pa..
Samuel M. Plush, Gen'l Supt...	107 South Third street, Philadelphia, Pa.

(No. 180.)

AUTOMATIC.

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

Personally appeared Geo. Harrington, president, and J. C. Reiff, treasurer, of the Automatic telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending 31st December, 1872, are true, to the best of their knowledge and belief.

(Signed) GEO. HARRINGTON, *President.*
 JONAH C. REIFF, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of April, 1873. }

SETH M. ELDRIDGE,
Notary Public in and for the city and county of N. Y.

AUTOMATIC TELEGRAPH COMPANY, }
 80 Broadway, room 28, New York, 31st March, 1873. }

To the Auditor General of the State of Pennsylvania:

SIR:—I have to acknowledge the receipt of yours of the 25th inst. with inclosures, and thank you for informing me of the requirements of your law.

Up to the 31st December, 1872, the line of one wire, known as the line of the Automatic company was, and in reality still is, simply an experimental line, used by an association of gentlemen for the purpose and in connection with the development of and perfecting a system of fast or automatic telegraphy, and in nowise for gain.

Although since the first of January we have opened the line to the public, it was for the purpose of proving to ourselves, as well as the public, that the system is a success, and not primarily for gain, as is proved by the fact that we have but two additional offices—one in New York and one in Philadelphia—necessary to show its facility for way offices.

I herewith return the form filled up as the nature of the case will admit.

Very respectfully,

GEO. HARRINGTON, *President.*

STOCK AND DEBT, 30TH DECEMBER, 1872.

Capital stock as authorized by law \$13,000,000 00

CHARACTERISTICS OF LINE.

Length of main line from New York to Washington, about 280 miles.
 Length of main line in Pennsylvania, about or.. 40 to 50 "
 Length of wire, (entire line,)..... 280 "
 Length of wire in Pennsylvania 40 to 50 "
 Number of stations, (entire line.) Three offices
 for experimental purposes.
 Number of stations in Pennsylvania: One, in
 Philadelphia.
 This line was not built by company, but used with
 privilege of purchase, and used only for experi-
 ments and not for gain.
 Value of real estate owned by the company, ex-
 clusive of line, and value of real estate owned
 by the company in Pennsylvania..... None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. Harrington, President.....	New York.
J. C. Reiff, Secretary and Treasurer.....	New York.
D. H. Craig.....	New York.
John Elliott.....	New York.
John M'Mannus.....	Reading, Pa.
H. C. Dallett, Jr.....	Philadelphia, Pa.