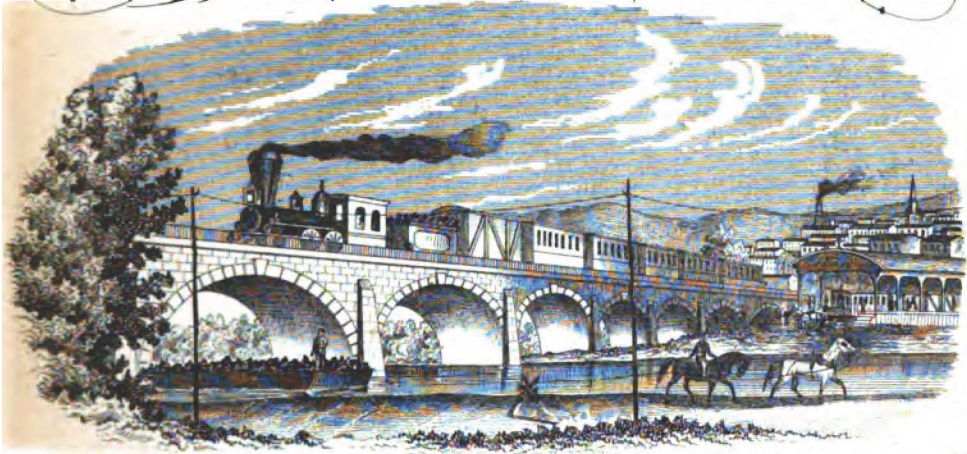


ANNUAL REPORT
OF THE
Auditor General
OF THE
STATE OF PENNSYLVANIA



TABULATIONS AND DEDUCTIONS FROM THE REPORTS

AND OF THE

OF THE

RAIL ROAD, CANAL & TELEGRAPH

COMPANIES

FOR THE

YEAR 1873

HARRISBURG
BENJ. SINGERLY
STATE PRINTER
1874

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UNIVERSITY.

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CONTENTS.

	Page.
Report of the Auditor General.....	ix
Alphabetical lists of companies to which blanks were forwarded, with the date of filing the same.....	ix
<i>Documents :</i>	
Tabulated results compiled from reports of railroad companies.....	xv
<i>Roads operated by steam :</i>	
Table A.—Stock and debt.....	xvi
Table B.—Characteristics of road.....	xxiv
Table C.—Doings of the year in transportation and total miles run.....	xxxiv
Table D.—Amount of freight, specifying the quantity in tons.....	xxxviii
Table E.—Expenses.....	xlvi
Table F.—Receipts.....	l
Table G.—Accidents.....	liv
Comparative statement of capital stock paid in for five years.....	lvii
Comparative statement of funded and floating debt for five years.....	lxi
Comparative statement of dividends for five years.....	lxv
Comparative statement of cost of road and equipment for five years.....	lxvii
Comparative statement of passengers carried for five years.....	lxxi
Comparative statement of tonnage for five years.....	lxxv
Comparative statement of expenses for five years.....	lxxxix
Comparative statement of receipts for five years.....	lxxxiii
Comparative statement of accidents for five years.....	lxxxvii
Tabulated results compiled from reports of passenger railway companies,	xci
<i>Roads operated by horse power :</i>	
Table A.—Stock and debt.....	xcii
Table B.—Characteristics of road.....	xciv
Table C.—Transportation of passengers and expenses.....	xcvi
Table D.—Receipts.....	xcvii
Table E.—Accidents.....	xcviii
Comparative statement of capital stock paid in for five years.....	xcix
Comparative statement of funded and floating debt for five years.....	c
Comparative statement of dividends for five years.....	ci
Comparative statement of cost of road and equipment for five years.....	ciii
Comparative statement of passengers carried for five years.....	ciii
Comparative statement of expenses for five years.....	civ
Comparative statement of receipts for five years.....	cv
Comparative statement of accidents for five years.....	cvi
Tabulated results compiled from reports of canal companies.....	cvix
A—RAILROAD REP.	

Canal companies :

	Page.
Table A.—Stock and debt.....	cx
Table B.—Characteristics of canal.....	cxii
Table C.—Tonnage, expenses and receipts.....	cxiii
Table D.—Amount of freight, specifying the quantity in tons.....	cxiv
Comparative statement of capital stock paid in for five years.....	cxiv
Comparative statement of funded and floating debt for five years.....	cxv
Comparative statement of cost of canal and fixtures for five years.....	cxv
Comparative statement of tonnage for five years.....	cxvi
Comparative statement of expenses for five years.....	cxvi
Comparative statement of receipts for five years.....	cxvii
Tabulated results compiled from reports of telegraph companies.....	cxvii

Telegraph companies :

Table A.—Stock and debt.....	cxviii
Table B.—Characteristics of line.....	cxix
Table C.—Expenses and receipts.....	cxx
Comparative statement of capital stock paid in for five years.....	cxxi
Comparative statement of floating and funded debt for five years.....	cxxi
Comparative statement of length of line, stations and employees for five years.....	cxxii
Comparative statement of number of messages received for five years in Pennsylvania.....	cxxiii
Comparative statement of number of messages sent for five years in Pennsylvania.....	cxxiii
Comparative statement of gross receipts for five years in Pennsylvania.....	cxxiv
Comparative statement of gross expenses for five years in Pennsylvania.....	cxxiv

Roads operated by steam :

Allegheny Valley.....	3
Allentown.....	12
Atlantic and Great Western.....	15
Buchman's Valley.....	25
Bald Eagle Valley.....	30
Barclay Coal.....	33, 35
Bedford and Bridgeport.....	40
Bellefonte and Snow Shoe.....	43
Bell's Gap.....	50
Berks County.....	53
Buffalo, Bradford and Pittsburg.....	59
Buffalo, Corry and Pittsburg.....	61
Buffalo, New York and Philadelphia.....	66
Catasauqua and Fogelsville.....	74
Catawissa.....	80
Chartiers.....	83, 85
Chester Creek.....	91
Chester Valley.....	93
Chestnut Hill.....	95
Chester Creek and Brandywine.....	97
Cleveland and Pittsburg.....	99

CONTENTS.

v

	Page.
Colebrookdale.....	106
Columbia and Port Deposit	109
Connecting.....	112
Cornwall.....	114
Corning, Cowanesque and Antrim.....	119, 123
Cowanesque Valley.....	126
Cumberland Valley.....	129
Danville, Hazleton and Wilkesbarre.....	136
Delaware and Hudson Canal and	139
Delaware, Lackawanna and Western.....	145
Dillsburg and Mechanicsburg.....	154
Dunkirk, Allegheny Valley and Pittsburg	157
Dunkirk, Warren and Pittsburg.....	165
East Brandywine and Waynesburg.....	169
East Broad Top	172
East Mahanoy.....	177
East Pennsylvania.....	180
Ebensburg and Cresson.....	183
Edgewood.....	186
Elmira and Williamsport.....	189, 191
Erie.....	196
Erie and Pittsburg.....	205
Fayette County.....	213
Frankford and Holmesburg.....	216
Hanover Branch	219
Harrisburg, Portsmouth, Mount Joy and Lancaster	225
Harrisburg and Potomac.....	228
Homer, Cherrytree and Susquehanna.....	231
Huntingdon and Broad Top Mountain.....	233
Ironton.....	240
Jamestown and Franklin	244
Jefferson.....	250
Jersey Shore, Pine Creek and Buffalo	252
Junction	254
Lake Shore and Michigan Southern	258
Lancaster and Reading.....	268
Lawrence.....	271
Lawrenceville and Evergreen	276
Lehigh and Lackawanna.....	280
Lehigh and Susquehanna.....	285
Lehigh Valley	293
Lewisburg, Centre and Spruce Creek.....	303
Ligonier Valley.....	305
Little Saw Mill Run.....	307
Littlestown.....	312
Little Schuylkill Navigation and	317
Lykons Valley.....	320
Mifflin and Centre County	323
Mill Creek and Mine Hill navigation	326
Mine Hill and Schuylkill Haven.....	328
Monongahela Inclined Plane	330

CONTENTS.

	Page.
Montrose	334
Mont Alto	339
Mount Carbon and Port Carbon	344
Mount Olives Inclined Plane	346
Mount Pleasant and Broad Ford	350
Muncy Creek	353
Nesquehoning Valley	358
New Castle and Beaver Valley	361 364
New Castle and Franklin	369
Newry	372
North-East Pennsylvania	375
Northern Central	379
North Pennsylvania	387
Oil Creek and Allegheny River	395, 673
Parker and Karns City	402
Peach Bottom	407
Pennsylvania	409
Pennsylvania Coal	417
Pennsylvania and Delaware	423
Pennsylvania Inland	426
Pennsylvania and New York Canal and	429
Pennsylvania Petroleum	436
People's Freight	438
Perkiomen	440
Philadelphia and Baltimore Central	443
Philadelphia and Chester County	449
Philadelphia and Erie	451
Philadelphia, Germantown and Norristown	459
Philadelphia, Newtown and New York	463
Philadelphia and Reading	465
Philadelphia and Trenton	479
Philadelphia, Wilmington and Baltimore	486
Pickering Valley	494
Pit-Hole Valley	497
Pittsburg and Castle Shannon	502
Pittsburg, Cincinnati and St. Louis	508
Pittsburg and Connellsville	517
Pittsburg, Fort Wayne and Chicago	527
Pittsburg, Virginia and Charleston	536
Plymouth	542
Reading and Columbia	545
Salisbury and Baltimore	551
Schuylkill navigation and	553
Selinsgrove and North Branch	555
Shamokin Valley and Pottsville	557, 559
Shenango and Allegheny	561
Shenango Valley and Alliance	570
Sherman's Valley	572
Somerset and Mineral Point	574
South Mountain	579
South Mountain Iron Company	582

CONTENTS.

vii

	Page.
South Pennsylvania	587
Southern Pennsylvania railroad and mining.....	590
Southwark	595
South-West Pennsylvania	597
Spring Brook	600
State Line and Juniata	602
Stony Creek	604
Sullivan and Erie coal.....	607
Summit Branch	610
Sunbury and Lewistown	616
Susquehanna, Gettysburg and Potomac	619
Tioga.....	624
Tresckow	630
Tyrone and Clearfield	632
Uniontown and West Virginia.....	635
West Chester	636
West Chester and Philadelphia	639
West Chester and Phoenixville	645
Western Pennsylvania	647
Wheeling, Pittsburg and Baltimore	650
Wilcox and Howard Hill improvement and	656
Wilmington and Reading	659
Wilmington and Western	667

Railways operated by horse power :

Allentown	677
Citizens', (Pittsburg,)	681
Citizens', (Philadelphia,).....	686
Coalville	691
Continental	695
Kaston and South Easton.....	699
Empire	701
Erie City.....	705
Federal Street and Pleasant Valley.....	709
Frankford and Southwark.....	714
Germantown.....	720
Green and Coates Street, (Philadelphia,).....	725
Harrisburg City.....	730, 733
Hestonville, Mantua and Fairmount	736
Lombard and South Street.....	741
People's Street.....	745
People's.....	750
Philadelphia City.....	754
Philadelphia and Darby.....	759
Philadelphia and Gray's Ferry.....	762
Pittsburg, Allegheny and Manchester.....	767
Pittsburg and Birmingham.....	772
Pittsburg, Oakland and East Liberty.....	777
Pittsburg and Ormsby.....	781
Ridge Avenue	785
Schuylkill River.....	789

B—RAILROAD REP.

	Page.
Second and Third Street.....	791
Seventeenth and Nineteenth Street.....	797
Thirteenth and Fifteenth Street.....	801
Union, (Philadelphia,).....	805
Union Street, (Warren,).....	809
West Philadelphia.....	812
Wilkesbarre and Kingston.....	817
Williamsport.....	821
 <i>Canal companies :</i>	
Delaware Division.....	827
Delaware and Hudson.....	830
Lehigh coal and navigation.....	835
Monongahela navigation.....	840
Muncy.....	846
Pennsylvania.....	849
Schuylkill navigation.....	856, 859
Susquehanna.....	866, 869
Union.....	874
West Branch and Susquehanna.....	878
 <i>Telegraph companies :</i>	
American District.....	881
Atlantic and Ohio.....	884
Automatic.....	886
Erie County.....	889
Franklin.....	892
Pacific and Atlantic.....	895
Philadelphia Local.....	898
Philadelphia, Reading and Pottsville.....	901
Western Union.....	904

REPORT.

AUDITOR GENERAL'S DEPARTMENT,
HARRISBURG, PA., February 14, 1874. }

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

In compliance with the requirements of the act of the General Assembly, 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. 11, 1874.
Allentown	Feb. 17, 1874.
Atlantic and Great Western	Feb. 7, 1874.
Bachman's Valley	Feb. 19, 1874.
Bald Eagle Valley	Jan. 19, 1874.
Barclay Coal	Jan. 17, 1874.
Bedford and Bridgeport	Feb. 27, 1874.
Bellefonte and Snow Shoe	Jan. 21, 1874.
Bell's Gap	Jan. 5, 1874.
Berks County	Dec. 3, 1873.
Buffalo, Bradford and Pittsburg	Feb. 19, 1874.
Buffalo, Corry and Pittsburg	Jan. 31, 1874.
Buffalo, New York and Philadelphia	Jan. 29, 1874.
Catasauqua and Fogelsville	Dec. 22, 1873.
Catawissa	Jan. 13, 1874.

AUDITOR GENERAL'S

Name of company.	Report filed.
Chartiers	Feb. 16, 1874.
Chester Creek	Feb. 4, 1874.
Chester Valley	Oct. 29, 1873.
Chestnut Hill	Jan. 23, 1874.
Chester Creek and Brandywine	Oct. 11, 1873.
Cleveland and Pittsburg	Jan. 30, 1874.
Colebrookdale	Feb. 14, 1874.
Columbia and Port Deposit	Feb. 5, 1874.
Connecting	Jan. 28, 1874.
Cornwall	Feb. 9, 1874.
Corning, Cowanesque and Antrim	Feb. 16, 1874.
Cowanesque Valley	Jan. 16, 1874.
Cumberland Valley	Feb. 21, 1874.
Danville, Hazleton and Wilkesbarre	Mar. 18, 1874.
Delaware and Hudson Canal and	Feb. 2, 1874.
Delaware, Lackawanna and Western	Feb. 11, 1874.
Dillsburg and Mechanicsburg	Jan. 31, 1874.
Dunkirk, Allegheny Valley and Pittsburg	Feb. 16, 1874.
Dunkirk, Warren and Pittsburg	Dec. 27, 1873.
East Brandywine and Waynesburg	Jan. 26, 1874.
East Broad Top	Jan. 24, 1874.
East Mahanoy	Feb. 17, 1874.
East Pennsylvania	Feb. 17, 1874.
Ebensburg and Cresson	Nov. 19, 1873.
Edgewood	Mar. 10, 1874.
Elmira and Williamsport	Feb. 27, 1874.
Erie	Jan. 23, 1874.
Erie and Pittsburg	Jan. 17, 1874.
Fayette County	Oct. 27, 1873.
Frankford and Holmesburg	Jan. 19, 1874.
Hanover Branch	Feb. 5, 1874.
Harrisburg, Portsmouth, Mt. Joy and Lancaster	Dec. 22, 1873.
Harrisburg and Potomac	Jan. 23, 1874.
Homer, Cherry Tree and Susquehanna	Mar. 18, 1874.
Huntingdon and Broad Top Mountain	Feb. 16, 1874.
Ironton	Feb. 18, 1874.
Jamestown and Franklin	Feb. 27, 1874.
Jefferson	Feb. 19, 1874.
Jersey Shore, Pine Creek and Buffalo	Feb. 19, 1874.
Junction	Feb. 26, 1874.
Lake Shore and Michigan Southern	Feb. 27, 1874.

RAILROAD REPORT.

xi

Name of company.	Report filed.
Lancaster and Reading	Feb. 5, 1874.
Lawrence	Feb. 2, 1874.
Lawrenceville and Evergreen, (narrow gauge)	Apr. 13, 1874.
Lehigh and Lackawanna	Feb. 14, 1874.
Lehigh and Susquehanna	Feb. 9, 1874.
Lehigh Valley	Jan. 31, 1874.
Lewisburg, Centre and Spruce Creek	Feb. 5, 1874.
Ligonier Valley	Feb. 2, 1874.
Little Saw Mill Run	Feb. 7, 1874.
Littlestown	Jan. 26, 1874.
Little Schuylkill navigation and	Dec. 19, 1873.
Lykens Valley	Jan. 19, 1874.
Mifflin and Centre County	Feb. 9, 1874.
Mill Creek and Mine Hill navigation	Jan. 6, 1874.
Mine Hill and Schuylkill Haven	Mar. 3, 1874.
Monongahela Inclined Plane	Mar. 3, 1874.
Montrose	Jan. 29, 1874.
Mont Alto	Jan. 10, 1874.
Mount Carbon and Port Carbon	Jan. 6, 1874.
Mount Oliver Inclined Plane	Mar. 5, 1874.
Mount Pleasant and Broad Ford	Feb. 7, 1874.
Muncy Creek	Feb. 20, 1874.
Nesquehoning Valley	Feb. 7, 1874.
New Castle and Beaver Valley	Jan. 31, 1874.
New Castle and Franklin	Dec. 29, 1873.
Newry	Jan. 25, 1874.
North-East Pennsylvania	Jan. 14, 1874.
Northern Central	Feb. 27, 1874.
North Pennsylvania	Jan. 19, 1874.
Oil Creek and Allegheny River	Jan. 31, 1874.
Parker and Karns City	Mar. 3, 1874.
Peach Bottom	Jan. 28, 1874.
Pennsylvania	Feb. 7, 1874.
Pennsylvania coal	Feb. 2, 1874.
Pennsylvania and Delaware	Feb. 5, 1874.
Pennsylvania Inland	Feb. 2, 1874.
Pennsylvania and New York canal and	Feb. 4, 1874.
Pennsylvania Petroleum	Feb. 28, 1874.
People's Freight	Mar. 21, 1874.
Perkiomen	Feb. 7, 1874.
Philadelphia and Baltimore Central	Jan. 21, 1874.

AUDITOR GENERAL'S

Name of company.	Report filed.
Philadelphia and Chester County	Feb. 16, 1874.
Philadelphia and Erie	Feb. 14, 1874.
Philadelphia, Germantown and Norristown	Oct. 25, 1873.
Philadelphia, Newtown and New York	Jan. 31, 1874.
Philadelphia and Reading	Feb. 17, 1874.
Philadelphia and Trenton.....	Feb. 7, 1874.
Philadelphia, Wilmington and Baltimore	Feb. 2, 1874.
Pickering Valley	Feb. 17, 1874.
Pit Hole Valley.....	Jan. 13, 1874.
Pittsburg and Castle Shannon	Mar. 9, 1874.
Pittsburg, Cincinnati and St. Louis	Feb. 25, 1874.
Pittsburg and Connellsville	Feb. 12, 1874.
Pittsburg, Ft. Wayne and Chicago.....	Jan. 31, 1874.
Pittsburg, Virginia and Charleston	Feb. 4, 1874.
Plymouth	Dec. 12, 1873.
Reading and Columbia.....	Feb. 17, 1874.
Salisbury and Baltimore.....	Jan. 5, 1874.
Schuylkill navigation and	Jan. 6, 1874.
Selinsgrove and North Branch.....	Jan. 16, 1874.
Shamokin Valley and Pottsville	Feb. 27, 1874.
Shenango and Allegheny.....	Feb. 5, 1874.
Shenango Valley and Alliance	Apr. 20, 1874.
Sherman's Valley.....	Jan. 21, 1874.
Somerset and Mineral Point.....	Jan. 30, 1874.
South Mountain	Jan. 20, 1874.
South Mountain iron company.....	Feb. 12, 1874.
South Pennsylvania.....	Jan. 13, 1874.
Southern Pennsylvania railroad and mining.....	Mar. 2, 1874.
Southwark	Jan. 23, 1874.
South-West Pennsylvania	Feb. 13, 1874.
Spring Brook.....	Feb. 5, 1874.
State Line and Juniata.....	Oct. 15, 1873.
Stony Creek.....	Jan. 20, 1874.
Sullivan and Erie coal.....	Mar. 2, 1874.
Summit Branch.....	Jan. 26, 1874.
Sunbury and Lewistown.....	Feb. 28, 1874.
Susquehanna, Gettysburg and Potomac.....	Jan. 29, 1874.
Tioga.....	Feb. 21, 1874.
Tresckow	Feb. 14, 1874.
Tyrone and Clearfield.....	Mar. 2, 1874.
Uniontown and West Virginia.....	Feb. 27, 1874.

RAILROAD REPORT.

xiii

Name of company.	Report filed.
West Chester.....	Dec. 29, 1873.
West Chester and Philadelphia.....	Dec. 29, 1873.
West Chester and Phoenixville.....	Jan. 30, 1874.
Western Pennsylvania.....	Feb. 5, 1874.
Wheeling, Pittsburg and Baltimore.....	Dec. 10, 1873.
Wilcox and Howard Hill improvement and.....	Jan. 24, 1874.
Wilmington and Reading.....	Jan. 17, 1874.
Wilmington and Western.....	Jan. 23, 1874.
<i>Passenger railways:</i>	
Allentown.....	Dec. 10, 1873.
Citizens', (Philadelphia).....	Nov. 10, 1873.
Citizens', (Pittsburg).....	Dec. 12, 1873.
Coalville.....	Jan. 24, 1874.
Continental.....	Jan. 1, 1874.
Easton and South Easton.....	Nov. 24, 1873.
Empire.....	Jan. 8, 1874.
Erie City.....	Feb. 11, 1874.
Federal Street and Pleasant Valley.....	Jan. 7, 1874.
Frankford and Southwark.....	Dec. 30, 1873.
Germantown.....	Jan. 19, 1874.
Green and Coates Street, Philadelphia.....	Jan. 28, 1874.
Harrisburg City.....	Mar. 5, 1874.
Hestonville, Mantua and Fairmount.....	Jan. 19, 1874.
Lombard and South Street.....	Dec. 13, 1873.
People's, Schuylkill county.....	Jan. 24, 1874.
People's Street, Luzerne county.....	Jan. 10, 1874.
Philadelphia City.....	Jan. 30, 1874.
Philadelphia and Darby.....	Jan. 21, 1874.
Philadelphia and Gray's Ferry.....	Feb. 4, 1874.
Pittsburg, Allegheny and Manchester.....	Dec. 3, 1873.
Pittsburg and Birmingham.....	Jan. 9, 1874.
Pittsburg, Oakland and East Liberty.....	Feb. 23, 1874.
Pittsburg and Ormsby.....	Feb. 3, 1874.
Ridge Avenue.....	Jan. 23, 1874.
Schuylkill River.....	Feb. 9, 1874.
Second and Third Street.....	Feb. 5, 1874.
Seventeenth and Nineteenth Street.....	Feb. 2, 1874.
Thirteenth and Fifteenth Street.....	Jan. 28, 1874.
Union, Philadelphia.....	Feb. 11, 1874.
Union Street, Warren.....	Dec. 22, 1873.
Wilkesbarre and Kingston.....	Jan. 12, 1874.

<i>Name of company.</i>	<i>Report filed.</i>
Williamsport	Jan. 17, 1874.
West Philadelphia	Jan. 30, 1874.
 <i>Canal companies :</i>	
Delaware Division.....	Jan. 10, 1874.
Delaware and Hudson.....	Feb. 2, 1874.
Lehigh coal and navigation	Feb. 7, 1874.
Monongahela navigation.....	Feb. 3, 1874.
Muncy	Feb. 9, 1874.
Pennsylvania.....	Jan. 26, 1874.
Schuylkill.....	Feb. 17, 1874.
Susquehanna	Feb. 17, 1874.
Union.....	Jan. 22, 1874.
West Branch and Susquehanna.....	Feb. 25, 1874.
 <i>Telegraph companies :</i>	
American District.....	Jan. 29, 1874.
Atlantic and Ohio.....	Dec. 17, 1873.
Automatic	Mar. 7, 1874.
Erie County.....	Feb. 2, 1874.
Franklin.....	Jan. 22, 1874.
Pacific and Atlantic.....	Feb. 25, 1874.
Philadelphia Local.....	Dec. 1, 1873.
Philadelphia, Reading and Pottsville.....	Feb. 17, 1874.
Western Union	Dec. 18, 1873.

TABULATED RESULTS
COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

XVI

AUDITOR GENERALS

NAME OF COMPANY.	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.	Funded debt as by last report.
Allegheny Valley	\$5,000,000 00	\$2,256,400 00	\$2,256,400 00	\$2,256,400 00	3,939,000 00
Allentown	2,000,000 00	714,200 00	568,744 47	568,744 47	.....
Atlantic and Great Western	50,000,000 00	.....	24,000,000 00	39,458,700 00	56,992,240 00
Bald Eagle Valley	1,000,000 00	550,000 00	550,000 00	550,000 00	454,900 00
Barclay Coal Company	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	79,000 00
Bedford and Bridgeport	600,000 00	362,500 00	353,860 60	356,952 10	1,000,000 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	92,956 00	189,790 00	.....
Buffalo, Bradford and Pittsburg	Unlimited.	2,286,000 00	2,286,000 00	2,286,000 00	583,000 00
Buffalo, Corry and Pittsburg .....	.....	.....	.....	.....	.....
Buffalo, New York and Philadelphia	3,000,000 00	1,621,500 00	1,600,707 74	1,615,060 00	1,876,500 00
Bachman's Valley	100,000 00	68,000 00	65,120 60	66,604 40	45,000 00
Bell's Gap	Unlimited.	181,000 00	.....	181,000 00	.....
Catasauqua and Fogelsville	426,900 00	426,900 00	426,900 00	426,900 00	.....
Catawissa	4,359,500 00	4,359,500 00	4,359,500 00	1,740,350 00	1,740,350 00
Chartiers	800,000 00	667,155 00	638,030 01	644,110 01	500,000 00
Chester Creek	185,000 00	.....	185,000 00	185,000 00	185,000 00
Chester Valley	871,900 00	871,900 00	871,900 00	871,900 00	500,000 00
Chestnut Hill	120,650 00	120,650 00	120,650 00	120,650 00	.....
Cleveland and Pittsburg	11,253,500 00	11,253,500 00	11,223,200 00	11,236,500 00	3,825,500 00
Colebrookdale	50,000 00	50,000 00	47,165 00	47,165 00	584,700 00
Cornwall	150,000 00	150,000 00	300,000 00	300,000 00	.....
Columbia and Port Deposit	Unlimited.	225,000 00	208,172 11	208,172 11	160,600 00
Corning, Cowanesque and Antrim	2,000,000 00	1,600,000 00	.....	1,600,000 00	.....
Cumberland Valley	2,110,000 00	1,777,850 00	1,491,250 00	1,774,612 50	352,300 00
Chester Creek and Brandywine	150,000 00	45,000 00	.....	4,500 00	.....
Cowanesque Valley	200,000 00	89,450 00	.....	87,793 22	.....
Connecting	1,800,000 00	1,278,300 00	1,278,300 00	1,278,300 00	991,000 00
Danville, Hazleton and Wilkesbarre	800,000 00	685,450 00	684,235 00	684,235 00	1,400,000 00
Delaware and Hudson Canal .....	.....	.....	.....	.....	.....
Delaware, Lackawanna and Western	Unlimited.	23,500,000 00	20,000,000 00	23,500,000 00	5,744,000 00
Dillsburg and Mechanicsburg	350,000 00	63,000 00	.....	30,803 23	100,000 00
Dunkirk, Warren and Pittsburg .....	.....	.....	.....	.....	.....
Dunkirk, Allegheny Valley and Pittsburg	130,000 00	1,300,000 00	.....	1,300,000 00	.....
East Brandywine and Waynesburg	500,000 00	149,000 00	136,000 00	133,351 45	175,000 00

RAILROAD REPORT.

LVII

East Mahanoy	500,000 00	392,550 00	392,550 00	392,550 00	496,900 00
East Pennsylvania	Unlimited.	1,309,200 00	1,309,200 00	1,309,200 00	80,000 00
Ebensburg and Cresson	100,000 00	42,000 00	42,000 00	42,000 00	1,829,000 00
Elmira and Williamsport	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	23,895,000 00
Erie	Unlimited.	83,536,910 00	86,536,910 00	86,536,910 00	3,327,000 00
Erie and Pittsburg	2,500,000 00	1,996,400 00	1,099,550 00	1,099,550 00	400,250 00
East Broad Top	500,000 00	401,150 00	30,570 00	400,250 00	2,663 06
Edgewood	15,000 00	15,000 00		125,395 71	125,395 71
Fayette County	1,500,000 00	98,350 00	100,000 00	100,000 00	50,000 00
Frankford and Holmesburg	100,000 00	100,000 00	116,850 00	116,850 00	
Hanover Branch	500,000 00	116,850 00	1,182,550 00	1,182,550 00	700,000 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster	2,500,000 00	1,182,550 00	102,720 00	118,390 00	
Harrisburg and Potomac	Unlimited.	217,000 00	8,544 80	9,000 00	
Homer, Cherrytree and Susquehanna	Unlimited.	105,300 00	1,870,000 00	1,870,000 00	2,270,941 09
Huntingdon and Broad Top Mountain	3,300,000 00	1,870,000 00	400,000 00	400,000 00	100,000 00
Ironton	500,000 00	400,000 00	605,027 50	605,027 50	996,000 00
Jamestown and Franklin	1,000,000 00	634,050 00	2,095,700 00	2,095,700 00	2,300,000 00
Jefferson	Unlimited.	2,095,700 00	500,000 00	500,000 00	
Jersey Shore, Pine Creek and Buffalo	1,000,000 00	500,000 00	185,250 00	185,250 00	800,000 00
Junction	250,000 00	185,250 00		21,181 25	
Lawrenceville and Evergreen, (narrow gauge,)	25,000 00	22,775 00	50,000,000 00	50,000,000 00	26,495,000 00
Lake Shore and Michigan Southern	50,000,000 00	50,000,000 00	15,672 00	81,882 00	
Lancaster and Reading, (narrow gauge,)	500,000 00	123,750 00	289,750 00	360,200 00	355,000 00
Lawrence	500,000 00	370,200 00	375,100 00	375,100 00	300,000 00
Lehigh and Lackawanna	1,000,000 00	375,100 00			
Lehigh and Susquehanna					
Lehigh Valley	Unlimited.		21,468,800 00	21,918,850 00	9,734,000 00
Lewisburg Centre and Spruce Creek	3,000,000 00	346,700 00	187,048 60	245,635 40	1,545,000 00
Little Saw Mill Run	250,000 00	100,000 00	100,000 00	100,000 00	30,716 67
Littlestown	75,000 00	53,750 00	34,850 00	34,850 00	40,000 00
Little Schuylkill Navigation	Unlimited.	2,646,100 00	2,646,100 00	2,646,100 00	759,500 00
Lykens Valley	800,000 00	600,000 00	600,000 00	600,000 00	
Ligonier Valley	100,000 00	54,009 77		44,858 77	
Mifflin and Centre County	100,000 00	65,675 00	65,650 00	65,675 00	188,500 00
Mill Creek and Mine Hill	323,375 00	323,375 00	323,375 00	323,375 00	
Mine Hill and Schuylkill Haven	3,992,050 00	3,992,050 00	3,905,600 00	3,992,050 00	
Mount Carbon and Port Carbon	282,350 00	282,350 00	282,350 00	282,350 00	
Mount Pleasant and Broad Ford	600,000 00	117,750 00	111,150 00	112,550 00	
Mont Alto	500,000 00	110,000 00		110,000 00	
Muncy Creek	2,000,000 00	128,600 00	123,600 00	123,600 00	105,000 00
Montrose, (narrow gauge,)	500,000 00	278,450 00		248,351 00	
Mount Oliver Inclined Plane	20,000 00	52,625 00		52,625 00	
Monongahela Inclined Plane	20,000 00	73,000 00		75,000 00	

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	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.	Funded debt as by last report.
Nesquehoning Valley	\$2,000,000 00	\$1,300,000 00	\$1,300,000 00	\$1,300,000 00	.....
New Castle and Beaver Valley.....	700,000 00	700,000 00	605,000 00	605,000 00	\$88,300 00
Newry.....	15,000 00	11,650 00	11,150 00	11,150 00	.....
Northern Central.....	8,000,000 00	5,842,000 00	5,842,000 00	5,842,000 00	11,040,602 09
North Pennsylvania.....	1,500,000 00	3,150,000 00	3,150,000 00	3,596,500 00	4,042,500 00
North-East Pennsylvania.....	400,000 00	81,550 00	.....	81,550 00	.....
New Castle and Franklin.....	150,000 00	343,500 00	.....	302,427 00	.....
Oil Creek and Allegheny River.....	4,959,450 00	4,959,450 00	4,959,450 00	4,959,450 00	3,686,000 00
Peach Bottom.....	1,000,000 00	271,800 00	32,881 05	138,704 16	.....
Pennsylvania.....	151,700,000 00	68,417,300 00	53,271,937 50	68,144,475 00	29,326,600 00
Pennsylvania Coal.....	5,850,329 00	4,000,000 00	4,000,000 00	4,000,000 00	536,500 00
Pennsylvania and Delaware.....	900,000 00	900,090 00	.....	900,000 00	.....
Pennsylvania and New York Canal and.....	Unlimited.	4,061,700 00	3,521,700 00	4,061,700 00	3,000,000 00
Pennsylvania Petroleum.....	4,000,000 00	4,000,000 00	750,000 00	750,000 00	.....
Perkiomen.....	50,000 00	40,100 00	37,800 00	38,040 00	621,300 00
Philadelphia and Baltimore Central.....	2,000,000 00	225,000 00	220,606 11	220,606 11	1,500,000 00
Philadelphia and Erie.....	10,000,000 00	6,500,000 00	6,048,700 00	8,448,700 00	14,730,000 00
Philadelphia, Germantown and Norristown.....	2,500,000 00	2,231,900 00	2,231,900 00	2,231,900 00	.....
Philadelphia, Newtown and New York.....	1,500,000 00	420,000 00	124,600 00	199,360 00	.....
Philadelphia and Reading.....	Unlimited.	.....	34,236,175 28	34,270,575 28	29,042,169 00
Philadelphia and Trenton.....	2,662,900 00	1,259,100 00	1,259,100 00	1,259,100 00	.....
Philadelphia, Wilmington and Baltimore.....	Unlimited.	11,507,750 00	11,485,750 00	11,507,750 00	1,990,500 00
Pickering Valley.....	100,000 00	96,850 00	92,125 00	92,875 00	331,800 00
Pit-Hole Valley.....	250,000 00	250,000 00	250,000 00	250,000 00	100,000 00
Pittsburg, Cincinnati and St. Louis.....	13,500,000 00	8,433,750 00	8,433,550 00	8,433,750 00	10,011,740 24
Pittsburg and Connellsville.....	5,000,000 00	2,341,974 50	1,960,682 45	1,960,682 45	4,780,000 00
Pittsburg, Ft. Wayne and Chicago.....	Unlimited.	23,814,285 71	22,214,285 71	23,814,285 71	13,621,000 00
Pittsburg, Virginia and Charleston.....	Unlimited.	821,550 00	618,564 11	673,264 31	.....
Plymouth.....	30,000 00	30,000 00	12,500 00	12,500 00	.....
Parker and Karns City, (narrow gauge,).....	150,000 00	147,200 00	.....	47,856 22	.....
Pittsburg and Castle Shannon.....	1,000,000 00	960,850 00	.....	446,920 80	.....
Pennsylvania Inland.....	100,000 00	27,000 00	.....	3,510 00	.....
Philadelphia and Chester County.....	500,000 00	84,450 00	.....	31,210 00	.....
People's Freight.....	100,000,000 00	.....	.....	.....	.....
Reading and Columbia.....	600,000 00	511,300 00	597,268 00	508,268 00	1,000,000 00

Salisbury and Baltimore	1,500,000 00	132,400 00		99,900 00	
Schuylkill Valley	576,050 00	576,050 00	576,050 00	576,050 00	
Selinsgrove and North Branch	200,000 00	95,000 00	2,680 00	2,680 00	
Shamokin Valley and Pottsville	1,500,000 00	869,450 00	869,450 00	869,450 00	1,988,000 00
Shenango and Allegheny	200,000 00	199,000 00	199,000 00	199,000 00	780,000 00
Somerset and Mineral Point	200,000 00	60,000 00	55,000 00	55,900 00	81,104 80
South Mountain Iron Company's					377,500 00
South Mountain	Unlimited.	575,800 00	44,188 65	386,439 39	
South Pennsylvania					
Southern Pennsylvania Railway and Mining Company	800,000 00	800,000 00	800,000 00	800,000 00	
Southwark	200,000 00	200,000 00	58,468 00	58,468 00	
Stony Creek	300,000 00	154,200 00	134,675 00	140,560 00	
Sullivan and Erie	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,000,000 00
Summit Branch	2,750,000 00	2,502,250 00	2,502,250 00	2,502,250 00	145,000 00
Susquehanna, Gettysburg and Potomac	2,500,000 00		1,500,000 00	1,500,000 00	
Sunbury and Lewistown	500,000 00	500,000 00	500,000 00	500,000 00	1,400,000 00
South-West Pennsylvania	500,000 00	391,500 00		359,857 50	
State Line and Juniata	500,000 00	500,000 00			
Sherman's Valley	100,000 00	13,000 00		12,000 00	
Spring Brook	25,000 00	37,800 00		37,850 00	
Tioga	125,000 00	124,950 00	580,900 00	680,900 00	243,000 00
Tresckow	250,000 00	130,000 00	130,000 00	130,000 00	
Tyrone and Clearfield	1,000,000 00	510,000 00	510,000 00	510,000 00	
West Chester	165,000 00	165,000 00	165,000 00	165,000 00	
West Chester and Philadelphia	3,800,000 00	823,950 00	681,100 00	823,950 00	1,189,800 00
Western Pennsylvania	3,000,000 00	822,450 00	1,022,450 00	1,022,450 00	1,800,000 00
West Chester and Phoenixville	250,000 00	130,000 00		13,000 00	
Wheeling, Pittsburgh and Baltimore	500,000 00	500,000 00		500,000 00	
Wilcox and Howard Hill Improvement Company	500,000 00	500,000 00			
Wilmington and Reading	800,000 00	800,000 00	759,622 88	759,622 88	2,232,300 00
Wilmington and Western	Unlimited.	253,650 00	244,380 00	248,807 50	500,000 00
	515,368,964 00	389,374,234 98	433,131,454 77	478,701,873 58	297,713,763 89

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amount now of funded debt.....	Floating debt as by last report.....	The amount now of floating debt.....	Total amount now of funded and floating debt.....	Rate per cent. per annum of interest.....	Rate per cent. per annum of dividend.....
Allegheny Valley.....	\$3,034,000 00	\$886,202 80	\$1,280,691 34	\$5,214,691 34	7, 7 3-10	
Allentown.....		613,032 50	649,119 84	649,119 84		
Atlantic and Great Western.....	71,112,287 43		3,858,800 67	74,971,088 10	7	
Bald Eagle Valley.....	445,000 00			445,000 00	6, 7	8
Barclay Coal Company.....	27,000 00			27,000 00	7	6
Bedford and Bridgeport.....	1,000,000 00	10,000 00	52,404 68	1,052,404 68	7	
Bellefonte and Snow Shoe.....	99,000 00			99,000 00	6	*75c
Berks County.....	184,600 00		633,924 64	818,524 64	7	
Buffalo, Bradford and Pittsburg.....	583,000 00			583,000 00	7	
Buffalo, Corry and Pittsburg.....						
Buffalo, New York and Philadelphia.....	2,577,500 00	430,605 45	1,233,044 51	3,811,444 51	6, 10	
Bachman's Valley.....	50,000 00			50,000 00	7	
Bell's Gap.....	184,000 00		32,800 00	216,800 00	7	
Catasauqua and Fogelsville.....						6
Catawissa.....	1,740,350 00			1,740,350 00		3½
Chartiers.....	500,000 00		4,298 03	504,298 03	7	
Chester Creek.....	185,000 00			185,000 00	6	6
Chester Valley.....	500,000 00	507,500 00	507,500 00	1,007,500 00	7	
Chestnut Hill.....						12
Cleveland and Pittsburg.....	4,465,000 00			4,465,000 00	7, 6	7, 10
Colebrookdale.....	587,200 00	89,009 84	123,354 16	710,554 16	6	
Cornwall.....						16
Columbia and Port Deposit.....	180,000 00	500,457 52	727,870 36	887,870 36	7	
Corning, Cowanesque and Antrim.....						3½
Cumberland Valley.....	352,300 00			352,300 00	8, 6	8
Chester Creek and Brandywine.....						
Cowanesque Valley.....	195,000 00		35,718 08	230,718 08	7	
Connecting.....	991,000 00			991,000 00	6	6
Danville, Hazleton and Wilkesbarre.....	1,700,000 00	160,000 00	118,000 00	1,818,000 00	7	
Delaware and Hudson canal.....						
Delaware, Lackawanna and Western.....	6,872,200 00	4,319,917 90	960,122 75	7,832,222 75	7	10
Dillsburg and Mechanicsburg.....	100,000 00		39,032 92	139,032 92	6	

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AUDITOR GENERALS

Dunkirk, Warren and Pittsburg	3,200,000 00			3,200,000 00	7	
Dunkirk, Allegheny Valley and Pittsburg	225,000 00	2,000 00	2,000 00	227,000 00	7, 8	
East Brandywine and Waynesburg						6
East Mahanoy						6
East Pennsylvania	485,900 00			485,900 00	7	
Ebensburg and Cresson	80,000 00			80,000 00	6	
Elmira and Williamsport	1,620,000 00			1,620,000 00	7, 5	5, 7
Erie	37,917,142 70			40,681,246 21	7	23, 7
Erie and Pittsburg	3,327,000 00			3,327,000 00	7	7
East Broad Top	188,000 00			188,000 00	7	
Edgewood						
Fayette County						8
Frankford and Holmesburg	50,000 00	5,342 36	5,342 36	55,342 36	7	3
Hanover Branch						10
Harrisburg, Portsmouth, Mount Joy and Lancaster	700,000 00			700,000 00	6	7
Harrisburg and Potomac		27,205 00	225,860 00	225,860 00		
Homer, Cherrytree and Susquehanna		4,201 24	6,000 00	6,000 00		
Huntingdon and Broad Top Mountain	2,270,966 09			2,270,966 09	6, 7	
Ironton	100,000 00			100,000 00	7	
Jamestown and Franklin	996,000 00	869,687 40	804,743 20	1,900,743 20	7	
Jefferson	2,300,000 00			2,300,000 00	7	
Jersey Shore, Pine Creek and Buffalo						
Junction	800,000 00			800,000 00	6	
Lawrenceville and Evergreen (narrow gauge)	9,000 00		3,000 00	12,000 00	7	
Lake Shore and Michigan Southern	31,719,000 00	6,850,020 54	6,656,606 10	38,375,606 10	7	8, 10
Lancaster and Reading Narrow Gauge	350,000 00		27,457 59	377,457 59	7	
Lawrence	355,000 00	25,000 00		355,000 00	7	10
Lehigh and Lackawanna	300,000 00			300,000 00	7	
Lehigh and Susquehanna						
Lehigh Valley	10,875,000 00		1,837,643 23	12,712,643 23	6, 7	10
Lewisburg, Centre and Spruce Creek	1,545,000 00			1,545,000 00	7	
Little Saw Mill Run	30,716 87	3,283 89	2,500 59	33,217 28	7	10
Littlestown	40,000 00	1,500 00		40,000 00	7	6
Little Schuylkill Navigation	747,500 00			747,500 00	7	7
Lykens Valley						10, 1
Ligonier Valley						
Millin and Centre County	200,000 00	16,742 51	15,261 22	215,261 22	6	
Mill Creek and Mine Hill						10
Mine Hill and Schuylkill Haven						7, 12
Mount Carbon and Port Carbon						
Mount Pleasant and Broad Ford		43,482 64	45,463 85	45,463 85		
Mont Alto	125,000 00			125,000 00	7	
Muncy Creek	123,000 00	30,000 00	26,000 00	151,000 00	7	

TABLE A.—STOCK AND DEBT—Continued.

NAME OF COMPANY.	Total amount now of funded debt.....	Floating debt as by last report.....	The amount now of floating debt.....	Total amount now of funded and floating debt.....	Rate per cent. per annum of interest.....	Rate per cent. per annum of dividend.....
Montrose (narrow gauge).....	\$30,900 00		\$43,821 84	\$74,721 84	7	
Mount Oliver Inclined Plane.....	41,300 00		81,250 38	72,550 38	8	
Monongahola Inclined Plane.....						11
Nesquehoning Valley.....						10
New Castle and Beaver Valley.....	35,300 00			35,800 00	7	10
Newry.....		\$10,778 99	10,778 99	10,778 99		
Northern Central.....	11,419,756 12	539,656 92	704,041 60	12,123,797 72	6, 7	
North Pennsylvania.....	4,456,000 00	63,391 00	252,985 37	4,708,485 37	6, 7	\$5
North-East Pennsylvania.....	48,000 00		145,768 50	193,768 50	7	
New Castle and Franklin.....	175,000 00		79,192 00	254,192 00	7	
Oil Creek and Allegheny River.....	3,680,000 00		249,404 81	3,929,404 81	7	6
Peach Bottom.....			84,614 00	84,614 00		
Pennsylvania.....	37,639,600 00	3,713,246 15	4,611,797 24	42,251,397 24	6	110
Pennsylvania Coal.....	487,500 00	375,000 00	565,000 00	1,052,500 00	7	20
Pennsylvania and Delaware.....	1,602,000 00		71,346 21	1,673,346 21	7	
Pennsylvania and New York canal and Pennsylvania Petroleum.....	3,000,000 00	351,234 23	74,017 48	3,074,017 48	7	2½
Perkiomen.....	1,821,800 00	538,184 61	20,478 00	1,842,278 00	6	
Philadelphia and Baltimore Central.....	1,500,000 00	53,413 53	46,945 52	1,546,945 52	6, 7	
Philadelphia and Erie.....	16,252,000 00	573,966 00	1,202,228 13	17,454,228 13	6, 7	
Philadelphia, Germantown and Norristown.....						12
Philadelphia, Newtown and New York.....	164,000 00		57,000 00	221,000 00		
Philadelphia and Reading.....	40,109,960 87	300,000 00	700,000 00	40,809,960 87	5, 6, 7	10
Philadelphia and Trenton.....						10
Philadelphia, Wilmington and Baltimore.....	2,218,500 00	69,803 63	28,749 34	2,247,249 34	6	8
Pickering Valley.....	352,300 00	130,552 67	161,362 90	493,662 90	7	
Pit-Hole Valley.....	100,000 00	100,000 00	24,254 91	124,254 91	7	
Pittsburg, Cincinnati and St. Louis.....	15,070,585 99	1,841,885 10	372,181 04	15,382,767 03	6, 7	
Pittsburg and Connellsville.....	9,500,000 00	3,463,204 09	2,216,578 68	11,776,578 68	6, 7	
Pittsburg, Fort Wayne and Chicago.....	13,554,000 00	16,229 62	14,229 62	13,568,229 62	7	7
Pittsburg, Virginia and Charleston.....	700,000 00		244,691 67	944,691 67	7	
Plymouth.....		274,495 19	274,495 19	274,495 19		

Parker and Karns City (narrow gauge).....	8,000 00		02,405 00	100,405 00	7	
Pittsburg and Castle Shannon.....	336,899 99		136,996 69	473,896 08	6	
Pennsylvania Inland.....						
Philadelphia and Chester County.....						
People's Freight.....						
Reading and Columbia.....	1,000,000 00	1,093,491 59	1,215,910 64	2,215,910 61	7	
Salisbury and Baltimore.....						
Schuylkill Valley.....						5
Selinsgrove and North Branch.....						
Shamokin Valley and Pottsville.....	1,994,000 00			1,994,000 00	7	6
Zhenango and Allegheny.....	800,000 00		124,315 09	924,315 09	7	
Somerset and Mineral Point.....	83,804 80	8,581 35	2,275 35	86,080 15	7	
South Mountain Iron Company.....	377,500 00			377,500 00	6, 7	
South Mountain.....		163,732 54	103,210 61	103,210 61		
South Pennsylvania.....						
Southern Pennsylvania Railway and Mining Co.....	*625,000 00		**42,000 00	687,000 00	7	
Southwark.....						6
Stony Creek.....	25,500 00	82,313 62	287,873 75	313,373 75	7	
Sullivan and Erie.....	1,000,000 00	204,631 61	196,992 50	1,196,992 50	7	
Summit Branch.....	115,090 00			115,090 00	6	6
Susquehanna, Gettysburg and Potomac.....						
Sunbury and Lewistown.....	1,400,000 00			1,400,000 00	7	
South-West Pennsylvania.....			590,815 86	590,815 86		
State Line and Juniata.....						
Sherman's Valley.....						
Spring Brook.....			2,000 00	2,000 00		
Tioga.....	239,506 00			239,506 00	7	
Tresckow.....		60,003 61	60,003 64	60,003 64		
Tyrone and Clearfield.....		332,359 99	313,566 98	313,566 98		
Uniontown and West Virginia.....						
West Chester.....						
West Chester and Philadelphia.....				1,100,000 00	7	4
Western Pennsylvania.....	3,000,000 00	1,023,554 70		3,000,000 00	6, 7	
West Chester and Phoenixville.....						
Wheeling, Pittsburg and Baltimore.....		79,641 65	79,641 65	79,641 65		
Wilcox and Howard Hill Improvement Company.....						
Wilmington and Reading.....	2,810,100 00	108,010 43	180,010 82	2,990,116 82	7	
Wilmington and Western.....	500,000 00	52,799 00	91,598 74	591,598 74	7	
	378,590,376 66	30,520,032 44	37,601,157 86	417,126,061 03		

*Cash per share.

†Gold.

‡Currency.

§Scrip.

||Five per cent. cash, five per cent. scrip.

¶1st mortgage and iron and railway company.

**Upaid interest.

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.....
Allegheny Valley.....	\$12,332,317 30	132	132	132	12	61.20	4 ft. 9	60	130.50	
Allentown.....	1,078,438 82	35.80	4.50	4.50		.30	4 ft. 8½	64		
Atlantic and Great Western.....		387.50	387.50	92	50	111	6 ft.	56, 60, 64, 68	34.75	5
Bald Eagle Valley.....	1,050,000 00	51.19	51.19	51.19		5.48	4 ft. 8½	45, 56	2.50	
Barclay Coal Company.....		16	16	16		6	4 ft. 8½	50		
Bedford and Bridgeport.....	1,412,182 60	38.70	38.70	38.70		4.82	4 ft. 9	52	11.30	
Bellefonte and Snow Shoe.....	458,181 38	21.20	21.20	21.20		3.75	4 ft. 8½	45, 56		
Berks County.....		44 50	5.50	5.50		1	4 ft. 8¾	56		
Buffalo, Bradford and Pittsburg.....	2,860,000 00	26	26	18		2	6 ft.	45, 62		
Buffalo, Corry and Pittsburg.....	14,999 65	43.20	43.20	6		6.75	4 ft. 9¼	56		
Buffalo, New York and Philadelphia.....	5,405,935 84	120.55	120.55	41.90		13.60	4 ft. 8½	56, 62		
Bachman's Valley.....	108,277 89	9	9	9			4 ft. 8	52		
Bell's Gap.....	212,868 66	8.75	8.75	8.75		.75	3 ft.	35		
Catasauqua and Fogelsville.....	742,156 64	20	20	20		8	4 ft. 8¼	50	5.50	
Catawissa.....	6,126,500 00	94	94	94		7	4 ft. 8¼	56, 68	4.50	1
Chartiers.....	1,128,690 01	22.80	22.80	22.80		2.20	4 ft. 9¼	56		
Chester Creek.....	370,000 00	7.25	7.25	7.25		.75	4 ft. 8¼	50		
Chester Valley.....	1,371,000 00	21.50	21.50	21.50		2	4 ft. 9½	60		
Chestnut Hill.....	120,650 00	4.12	4.12	4.12	.50	.50	4 ft. 8½	56		
Cleveland and Pittsburg.....	15,571,299 78	167	167	15	3	81.50	4 ft. 10	60	32	
Colebrookdale.....	667,126 78	18.80	12.80	12.80		1.85	4 ft. 8½	56		
Cornwall.....	421,492 85	7.47	7.47	7.47		2.50	4 ft. 8½	64, 68	1.50	
Columbia and Port Deposit.....	1,086,042 47	39.30	5	25		.80	4 ft. 9	64		
Corning, Cowanesque and Antrim.....	1,600,000 00	53	53	37.16		8.11	6 ft.	59, 62		
Cumberland Valley.....	1,753,613 46	82.20	82.20	68.30	7	11.75	4 ft. 9	50, 56		3
Chester Creek and Brandywine.....		5								
Cowanesque Valley.....	318,513 30	11	11	11		.50	6 ft.	56		
Connecting.....	2,278,300 00	6.78	6.78	6.78	6.78	2.75	4 ft. 9¼	67		
Danville, Hazleton and Wilkesbarre.....	1,102,600 00	45	45	45		2.50	4 ft. 8¾	56		

Delaware and Hudson Canal.....	4,576,125 73	45	45	45	82	83	43,48,6	45,56		1
Delaware, Lackawanna and Western..	21,221,354 12	115	115	115	99	20	6 ft.	60,65	80	
Dillsburg and Mechanicsburg.....	170,656 94	7.50	7.50	7.50			4 ft. 9	56		
Dunkirk, Warren and Pittsburg.....										
Dunkirk, Allegheny Valley and Pittsburg	4,500,000 00	106.50	96.60	48.30		6	4 ft. 9½	56		
East Brandywine and Waynesburg...	360,351 45	27.50	17.50	17.50			4 ft. 8½	45,56		
East Mahanoy.....	392,550 00	7.54	7.54	7.54		3.33	4 ft. 8½	68	8.57	
East Pennsylvania.....	1,484,290 12	36	36	36	8.95	14.76	4 ft. 8½	64,68		
Ebensburg and Cresson.....	122,000 00	11	11	11		.60	4 ft. 9	45		
Elmira and Williamsport.....	2,620,000 00	78	78	70		14	4 ft. 9	56		
Erie.....	111,680,092 26	459	459	42.50	346.75		6 ft.	60,70	96.75	19
Erie and Pittsburg.....	4,939,844 52	81.50	81.50	81.50		11.15	4 ft. 9½	60		
East Broad Top.....	564,618 73	29.75	11.66	11.66		1.66	3 ft.	40		
Edgewood.....	1,163 06	1	1				4 ft. 9	58		
Fayette County.....	130,000 00	12.66	12.66	12.66		.75	4 ft. 8½	43		
Frankford and Holmesturg.....	159,427 07	4.15	4.15	4.15		.73	4 ft. 10	50		
Hanover Branch.....	288,351 06	12.20	12.20	12.20		2.25	4 ft. 8½	50,56		3
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	1,882,550 00	36	36	36		18	4 ft. 8½	60	18	
Harrisburg and Potomac.....	269,250 00	60	6.75	6.75			4 ft. 8½	56	30	
Homer, Cherrytree and Susquehanna,	13,201 24	70								
Huntingdon and Broad Top Mountain,	4,154,801 27	45	45	45		16.50	4 ft. 8½	60	18.75	
Ironton.....	268 000 00	10	11	11		2	4 ft. 8½	50,57		
Jamestown and Franklin.....	2,501,697 40	51	51	51		18	4 ft. 9½	60	1.50	
Jefferson.....	4,395,700 00	47	47	47			6 ft.	55,67½		
Jersey Shore, Pine Creek and Buffalo,	647,000 00	118								
Junction.....	898,324 25	4.62	4.62	4.62	4.62	1.12	4 ft. 8½	67		
Lawrenceville and Evergreen, (narrow gauge),	33,181 25	2.61	2.61	2.61			3 ft.	28		
Lake Erie and Michigan Southern...	75,949,742 89	541	541	44	230	398	4 ft. 9½	60	482	3
Lancaster and Reading Narrow Gauge,	105,733 28	34					3 ft.			
Lawrence.....	715,937 88	17.80	17.80	8.10		1.66	4 ft. 10	60	3	
Lehigh and Lackawanna.....	675,100 00	36	15	15		1.25	4 ft. 8½	50		
Lehigh and Susquehanna.....	12,754,395 17	105	105	105	25	75	4 ft. 8½	56 to 65	83.25	3
Lehigh Valley.....	20,489,162 45	101	101	101	90.11	140.23	4 ft. 8½	60	130.77	1
Lewisburg, Centre and Spruce Creek,	1,256,545 44	37.38	19	19		.50	4 ft. 9	52,56		
Little Saw Mill Run.....	123,127 04	3	3	3		1	4 ft. 8	53,56		
Littlestown.....	115,616 00	9.50	9.50	9.50		.50	4 ft. 8½	50,56		
Little Schuylkill Navigation.....	1,416,187 80	28.25	28.25	28.25		19.95	4 ft. 8½	60	3	1
Lykens Valley.....	595,767 24	20	20	20			4 ft. 9	50,56	.50	
Ligonier Valley.....	43,888 93	10.20								
Millin and Centre County.....	265,075 89	12.50	12.50	12.50		5.70	4 ft. 9	45,56		

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.....
Mill Creek and Mine Hill.....	\$323,375 09	3.80	3.80	3.80	3.80	17.80	4 ft. 8½	64		
Mine Hill and Schuylkill Haven.....	3,992,050 00	42.50	42.50	42.50	24	71	4 ft. 8½	64.68		
Mount Carbon and Port Carbon.....	282,815 45	2.50	2.50	2.50	2.50	9.80	4 ft. 8½	64		
Mount Pleasant and Broad Ford.....	156,613 85	9.60	9.60	9.60		1	4 ft. 8½	45.46		
Mo.....	235,000 00	10.50	10.50	10.50		.85	4 ft. 9	50		
Muncy Creek.....	150,900 00	40	6	6		.50	4 ft. 8½	36 to 56		
Montrose, (narrow gauge,).....	321,100 25	28	25	25			3 ft.	40		
Mount Olive Inclined Plane.....	123,102 17	.30	30	30			5 ft.	20		
Monongahela Inclined Plane.....	76,442 29	.12	12	.12	.12		5 ft.	45		
Nesquehoning Valley.....	1,265,684 44	16.50	16.50	16.50		3.75	4 ft. 8½	60	1	
New Castle and Beaver Valley.....	810,480 54	14.97	14.97	14.97		3.87	4 ft. 10	56		
Newry.....	22,657 31	1.10	1.10	1.10		.15	4 ft. 8½	45		
Northern Central.....	15,429,883 90	138	138	102	78		4 ft. 9	64		3
North Pennsylvania.....	8,459,576 47	55.60	55.60	55.60	25.50	23	4 ft. 8½	56 to 64	14.10	1
North-East Pennsylvania.....	228,381 73	7.30	7.30	7.30		.75	4 ft. 8½	50		
New Castle and Franklin.....	551,969 56	36	23.50	23.50		.25	4 ft. 9½	56		
Oil Creek and Allegheny River.....	9,623,963 51	95	95	95		33	6, 4 9	60	23	
Peach Bottom.....	223,538 18	60	8	8			3 ft.	30		
Pennsylvania.....	48,279,660 09	354.90	354.90	354.90	359.80	230	4 ft. 9	56, 67	83	18
Pennsylvania Coal.....	2,000,000 00	100	100	47	47	10	4 ft. 3	36	15.87	
Pennsylvania and Delaware.....	2,502,000 00	41.50	41.50	22.50		1.15	4 ft. 8½	50		
Pennsylvania and New York Canal and Pennsylvania Petroleum.....	6,142,827 11	104.55	104.55	104.30	21.38	21.18	4 ft. 8½	58, 60	22.58	1
Perkiomen.....	750,000 00	07	5	5			4 ft. 8½	64		
Philadelphia and Baltimore Central.....	1,388,700 26	36.50	23.80	23.80		3.12	4 ft. 8½	56		
Philadelphia and Erie.....	1,988,850 55	46	40	36.75		0.50	4 ft. 8½	50, 60		2
Philadelphia, Germantown and Norristown.....	23,644,262 00	287.60	287.60	287.60	28.85	100.99	4 ft. 9	56, 60, 64		
Philadelphia, Newtown and New York.....	1,514,800 01	20	20	20	20	5	4 ft. 8½	50, 67	12.25	
	440,400 00	27	3	3			4 ft. 8½	56		

RAILROAD REPORT.

XXVII

Philadelphia and Reading.....	45,319,348 80	98.40	98.40	98.40	98.40	140.90	4 ft. 8½	64,68	228.60	13
Philadelphia and Trenton.....	1,534,478 76	26.60	26.60	26.60	20.40	13.83	4 ft. 9½	57,70		2
Philadelphia, Wilmington and Balti- more.....	11,814,765 89	94.91	94.91	17.81	81.25	45.86	4 ft. 8½	57,60	3.25	4
Pickering Valley.....	474,551 54	11.30	11.30	11.30		.43	4 ft. 8½	56		
Pit-Hole Valley.....	101,764 07	7	7	7		1	4 ft. 9¼	56,62		
Pittsburg, Cincinnati and St. Louis...	10,682,344 84	193	193	35.25	15.40	38.26	4 ft. 9¼	60,64	9	4
Pittsburg and Connellsville.....	12,644,274 07	149.60	145	142	4	32	4 ft. 8½	60,64	1.90	2
Pittsburg, Ft. Wayne and Chicago.....	28,412,353 00	468.30	468.30	49	58.00	121.40	4 ft. 9¼	60,90		2
Pittsburg, Virginia and Charleston.....	1,143,393 57	30	30	30	3	1.75	4 ft. 9	64		
Plymouth.....	274,495 19	9.25	9.25	9.25		2.37	4 ft. 8½	57		
Parker and Karns City, (narrow gauge.).....	147,761 22	10.50	4	4		.12	3 ft.	30		
Pittsburg and Castle Shannon.....	454,426 83	16	6	6		.83	3 ft. 3	45,50	1.41	
Pennsylvania Inland.....	3,500 00	145	35	35			4 ft. 8½	56		
Philadelphia and Chester County.....	61,577 65	30					4 ft. 8½			
People's Freight.....		336								
Reading and Columbia.....	2,292,999 73	40	40	40		8.10	4 ft. 8½	56,68	8	
Salisbury and Baltimore.....	89,888 07	8.50								
Schuylkill Valley.....	576,840 94	11	11	11	5.30	16.20	4 ft. 8½	60,64		
Selinsgrove and North Branch.....	2,400 00	14								
Shamokin Valley and Pottsville.....	1,208,050 00	28	28	28		4.50	4 ft. 9	56,64		
Shenango and Allegheny.....	1,178,102 21	31.12	31.12	31.12		5.15	4 ft. 9¼	56		
Somerset and Mineral Point.....	140,090 00	9.10	9.10	9.10		.25	4 ft. 8½	45		
South Mountain Iron Company.....	388,480 68	17.78	17.78	17.78			4 ft. 9	51		
South Mountain.....	489,550 00	55					4 ft. 8½	65		
South Pennsylvania Southern Pennsylvania Railway and Mining Company.....	973,750 00	21	21	21		.38	4 ft. 9	50	2	
Southwark.....	58,468 00	1.72	1.72	1.72	1.72		4 ft. 8	56,68		
Stony Creek.....	455,445 46	10.30	10.30	10.30			4 ft. 8½	58		
Sullivan and Erie.....	1,597,718 14	24	24	24		1.50	4 ft. 8½	50,58		
Summit Branch.....	988,902 37	20	20	20		10.25	4 ft. 9	50,58	.50	1
Susquehanna, Gettysb'g and Potomac, Sunbury and Lewistown.....	1,900,000 00	100	17	17		.25	4 ft. 8½	50,60		
South-West Pennsylvania.....	968,837 00	43.50	43.50	43.50		3.25	4 ft. 9	56		
State Line and Juniata.....	33,325 31	24.73	24.30	24.30		3.53	4 ft. 9	56		
Sherman's Valley.....		220								
Spring Brook.....	39,300 00	25					4 ft. 8½			
Tioga.....	39,300 00	15	5	5			4 ft. 3	16,25		
Tresekow.....	1,354,301 52	30.60	30.60	30.60		8.80	6 ft.	57,64		1
Tyrene and Clearfield.....	203,730 47	6.50	6.50	6.50		1.50	4 ft. 8½	50		
Uniontown and West Virginia.....	823,566 98	46.50	40.80	40.80		9	4 ft. 9	56	11.70	

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.....
West Chester.....	\$205,486 79	9	9	9	.....	50	4 ft. 8½	50	.....	.....
West Chester and Philadelphia.....	1,694,932 49	26.30	26.30	26.30	.....	5	4 ft. 8½	50.65	.....	1
Western Pennsylvania.....	3,950,872 11	57.10	57.10	57.10	5.10	18.67	4 ft. 9	56	27.50	.....
West Chester and Phoenixville.....	.....	14	.....	.....	.....	.....	.....	.....	.....	.....
Wheeling, Pittsburg and Baltimore.....	.....	82	82	18	.....	1	4 ft. 8½	50	.....	.....
Wilcox and Howard Hill Improvement Company.....	57,520* 39	94	.....	.....	.....	.....	4 ft. 8½	.....	.....	.....
Wilmington and Reading.....	8,329,089 31	63.60	63.60	52	.....	10	4 ft. 8¾	56	7.87	.....
Wilmington and Western.....	796,516 51	86	19.92	2.31	.....	2.40	4 ft. 8½	56	.....	.....
	821,812,048 56	8,401.82	6,655.89	4,257.19	1,819.83	2,218.43	.....	.....	1,597.17	95

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	Number 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 roadway
Allegheny Valley	6	73	23	6	10	1,478	54	5	65	1	41	28	5		\$23,709 43
Allentown	1										2				65,000 00
Atlantic and Great Western	14	190	139	43	45	3,184	2,873	5	95		104	50		115	10,000 00
Bald Eagle Valley									56		17	5			800 00
Barclay Coal Company	3	5	2		1	15	352		11		8	3		1	
Bedford and Bridgeport	2								10		21	5			
Bellefonte and Snow Shoe	3	5	2			46	61		11		9	2			22,120 00
Berks County	1	1				18			4			1			27,877 40
Buffalo, Bradford and Pittsburg															
Buffalo, Corry and Pittsburg	3	7	6		2	41			3		8	4			
Buffalo, New York and Philadelphia	6	18	12	1	4	296	308	2	14	6	35	10			305,000 00
Bachman's Valley									8		7	1			
Bell's Gap	1	1		1	1	3	50		7		5	1			10,000 00
Catawauqua and Fogelsville	2	6	3		2	63	589	5	2	3	16	7		5	21,500 00
Catawissa	4							2	22		19	15	2	10	53,150 00
Chartiers								2	22		13	2	2		3,390 70
Chester Creek									3		15				
Chester Valley	1								32	26	16	2			3,000 00
Chestnut Hill									3	1	8				
Cleveland and Pittsburg	13	97	38	5	22	600	2,370	2	65	15	60	26	1		
Colebrookdale	1								9		9	1			14,108 07
Cornwall	1	3				43	107	2	8	4	12	2			600 00
Columbia and Port Deposit									1		2				31,316 48
Corning, Cowanesque and Antrim	3	12	4		3	96	591	7	6		14	7			137,940 46
Cumberland Valley	6	20	17	2	6	251		3	2	3	33	9		6	18,100 00
Chester Creek and Brandywine															
Cowanesque Valley	1								1		3				3,283 25
Connecting															210,000 00
Danville, Hazleton and Wilkesbarre	1		2		2	7	10		2		22	4			350,000 00

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.....	Number 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 roadway.....
Delaware and Hudson Canal.....	6	52	4	2	181	4,165	19	13	8	45	1,444 11				
Delaware, Lackawanna and Western.....	11	153	23	4	14	1,121	11,404	4	15	5	23	42	3	105	10,000 00
Dillsburg and Mechanicsburg.....	1							1	1		2				3,100 00
Dunkirk, Warren and Pittsburg.....															
Dunkirk, Allegheny Valley and Pittsburg.....	1	10	6	2	4	88		1	19		18	9			20,000 00
East Brandywine and Waynesburg.....	1								6		23	2			2,500 00
East Mahanoy.....								5	10	1	1	2		1	600 00
East Pennsylvania.....	3							3	14	13	5				
Ebensburg and Cresson.....	1								1	3	1				400 00
Elmira and Williamsport.....	3								27	23	7				84,106 00
Erie.....	60	497	250	44	81	10,373	11	213	6	126	62	1			
Erie and Pittsburg.....	3	29	4	6	4	58	1,291	3	44		13	6			
East Broad Top.....	2	3	2		1	27	30		5		4	3	2		10,000 00
Edgewood.....									1						
Fayette County.....	2								22		16	2			2,500 00
Frankford and Holmesburg.....	1								5		4	1			2,000 00
Hanover Branch.....	4	7	2	3	3	3	30		11		10	2			9,600 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....															
Harrisburg and Potomac.....						6			4						75,000 00
Homer, Cherry Tree and Susquehanna.....															
Huntingdon and Broad Top Mountain.....	5	21	4		5	7	96		40		30	12		2	
Ironton.....	1	2							5			2			50,000 00
Jamestown and Franklin.....	5							1	10		15	9	1		35,000 00
Jefferson.....															
Jersey Shore, Pine Creek and Buffalo Junction.....								4							
Lawrenceville and Evergreen (narrow gauge,.).....	1	1	1			1			9		6		1	2	

RAILROAD REPORT.

Lake Shore and Michigan Southern	95	402	138	11	80	9,438	21	17	19	134	95	1	412	4,120,000 00
Lancaster and Reading (narrow gauge,)	1							5						
Lawrence	1							4	16	10	2			
Lehigh and Lackawanna	1							2		3	1			15,000 00
Lehigh and Susquehanna	11	92	14		12	558	14,407	16	37	21	45	19	2	83
Lehigh Valley	29	194	44		29	1,242	8,651	10	37	20	54	41	1	104
Lewisburg, Centre and Spruce Creek								16		6	2	2		13,500 00
Little Saw Mill Run	2	3					60	4			1			100,000 00
Littlestown	1							5		4	1			1,000 00
Little Schuylkill Navigation	3							2	33		9	5	1	10,000 00
Lykens Valley														20,000 00
Ligonier Valley								2						
Mifflin and Centre County	2							16		3	4			3,000 00
Mill Creek and Mine Hill														
Mine Hill and Schuylkill Haven	5							1	78	2	7	13		76,498 20
Mount Carbon and Port Carbon														
Mount Pleasant and Broad Ford								16		12	7			
Mont Alto	1	1	1				2	4		7	1			
Muncy Creek	1	2	1	1				3		4	2			100,000 00
Montrose (narrow gauge,)	1	2	1	1	1	13		3		12	3			
Mount Oliver Inclined Plane	2	2	2					4	1					16,475 00
Monongahela Inclined Plane	1	2	2					1						4,500 00
Nesquehoning Valley	7								12		12	4	1	
New Castle and Beaver Valley	2							6	2		7			
Newry	1									1	1			400 00
Northern Central	8	146	67		41	1,842	4,696	35	119	30	56	22	1	22
North Pennsylvania	7	42	42		21	460	448	9	4	1	35	9	2	8
North-East Pennsylvania	1							5		6				7,451 00
New Castle and Franklin	1	1				12		5						5,000 00
Oil Creek and Allegheny River	12	32	19		5	301		10		27	23		1	50,000 00
Peach Bottom	1	1				6								
Pennsylvania	17	697	259	60	105	10,126	1,847	154	55	17	203	101	8	639
Pennsylvania Coal	27		8			60	2,480		5		5		1	2
Pennsylvania and Delaware	1								19		40	5		1,342,929 00
Pennsylvania and New York Canal and	13	18	2			558	831	8	45		29	22		
Pennsylvania Petroleum														
Perkiomen	1							13		18	1	1		18,529 41
Philadelphia and Baltimore Central	3	10	8		3	95		30		31	5			20,000 00
Philadelphia and Erie	11	159	31	6	21	3,085	162	7	149		90	44		51
Philadelphia, Germantown and Norristown	4	24	45		13	102		1	16	9	17	4		3
Philadelphia, Newtown and New York														500,793 49
Philadelphia and Reading	38	400	215	6	59	3,645	16,003	28	27	56	78	43	3	73
Philadelphia and Trenton	4							57		23	7			29

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

XXXII

AUDITOR GENERAL'S

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 wood bridges	No. of stone bridges	No. of depots or stations	No. of wood & water stations	No. of tunnels	Length in miles laid with steel rails	Vale of real estate held by the company, exclusive of roadway
Philadelphia, Wilmington and Baltimore	8	70	116	7	1,187	14	31	34	89	13	109	\$53,350 00			
Pickering Valley	1					3	2		9			800 00			
Pit-Hole Valley	2	2		2	13		12		5	2		300 00			
Pittsburg, Cincinnati and St. Louis	9	110	28	8	19	1,520	102	4	50	23	140	24	9	3	93,671 26
Pittsburg and Connellsville	8	26	15	7	7	359	20	25	4	1	77	25	4		
Pittsburg, Ft. Wayne and Chicago	25	269	106	26	55	5,000	4,070	36	86		134	54		82	556,038 59
Pittsburg, Virginia and Charleston	1	4	3	3	3	55	19	1	8		5	4			11,231 00
Plymouth	1							2	11		4	1			
Parker and Karns City (narrow gauge)	1	2	1	2	1	15	2		10		4	1			
Pittsburg and Castle Shannon	1	5	2	5		1	320		6		14	2	2		202,294 92
Pennsylvania Inland															
Philadelphia and Chester County															
People's Freight															
Reading and Columbia	2	8	7		1	29		1	7	1	25	5			62,556 22
Salisbury and Baltimore															
Schuylkill Valley															
Selinsgrove and North Branch	2								37	1	11	1			1,595,400 00
Shamokin Valley and Pottsville	3	7	2	2	1	29	182		8		8	3			20,000 00
Shenango and Allegheny	1	1	1	1	1	3			1		8	1			3,500 00
Somerset and Mineral Point	2	2	2			10			1		15	3			
South Mountain Iron Company															
South Mountain															
South Pennsylvania															
Southern Pennsylvania Railway & Mining Co	1	1							2		9	2			250,000 00
Southwark															
Stony Creek	1							3			7	1			40,000 00
Sullivan and Erie	1								9		7	2			1,000,000 00
Summit Branch	6	7		1	3	5	3	1	3		6	4			1,500,000 00
Susquehanna, Gettysburg and Potomac	1	2		1		2			5		7	1			5,000 00

Sunbury and Lewistown.....	1								103		10	4					
South West Pennsylvania.....									19		15	2					
State Line and Juniata.....																	
Sherman's Valley.....																	
Spring Brook.....																	
Tioga.....	6	14	6	1	50	849			14		12	6			7		34,901 51
Trescow.....	1										2	2					
Tyrone and Clearfield.....	2								8		20	7			7		
Uniontown and West Virginia.....																	
West Chester.....	1	1	2	1							9	2					22,647 75
West Chester and Philadelphia.....	3	9	19	4	58	14	6		16		22	4			2		297,030 01
Western Pennsylvania.....									33		75	12	2				135,178 68
West Chester and Phoenixville.....																	
Wheeling, Pittsburg and Baltimore.....	1	3		4	2	6	13		22	1	10	4	6				25,109 10
Wilcox and Howard Hill Improvement Co.....																	
Wilmington and Reading.....	3	14	6	5	138	6			10		45	10					32,914 26
Wilmington and Western.....	3	3	3	2	30				14		12	2					45,038 59
	532	4,054	1,773	257	757	58,744	79,438	469	2,307	339	2,662	1,055	67	1,976	25,821,727	09	

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.....
Allegheny Valley.....	1,520,749	13,515,601		11,691	861,339	41,375	1,778,638
Allentown.....							
Atlantic and Great Western.....	1,019,863	3,039,297		88,715	975,646	481,186	2,712,095
Bald Eagle Valley.....							
Barclay Coal Company.....	48,780		28,480	11,407	25,347	518	344,908
Bedford and Bridgeport.....							
Bellefonte and Snow Shoe.....	39,994		27,027	6,693	18,323		109,310
Berks County.....							
Buffalo, Bradford and Pittsburg.....							
Buffalo, Corry and Pittsburg.....	185,255	157,474			65,542	109,325	109,325
Buffalo, New York and Philadelphia.....	131,576	130,324		15,988	234,760	54,191	158,836
Bachman's Valley.....				2,765	2,765		
Bell's Gap.....			14,500		1,184	19,855	20,284
Catasauqua and Fogelsville.....	23,788	23,788	40,812		24,000		355,030
Catawissa.....							
Chartiers.....		39,119			107,209		14,548
Chester Creek.....							
Chester Valley.....							
Chestnut Hill.....							
Cleveland and Pittsburg.....	379,130	1,415,630	73,342	57,493	703,629	598,962	1,981,538
Colebrookdale.....							
Cornwall.....		10,727				301,794	301,794
Columbia and Port Deposit.....							
Corning, Cowanesque and Antrim.....	81,350		204,584	928	93,092	96,210	1,089,222
Cumberland Valley.....	150,530	175,090	18,330	321,815	321,515	393,128	393,128
Dauville, Hazleton and Wilkesbarre.....							
Delaware and Hudson Canal.....	31,926	30,894		34,605	144,561	1,314,000	2,811,594
Delaware, Lackawanna and Western.....	436,759	665,899	3,150,773	7,659	223,143	65,729	4,448,739
Dillsburg and Mechanicsburg.....							

RAILROAD REPORT.

XXXV

Dunkirk, Warren and Pittsburg	15,530	7,838		2,754	13,970	2,751	11,932
Dunkirk, Allegheny Valley and Pittsburg	106,355	104,297		4,945	110,090	70,860	94,303
East Brandywine and Waynesburg							
East Mahanoy							
East Pennsylvania							
Ebensburg and Cresson							
Elmira and Williamsport	122,105	366,708		38,098	115,890	329,029	523,286
Erie	3,436,095	10,261,365			3,922,156		6,312,702
Erie and Pittsburg	143,315	650,427			236,659	89,453	1,025,392
East Broad Top		5,085	3,292		9,643		3,835
Fayette County							
Frankford and Holmesburg							
Hanover Branch	32,100		16,050	28,449	39,854	101,540	170,274
Harrisburg, Portsmouth, Mt. Joy and Lancaster							
Harrisburg and Potomac							
Homer, Cherrytree and Susquehanna							
Huntingdon and Broad Top Mountain	59,930	27,810	137,234	9,041	71,869	21,142	617,240
Ironton		11,040					100,178
Jamestown and Franklin				5,504	89,870	261,403	402,506
Jefferson							
Jersey Shore, Pine Creek and Buffalo							
Junction	4,570	22,850		275,014	275,014		
Lawrenceville and Evergreen, (narrow gauge,)	6,300	240					
Lake Shore and Michigan Southern	2,952,823	8,026,320		74,419	2,631,099	543,301	5,039,429
Lancaster and Reading, (narrow gauge,)							
Lawrence	28,434	108,302		78,053	78,053	9,270	337,677
Lehigh and Lackawanna				1,219	20,675	33,524	44,107
Lehigh and Susquehanna	392,692	208,972	1,323,481	2,060	511,500	313,674	3,403,372
Lehigh Valley	3,771,994		3,771,994		1,096,820		6,898,490
Lewisburg, Centre and Spruce Creek							
Little Saw-Mill Run			14,000			159,057	159,057
Littlestown	12,520	12,520		1,878	13,757	17,832	32,732
Little Schuylkill Navigation							
Lykens Valley							
Mifflin and Centre County							
Mill Creek and Mine Hill							
Mine Hill and Schuylkill Haven							
Mount Carbon and Port Carbon							
Mount Pleasant and Broad Ford							
Mont Alto		17,500		3,297	7,225		13,859
Muncy Creek	7,500	8,000		7,490	8,690	12,374	12,374
Monongahela Inclined Plane					501,159		
Mount Oliver Inclined Plane	20,367				219,083		

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.....
Montrose.....		4,800			8,923		4,276
Nesquehoning Valley.....							
New Castle and Beaver Valley.....	24,508	170,357			171,711	18,387	647,273
Newry.....							
Northern Central.....	552,209	1,536,006		18,223	813,561	331,356	2,169,217
North Pennsylvania.....	410,034	299,252		130,310	984,723	449,374	996,213
North-East Pennsylvania.....		15,345			40,984		7,927
Oil Creek and Allegheny River.....	219,895	443,401			445,707		556,546
Peach Bottom.....							
Pennsylvania.....	3,060,185	13,051,130		211,414	5,879,684	1,193,456	9,211,231
Pennsylvania Coal.....					3,970	1,194,124	1,391,454
Pennsylvania and Delaware.....							
Pennsylvania and New York Canal and.....	251,652	125,200	375,600	169,372	191,584	858,780	1,328,081
Pennsylvania Petroleum.....							
Perkiomen.....							
Philadelphia and Baltimore Central.....	118,556	61,678	2,652	128,988	308,498	72,946	138,262
Philadelphia and Erie.....	626,898	2,874,831		4,511	777,273	446,480	2,164,246
Philadelphia, Germantown and Norristown.....							
Philadelphia, Newtown and New York.....							
Philadelphia and Reading.....	1,484,373	1,780,206	2,932,555	860,829	6,790,088	7,692,313	11,932,262
Philadelphia and Trenton.....	523,944	358,216		944,055	1,747,216	1,289,630	1,400,983
Philadelphia, Wilmington and Baltimore.....	730,499	640,706	65,946	345,425	2,331,722	153,331	500,023
Piekinger Valley.....							
Pit-Hole Valley.....					5,855		7,966
Pittsburg, Cincinnati and St. Louis.....	634,525	2,220,700	92,080	85,673	638,855	586,237	1,447,957
Pittsburg and Connellsville.....	374,756	1,054,457	154,000	6,818	859,533	114,719	1,130,334
Pittsburg, Ft. Wayne and Chicago.....	1,722,493	5,384,604		129,821	2,107,268	916,439	2,316,568
Pittsburg, Virginia and Charleston.....	49,400	8,500			140,188	4,828	4,828
Plymouth.....							

Parker and Karns City (narrow gauge).....	512	480		650	867	123	123
Pittsburg and Castle Shannon.....	17,520		32,400	14,640	20,497		126,589
Reading and Columbia.....	78,984		163,189	46,777	138,771		382,399
Salisbury and Baltimore.....							
Schuylkill Valley.....							
Sellinsgrove and North Branch.....							
Shamokin Valley and Pottsville.....	82,970		138,008	1,769	47,865	45,569	760,305
Shenango and Allegheny.....		101,065			26,584		166,380
Somerset and Mineral Point.....	16,380	10,920		19,600	28,409	6,995	7,500
South Mountain Iron Company.....		22,366			17,624		56,617
South Mountain.....							
South Pennsylvania.....							
Southern Pennsylvania Railway and Mining Company.....	7,418	5,978					23,562
Southwark.....							
Stony Creek.....							
Sullivan and Erie.....							
Summit Branch.....	12,520			2,268	19,773	516,197	517,228
Susquehanna, Gettysburg and Potomac.....	22,338	11,106	11,682	26,382	9,054		18,367
Sunbury and Lewistown.....							
Toga.....		267,265		8,481	107,885	906,891	927,476
Tresckow.....							
Tyrone and Clearfield.....							
Uniontown and West Virginia.....							
West Chester.....							
West Chester and Philadelphia.....	190,930	16,848	26,914	90,273	871,398	19,552	94,235
Western Pennsylvania.....							
West Chester and Phoenixville.....							
Wheeling, Pittsburg and Baltimore.....	19,584	19,774			52,226		11,521
Wilcox and Howard Hill Improvement Company.....							
Wilmington and Reading.....	103,756	118,427		23,091	132,055	131,435	301,084
Wilmington and Western.....		38,688		4,592	39,308		20,030
	26,488,119	69,685,408	9,818,925	4,382,694	30,541,890	22,420,150	82,601,347

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

XXXVIII

AUDITOR GENERALS

NAME OF COMPANY.	Anthracite coal.....	Bituminous coal.....	Petroleum and other oils.....	Pig iron.....	Railroad iron.....	Other iron or castings.	Iron and other ores...	Bituminous and anthracite coal.....
Allegheny Valley.....		436,650	860,770	45,615	13,270	22,227	77,127	
Allentown.....								
Atlantic and Great Western.....	61,131	882,450	211,732	103,519		100,348	256,436	
Bald Eagle Valley.....								
Barclay Coal Company.....		337,917						
Bedford and Bridgeport.....								
Bellefonte and Snow Shoe.....	94	95,257	28					
Berks County.....								
Buffalo, Bradford and Pittsburg.....								
Buffalo, Corry and Pittsburg.....			13,606			1,240		77,175
Buffalo, New York and Philadelphia.....	45,614	4,815	397			770		
Bachman's Valley.....							34,244	1,689
Bell's Gap.....		20,085				7		
Catsasauqua and Fogelsville.....	50,762	2,787		27,000	305	2,484	135,352	
Catawissa.....								
Chartiers.....			100			135		2,188
Chester Creek.....								
Chester Valley.....								
Chestnut Hill.....								
Cleveland and Pittsburg.....		987,481	32,044	74,605	55,805	55,308	373,073	
Colebrookdale.....								
Cornwall.....	54,870			30,091			192,618	
Columbia and Port Deposit.....								
Corning, Cowanesque and Antrim.....	8,377	1,020,370	330	2,025	2,394		226	
Cumberland Valley.....	101,086		434	6,688	12,428		101,000	
Danville, Hazleton and Wilkesbarre.....								
Delaware and Hudson canal.....	2,771,231							
Delaware, Lackawanna and Western.....	3,785,044	15,590	2,652	34,551	68,240	17,964	109,841	

D—RAILROAD REP.

Dillsburg and Mechanicsburg.....			2,307					
Dunkirk, Warren and Pittsburg.....			65,425				160	
Dunkirk, Allegheny Valley and Pittsburg.....	250	7,057						
East Brandywine and Waynesburg.....								
East Mahanoy.....								
East Pennsylvania.....								
Ebensburg and Cresson.....			150	8,773	720	8,307	5,765	362,508
Elmira and Williamsport.....								
Erie.....	2,797,592	1,114,350				8,986	284,028	
Erie and Pittsburg.....		529,496						
East Broad Top.....			8					540
Fayette County.....								
Frankford and Holmesburg.....								
Hanover Branch.....	27,843	4,981					91,645	
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....								
Harrisburg and Potomac.....								
Homer, Cherry Tree and Susquehanna.....								
Huntingdon and Broad Top Mountain.....	1,580	474,178	216	14,764	1,541		72,818	
Ironton.....	9,671						64,745	
Jamestown and Franklin.....	136	111,169	268,381	80	890			
Jefferson.....								
Jersey Shore, Pine Creek and Buffalo.....								
Junction.....								
Lake Shore and Michigan Southern.....	41,083	355,284	631,478	39,775	27,069	98,039	11,199	
Lancaster and Reading, (narrow gauge,).....								
Lawrence.....						7,230	120,871	182,118
Lehigh and Lackawanna.....	10,583						20,443	
Lehigh and Susquehanna.....	3,089,698	783	280	41,029	5,687	15,670	40,288	
Lehigh Valley.....	4,641,661	27,973	172,690	280,284	39,646		602,782	
Lewisburg, Centre and Spruce Creek.....								
Little Saw Mill Run.....			159,057					
Littlestown.....	9,175	1,860				7	9,284	
Little Schuylkill Navigation.....								
Lykens Valley.....								
Mifflin and Centre County.....								
Mill Creek and Mine Hill.....								
Mine Hill and Schuylkill Haven.....								
Mount Carbon and Port Carbon.....								
Mount Pleasant and Broad Ford.....								
Mont Alto.....					2,359		6,089	3,692
Muncy Creek.....	1,284				32			
Montrose, (narrow gauge,).....	1,784							
Nesquehoning Valley.....								

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...	Bituminous and anthracite coal.....
New Castle and Beaver Valley.....					15,863		101,361	315,044
Newry.....								
Northern Central.....			39,361	41,238	8,409	45,934	159,594	893,372
North Pennsylvania.....	484,544	4,349	2,805	66,162	10,733	12,062	99,974	
North-East Pennsylvania.....	4,398	104						
Oil Creek and Allegheny River.....			291,649			11,210		107,032
Peach Bottom.....								
Pennsylvania.....	1,173,960	3,353,541	649,508	320,933	128,457	240,582	419,474	
Pennsylvania Coal.....	1,380,845							
Pennsylvania and Delaware.....								
Pennsylvania and New York Canal and Pennsylvania Petroleum.....	767,618	330,253		3,887	5,707		485	
Perkiomen.....								
Philadelphia and Baltimore Central.....	22,320	2,210	238			12,487		
Philadelphia and Erie.....	877,517	81,742	58,783	18,673	21,987	19,322	21,857	
Philadelphia, Germantown and Norristown.....								
Philadelphia, Newton and New York.....								
Philadelphia and Reading.....	6,969,983	362,157	188,649	278,826	78,791	200,619	658,927	
Philadelphia and Trenton.....								
Philadelphia, Wilmington and Baltimore.....	44,211		3,985	15,647	24,001	87,453	4,678	
Pickering Valley.....								
Pitchole Valley.....								
Pittsburg, Cincinnati and St. Louis.....			7,778	34,002	15,301	39,773	9,707	447,885
Pittsburg and Connellsville.....		846,374	2,448	20,297	1,398	18,486	10,859	
Pittsburg, Ft. Wayne and Chicago.....						40,304	180,219	502,608
Pittsburg, Virginia and Charleston.....		2,000	10			100		
Plymouth.....								
Parker and Kansas City, (narrow gauge.).....						70		

RAILROAD REPORT.

Pittsburg and Castle Shannon.....		125, 109					
Reading and Columbia.....	203, 532						
Salisbury and Baltimore.....							
Schuylkill Valley.....							
Selinsgrove and North Branch.....							
Shamokin Valley and Pottsville.....			225	546	372	902	733, 586
Shenango and Allegheny.....		99, 091	54, 890			13	
Somerset and Mineral Point.....			250	20			
South Mountain Iron Company's.....	10, 291	2, 223		626		104	34, 232
South Mountain.....							
South Pennsylvania.....							
Southern Pennsylvania Railway and Mining Co.....	2, 724		9	1, 642		80	33, 192
Southwark.....							
Spony Creek.....							
Sullivan and Erie.....							
Summit Branch.....	509, 613						
Susquehanna, Gettysburg and Potomac.....	5, 426	364				1, 007	
Sunbury and Lewistown.....							
Tioga.....	2, 939	899, 979		1, 022	268	49	914
Tresckow.....							
Tyrone and Clearfield.....							
Uniontown and West Virginia.....							
West Chester.....							
West Chester and Philadelphia.....							43, 771
Western Pennsylvania.....							
West Chester and Phoenixville.....							
Wheeling, Pittsburg and Baltimore.....		3, 733					
Wilcox and Howard Hill Improvement Company.....							
Wilmington and Reading.....	76, 564	59, 541		17, 707		35, 743	32, 792
Wilmington and Western.....	3, 819	1, 673				1, 692	
	30, 050, 853	12, 764, 292	3, 558, 426	1, 523, 413	556, 107	1, 091, 247	4, 372, 439
							3, 623, 215

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

XIII

ADDITOR GENERAL'S

NAME OF COMPANY	Lime, limestone, sandstone and slate	Agricultural products	Merchandise and manufactures	Live stock	Lumber	Other articles
Allegheny Valley	143,912	23,118	99,250	816	51,243	4,631
Allentown						
Atlantic and Great Western	93,901	245,046	256,274	51,786	90,405	360,617
Bald Eagle Valley						
Barclay Coal Company		220	2,176		4,533	51
Bedford and Bridgeport						
Belleville and Snow Shoe	570	1,195	1,064		7,608	3,699
Berks County						
Buffalo, Bradford and Pittsburg						
Buffalo, Corry and Pittsburg	141	3,048	7,324		4,865	1,026
Buffalo, New York and Philadelphia	162	13,068	11,411	492	6,156	20,447
Bachman's Valley						
Bell's Gap			71		121	
Catsauqua and Fogelsville	107,094	2,155	13,120		8,216	5,750
Catawissa						
Chartiers	1,340	1,540	3,729	2,302	2,872	842
Chester Creek						
Chestor Valley						
Chestnut Hill						
Cleveland and Pittsburg	57,087	39,000	194,477	17,964	55,660	43,304
Colebrookdale						
Cornwall	15,250					9,463
Columbia and Port Deposit						
Corning, Cowanesque and Antrim	3,479	4,555	10,390	85	26,460	10,541
Cumberland Valley	1,375	33,914	20,628	6,826	19,191	87,568
Danville, Hazleton and Wilkesbarre						
Delaware and Hudson Canal			52,535			
Delaware, Lackawanna and Western	103,358	67,078	72,119	8,446	152,095	11,154
Dillsburg and Mechanicsburg						
Dunkirk, Warren and Pittsburg		1,235	6,820	120	1,450	
Dunkirk, Allegheny Valley and Pittsburg	105	2,160	1,760	149	3,490	362

RAILROAD REPORT.

xliii

East Brandywine and Waynesburg.....						
East Mahanoy.....						
East Pennsylvania.....						
Ebensburg and Cresson.....						
Elmira and Williamsport.....	2,428	64,846	32,273	1,093	25,098	11,325
Erie.....		677,600	1,045,781	325,168	227,112	126,090
Erie and Pittsburg.....		10,655	142,694	5,734	28,289	14,910
East Broad Top.....	26	1	2,286		958	6
Fayette County.....						
Frankford and Holmesburg.....						
Hanover Branch.....				1,411	9,476	34,918
Harrisburg, Portsmouth, Mount Joy and Lancaster.....						
Harrisburg and Potomac.....						
Homer, Cherrytrees and Susquehanna.....						
Huntingdon and Broad Top Mountain.....	25,262	3,868	4,224	270	18,516	
Ironton.....	23,549					2,211
Jamestown and Franklin.....	1,108	4,727	8,835	116	5,623	6,432
Jefferson.....						
Jersey Shore, Pine Creek and Buffalo.....						
Junction.....						
Lake Shore and Michigan Southern.....	164,707	1,051,870	511,581	484,679	327,400	1,094,667
Lancaster and Reading (narrow gauge).....						
Lawrence.....		1,894	57,165	3,902	4,578	9,919
Lehigh and Lackawanna.....	10,292	577	1,312		900	
Lehigh and Susquehanna.....	39,909	23,870	73,927	117	72,123	
Lehigh Valley.....	72,029			220,140	127,734	713,551
Lewisburg, Centre and Spruce Creek.....						
Little Saw Mill Run.....						
Littlestown.....	130	4,790	3,361	26	4,042	7
Little Schuylkill Navigation.....						
Lykens Valley.....						
Mifflin and Centre County.....						
Mill Creek and Mine Hill.....						
Mine Hill and Schuylkill Haven.....						
Mount Carbon and Port Carbon.....						
Mount Pleasant and Broad Ford.....						
Mont Alto.....						1,719
Muncy Creek.....		60	55	6	10,902	35
Montrose (narrow gauge).....				1,263	1,229	
Nesquehoning Valley.....						
New Castle and Beaver Valley.....		9,510	164,721	8,273	10,051	22,450
Newry.....						
Northern Central.....	93,866	283,995	267,200	21,194	254,508	58,546

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

NAME OF COMPANY.	Lime, limestone, sandstone and slate.....	Agricultural products.....	Merchandise and manufactures..	Live stock.....	Lumber.....	Other articles.....
North Pennsylvania.....	52,190	86,547	108,712	3,789	50,137	14,209
North-East Pennsylvania.....	48	419	1,199	10	1,697	52
Oil Creek and Allegheny River.....	1,154	9,420	36,398		50,775	48,908
Peach Bottom.....						
Pennsylvania.....	2,238,555	1,119,734	619,832	412,513	510,902	23,540
Pennsylvania Coal.....			2,668		7,943	
Pennsylvania and Delaware.....						
Pennsylvania and New York Canal and.....	9,845		171,744		38,542	
Pennsylvania Petroleum.....						
Parklomen.....						
Philadelphia and Baltimore Central.....	18,597	25,416	30,801	3,172	12,306	12,765
Philadelphia and Erie.....	25,777	418,231	192,906	7,323	360,054	119,074
Philadelphia, Germantown and Norristown.....						
Philadelphia, Newtown and New York.....						
Philadelphia and Reading.....	533,718	328,827	183,177	252,809	341,486	1,564,293
Philadelphia and Trenton.....						
Philadelphia, Wilmington and Baltimore.....	96,212	72,549	39,827	19,435	66,491	25,584
Pickering Valley.....						
Pit-Hole Valley.....						
Pittsburg, Cincinnati and St. Louis.....	32,295	360,115	232,100	118,494	48,918	101,694
Pittsburg and Connellsville.....	86,891	7,517	86,024	1,743	43,026	5,271
Pittsburg, Fort Wayne and Chicago.....		256,026	638,033	440,462	173,565	84,753
Pittsburg, Virginia and Charleston.....	500	1,900	500		500	218
Plymouth.....						
Parker and Karns City (narrow gauge).....			17		36	
Pittsburg and Castle Shannon.....	1,268		62		100	
Reading and Columbia.....			178,867			
Salisbury and Baltimore.....						
Schuylkill Valley.....						
Selinsgrove and North Branch.....						
Shamokin Valley and Pottsville.....	4,593	3,058	4,029	68	10,819	2,107

Shenango and Allegheny.....	745	271	50		2,362	8,958
Somerset and Mineral Point.....	420	180	2,980	100	3,090	810
South Mountain Iron Company.....					2,687	6,441
South Mountain.....						
South Pennsylvania.....						
Southern Pennsylvania Railway and Mining Company.....	304	772	1,813	12	314	448
Southwark.....						
Stony Creek.....						
Sullivan and Erie.....						
Summit Branch.....						7,615
Susquehanna, Gettysburg and Potomac.....	1,879	4,104			1,431	4,158
Sunbury and Lewistown.....						
Tioga.....	2,505	4,280	7,800	30	7,710	
Trescow.....						
Tyrone and Clearfield.....						
Uniontown and West Virginia.....						
West Chester.....						
West Chester and Philadelphia.....	10,118	4,824	23,708		6,748	5,066
Western Pennsylvania.....						
West Chester and Phoenixville.....						
Wheeling, Pittsburg and Baltimore.....	275	940	2,796	779	2,615	383
Wilcox and Howard Hill Improvement Company.....						
Wilmington and Reading.....	25,327	4,424	31,920			17,066
Wilmington and Western.....	1,004	887	2,522		321	8,112
	4,103,089	5,280,793	17,852,125	2,423,207	3,507,489	4,716,508

TABLE E.—EXPENSES.

NAME OF COMPANY.	Maintaini'g the road or real estate of the corporation.	Repairs of machinery.	Operating the road.	Total.
Allegheny Valley.....	\$632,021 10	\$389,987 61	\$822,435 89	\$1,844,444 60
Allentown.....				
Atlantic and Great Western.....	786,080 58	743,489 84	2,041,490 90	3,571,061 32
Bald Eagle Valley.....				
Barclay Coal Company.....	29,377 77	21,000 64	63,575 03	113,953 44
Bedford and Bridgeport.....				
Bellefonte and Snow Shoe.....	26,599 89	10,476 34	25,125 34	62,201 57
Berks County.....				
Buffalo, Bradford and Pittsburg.....				
Buffalo, Corry and Pittsburg.....	160,820 67	52,934 08	78,732 21	292,486 96
Buffalo, New York and Philadelphia.....	136,141 64	38,578 53	174,996 67	349,716 84
Bachman's Valley.....	4,107 74		4,559 92	8,667 66
Bells Gap.....	2,016 65	2,226 96	3,256 11	7,499 72
Catasauqua and Fogelsville.....	33,192 15	23,023 28	33,835 13	90,050 56
Catawissa.....				
Chartiers.....	14,762 06	6,920 78	20,355 32	42,038 16
Chester Creek.....				
Chester Valley.....				
Chestnut Hill.....				
Cleveland and Pittsburg.....	596,969 52	286,040 55	932,720 54	1,815,730 61
Colebrookdale.....				
Cornwall.....	10,357 57	6,040 17	11,025 47	27,423 21
Columbia and Port Deposit.....				
Conning, Cowanesque and Antrim.....	164,217 51	67,318 15	87,944 46	319,480 12
Cumberland Valley.....	87,154 14	47,407 32	132,177 97	266,739 43
Danville, Hazleton and Wilkesbarre.....				
Delaware and Hudson Canal.....	246,363 96	234,318 15	477,939 03	958,621 14
Delaware, Lackawanna and Western.....	789,768 51	873,630 84	1,084,763 11	2,748,162 46
Dillsburg and Mechanicsburg.....			2,213 92	2,213 92
Dunkirk, Warren and Pittsburg.....	13,180 45	1,869 17	17,659 56	32,709 16
Dunkirk, Allegheny Valley and Pittsburg.....	57,384 08	18,422 76	99,931 53	175,738 37
East Brandywine and Waynesburg.....				
East Mahanoy.....				
East Pennsylvania.....				
Ebensburg and Cresson.....				

Elmira and Williamsport.....	170,619 39	86,503 41	288,538 70	551,751 50
Erie.....	3,717,333 78	2,502,350 08	7,300,949 46	13,040,042 32
Erie and Pittsburg.....	242,658 46	95,593 12	340,595 05	678,846 08
East Broad Top.....	126 01	42 33	5,915 18	6,083 52
Fayette County.....				
Frankford and Holmesburg.....				
Hanover Branch.....	18,565 89	14,802 27	32,441 24	65,809 40
Harrisburg, Portsmouth, Mount Joy and Lancaster.....				
Harrisburg and Potomac.....				
Homer, Cherrytree and Susquehanna.....				
Huntingdon and Broad Top Mountain.....	148,418 14	32,455 87	128,365 78	300,289 79
Ironton.....	7,184 97	2,533 52	11,569 46	21,287 95
Jamestown and Franklin.....			169,778 67	169,778 67
Jefferson.....				
Jersey Shore, Pine Creek and Buffalo Junction.....			79,020 76	79,020 76
Lawrenceville and Evergreen, (narrow gauge,).....			1,127 00	1,127 00
Lake Shore and Michigan Southern.....	4,709,734 36	1,809,136 47	7,285,002 04	13,803,872 57
Lancaster and Reading, (narrow gauge,).....				
Lawrence.....	32,915 50	38,869 36	41,303 40	113,088 76
Lehigh and Lackawanna.....	13,471 23		15,239 68	28,710 91
Lehigh and Susquehanna.....	414,871 51	185,092 52	741,286 14	1,341,250 17
Lohigh Valley.....	1,039,184 18	1,287,794 45	1,557,581 34	3,884,859 97
Lewisburg, Centro and Spruce Creek.....				
Little Saw Mill Run.....	12,749 16	8,360 72	12,070 10	33,188 98
Littlestown.....	4,633 95		5,527 07	10,161 02
Little Schuylkill Navigation.....				
Lykens Valley.....				
Mifflin and Centre County.....				
Mill Creek and Mine Hill.....				
Mine Hill and Schuylkill Haven.....				
Mount Carbon and Port Carbon.....				
Mount Pleasant and Broad Ford.....				
Mont Alto.....			7,903 99	7,903 99
Muncy Creek.....	5 00		4,275 93	4,280 93
Monongahela Inclined Plane.....	1,868 71		9,885 07	11,753 78
Montrose, (narrow gauge,).....	707 60	94 47	3,547 34	4,349 41
Mount Oliver Inclined Plane.....			11,635 35	11,635 35
Nesquehoning Valley.....				
New Castle and Beaver Valley.....	44,772 16	53,282 03	62,230 03	160,284 22
Newry.....				
Northern Central.....	509,645 48	583,168 87	1,206,606 70	2,299,421 05
North Pennsylvania.....	255,887 72	144,158 88	531,527 30	931,573 90

TABLE E.—EXPENSES—Continued.

NAME OF COMPANY.	Maintaini'g the road or real estate of the corporation.	Repairs of machinery.	Operating the road.	Total.
North-East Pennsylvania			\$15,089 46	\$15,089 46
Oil Creek and Allegheny River.....	\$232,455 05	\$111,708 77	352,278 10	696,441 92
Peach Bottom				
Pennsylvania	3,843,441 56	3,327,408 82	8,105,457 45	15,276,307 83
Pennsylvania Coal	121,500 00	192,200 00	100,000 00	413,700 00
Pennsylvania and Delaware.....				
Pennsylvania and New York Canal and	328,522 02	134,497 92	572,083 97	1,035,063 91
Pennsylvania Petroleum.....				
Perkiomen			224,861 83	224,861 83
Philadelphia and Baltimore Central				
Philadelphia and Erie.....	1,277,602 78	796,332 08	1,314,320 30	3,888,255 16
Philadelphia, Germantown and Norristown				
Philadelphia and Newtown				
Philadelphia and Reading.....	1,674,590 68	1,636,588 57	3,789,890 89	7,101,070 14
Philadelphia and Trenton.....	394,651 76	235,681 87	903,829 61	1,533,663 24
Philadelphia, Wilmington and Baltimore	320,530 55	449,663 15	1,209,424 93	1,979,618 63
Pickering Valley.....				
Pit-Hole Valley.....	5,665 37	523 43	15,524 28	21,713 08
Pittsburg, Cincinnati and St. Louis.....	948,123 17	666,865 17	1,677,696 62	3,292,684 96
Pittsburg and Connellsville.....	552,225 21	331,721 16	672,401 47	1,556,347 84
Pittsburg, Ft. Wayne and Chicago.....	2,158,347 31	1,037,773 17	3,000,306 60	6,196,517 08
Pittsburg, Virginia and Charleston	20,635 31	3,864 70	24,081 76	48,581 86
Plymouth				
Parker and Karns City (narrow gauge,)		140 00	3,198 04	3,338 04
Pittsburg and Castle Shannon.....	8,933 67	2,768 11	62,798 64	74,410 42
Reading and Columbia.....	81,614 05	19,178 16	109,707 71	213,499 92
Salisbury and Baltimore.....				
Schuylkill Valley.....				
Selinsgrove and North Branch.....				
Shamokin Valley and Pottsville	53,406 24	31,774 13	100,520 92	185,701 29
Shenango and Allegheny	21,715 00	13,146 28	35,587 89	70,449 17
Somerset and Mineral Point.....	3,718 71	320 00	5,841 58	9,380 29
South Mountain Iron Company.....	29,238 44	6,679 80	11,298 60	47,216 84
South Mountain.....				
South Pennsylvania.....				

Southern Pennsylvania Railway and Mining Company	9,015 20	600 81	13,468 21	23,084 22
Southwark				
Stony Creek				
Sullivan and Erie			10,249 94	10,249 94
Summit Branch	35,604 16	10,240 15	40,988 43	86,892 76
Susquehanna, Gettysburg and Potomac	8,048 62	15,324 10		23,372 72
Sunbury and Lewistown				
Tioga	116,066 61	67,500 65	101,536 90	285,104 16
Trescow				
Tyrone and Clearfield				
Uniontown and West Virginia				
West Chester				
West Chester and Philadelphia	53,862 75	19,949 92	110,616 65	184,429 32
Western Pennsylvania				
West Chester and Phoenixville				
Wheeling, Pittsburg and Baltimore	13,907 32	10,798 50	20,160 49	44,866 31
Wilcox and Howard Hill Improvement Company				
Wilmington and Reading	45,897 92	23,823 90	159,124 34	228,846 16
Wilmington and Western	7,525 93	2,216 03	28,117 59	37,859 55
	27,511,774 58	18,877,290 98	48,818,074 09	95,207,139 66

TABLE F.—RECEIPTS.

AUDITOR GENERAL'S

NAME OF COMPANY.	Passengers.	Freight.	Mail & Express.	Use of cars.	Miscellaneous.	Total.
Allegheny Valley.....	\$562,526 75	\$2,007,390 83	\$23,280 24	\$16,399 98	\$18,873 12	\$2,628,470 92
Atlantic and Great Western.....	996,414 57	4,134,813 81	132,536 40		51,604 35	5,315,489 13
Bald Eagle Valley.....						
Barclay Coal Company.....	7,588 07	6,405 75	80 00	17,669 40	253 75	31,996 07
Bedford and Bridgeport.....						
Bellefonte and Snow Shoe.....	7,704 47	73,869 39	100 00	374 17	147,740 16	229,788 19
Berks County.....						
Buffalo, Bradford and Pittsburg.....						
Buffalo, Corry and Pittsburg.....	56,751 88	106,232 36	6,574 18		430 59	169,989 01
Buffalo, New York and Philadelphia.....	131,475 81	244,230 38	11,749 91	743 66	10,162 85	398,362 61
Bachman's Valley.....	723 17	13,092 33				13,815 50
Bell's Gap.....	468 43	10,446 09				10,914 52
Catasauqua and Fogelsville.....	6,076 98	103,852 32			20,556 91	130,486 21
Catawissa.....						
Chartiers.....	41,938 81	16,830 83	2,391 42		32 00	61,193 09
Chester Creek.....						
Chester Valley.....						
Chestnut Hill.....						
Cleveland and Pittsburg.....	662,196 88	2,969,816 63	84,659 00		23,711 64	3,740,334 15
Colebrookdale.....						
Cornwall.....		76,839 61				76,839 61
Columbia and Port Deposit.....						
Corning, Cowanesque and Antrim.....	53,027 47	291,734 80	3,463 80	79,728 26	988 87	428,893 20
Cumberland Valley.....	210,002 19	383,020 14	13,941 56		7,221 10	614,184 99
Danville, Hazleton and Wilkesbarre.....						
Delaware and Hudson Canal.....	58,324 61	64,827 36	2,504 37			125,656 34
Delaware, Lackawanna and Western.....	404,081 07	5,507,388 18	44,568 12	286,968 06	5,459 99	6,248,465 33
Dillsburg and Mechanicsburg.....	1,003 58	3,932 57				4,936 15
Dunkirk, Warren and Pittsburg.....	10,835 96	19,652 52	950 23		5 74	31,444 45
Dunkirk, Allegheny Valley and Pittsburg.....	64,548 17	121,780 09	4,959 98	1,136 43	3,076 62	195,601 29
East Brandywine and Waynesburg.....						
East Mahanoy.....						
East Pennsylvania.....						
Ebensburg and Cresson.....						
Elmira and Williamsport.....	142,919 98	517,803 05	31,497 33		5,982 17	698,202 53
Erie.....	3,651,554 18	15,015,807 85	833,583 25		511,661 23	20,012,606 51
Erie and Pittsburg.....	163,074 57	890,113 43	15,749 22	*94,224 74	3,261 54	1,166,423 50

RAILROAD REPORT.

East Broad Top	3,070 11	5,239 43				9,209 54
Fayette County						
Frankford and Holmesburg						
Hanover Branch	22,154 37	60,209 12	1,365 96	21,908 65	730 66	106,363 76
Harrisburg, Portsmouth, Mt. Joy & Lancaster, Harrisburg and Potomac						
Homer, Cherry Tree and Susquehanna						
Huntingdon and Broad Top Mountain	39,469 21	380,341 19	4,200 00		7,697 07	431,107 47
Ironton		35,902 24				35,902 24
Jamestown and Franklin	50,713 15	227,691 22	4,660 08			282,064 45
Jefferson						
Jersey Shore, Pine Creek and Buffalo						
Junction	18,301 80	121,834 56	7,162 40		3,834 32	151,133 08
Lawrenceville & Evergreen (narrow gauge,)	923 64	30 00				953 64
Lake Shore and Michigan Southern	4,517,948 67	13,953,797 83	547,392 61		270,206 73	19,289,395 84
Lancaster and Reading (narrow gauge,)						
Lawrence	29,634 99	155,400 45	4,320 00			189,361 44
Lehigh and Lackawanna	5,906 60	30,091 80	388 53			42,386 93
Lehigh and Susquehanna	161,647 09	3,283,179 30	2,930 40			3,447,816 79
Lehigh Valley	409,643 65	1,341,985 03	47,029 81		14,890,906 68	6,710,564 57
Lewisburg, Centre and Spruce Creek						
Little Saw Mill Run		48,330 35			6,888 78	55,228 13
Littlestown	3,438 35	12,012 82	579 30		1,001 29	17,081 76
Little Schuylkill Navigation						
Lykens Valley						
Mifflin and Centre County						
Mill Creek and Mine Hill						
Mine Hill and Schuylkill Haven						
Mount Carbon and Port Carbon						
Mount Pleasant and Broad Ford						
Mont Alto	2,538 23	6,540 77				9,099 00
Muncy Creek	2,509 61	7,523 25				10,032 86
Monongahela Inclined Plane	24,794 92				313 70	29,108 62
Montrose (narrow gauge,)	4,789 99	5,655 22				10,445 21
Mount Oliver Inclined Plane	12,213 71	20 31				12,234 02
Nesquehoning Valley						
New Castle and Beaver Valley	77,181 92	268,164 98	4,631 50			349,978 40
Newry						
Northern Central	612,634 24	2,200,967 31	119,316 86		294,484 46	3,230,722 87
North Pennsylvania	493,146 30	804,811 38	21,088 00	54,071 36	14,395 04	1,477,540 08
North-East Pennsylvania	8,441 25	5,067 83	1 39			13,540 47
Oil Creek and Allegheny River	235,553 20	809,682 18	24,203 86		7,294 42	1,067,733 96
Peach Bottom						

TABLE F.—RECEIPTS—Continued.

111

AUDITOR GENERAL'S

NAME OF COMPANY.	Passengers.	Freight.	Mail & Express.	Use of cars.	Miscellaneous.	Total.
Pennsylvania	\$4,399,671 46	\$19,608,555 07	\$608,528 90		\$269,253 47	\$24,886,008 90
Pennsylvania Coal	2,985 00	25,516 43				28,501 43
Pennsylvania and Delaware						
Pennsylvania and New York Canal and	177,960 43	1,271,000 17	14,315 77		22,529 46	1,485,805 83
Pennsylvania Petroleum						
Perkiomen						
Philadelphia and Baltimore Central	134,311 37	160,166 67	6,753 75		1,989 30	303,221 09
Philadelphia and Erie	632,620 30	3,042,806 00	71,937 51		94,703 39	3,842,067 20
Philadelphia, Germantown and Norristown					278,759 01	278,759 01
Philadelphia, Newtown and New York						
Philadelphia and Reading	1,976,644 95	12,707,271 23	60,903 17		87,841 33	14,832,660 68
Philadelphia and Trenton	1,124,774 07	744,066 95	107,882 50		18,882 46	1,995,605 98
Philadelphia, Wilmington and Baltimore	1,696,933 04	1,090,010 07	124,852 85		80,232 71	2,992,028 67
Pickering Valley						
Pit-Hole Valley	1,756 33	5,239 35	284 20	\$415 16		7,695 04
Pittsburg, Cincinnati and St. Louis	825,112 30	2,724,632 31	134,482 01		152,321 38	3,836,598 00
Pittsburg and Connellsville	344,187 74	1,209,767 15			11,038 42	1,564,993 31
Pittsburg, Ft. Wayne and Chicago	2,456,701 37	6,797,373 05	313,628 00	98,895 20	29,111 52	9,605,707 14
Pittsburg, Virginia and Charleston	36,702 33	15,643 94		900 00	13,800 84	67,137 11
Plymouth						
Parker and Karns City (narrow gauge,)	493 66	211 60				645 26
Pittsburg and Castle Shannon	3,639 35	297 49			463,729 87	467,666 71
Reading and Columbia	68,132 82	237,996 91	2,770 95		1,616 33	310,517 01
Salisbury and Baltimore						
Schuylkill Valley						
Sellsgrove and North Branch						
Shamokin Valley and Pottsville	25,937 57	320,478 17	1,640 00		2,436 37	350,487 11
Shenango and Allegheny	15,654 87	139,488 68	2,161 96			157,305 51
Somerset and Mineral Point	9,243 15	5,064 11	1,309 83			15,617 09
South Mountain Iron Company	5,954 60	37,426 82	438 50			43,819 92
South Mountain						
South Pennsylvania						
Southern Pennsylvania Railway & Mining Co.,	7,346 66	24,200 63	397 29			31,944 58
Southwark						
Stony Creek						
Sullivan and Erie			382 55		17,862 14	18,044 69
Summit Branch	8,938 13	286,465 43			28,910 17	324,313 73

RAILROAD REPORT.

iii

quehanna, Gettysburg and Potomac.....	14,612 73	13,428 15	1,380 65		1,057 99	31,079 52
Sunbury and Lewistown.....						
Toga.....	28,959 93	375,671 29	1,728 31	98,481 40	1,380 50	506,119 43
Tresckow.....						
Tyrone and Clearfield.....						
Uniontown and West Virginia.....						
West Chester.....						
West Chester and Philadelphia.....	229,050 59	117,964 98	2,312 49		13,461 37	362,739 43
Western Pennsylvania.....						
West Chester and Phoenixville.....						
Wheeling, Pittsburg and Baltimore.....	26,013 60	18,303 04	2,577 00		471 15	47,364 79
Wilcox and Howard Hill Improvement Co.....						
Wilmington and Reading.....	53,414 75	192,206 02	3,757 32		2,118 59	251,496 68
Wilmington and Western.....	17,085 50	17,096 10	716 11		321 53	35,219 24
	28,350,040 60	107,533,075 03	3,466,852 33	771,911 47	7,872,634 99	147,985,214 42

* Dockage. † Coal.

AUDITOR GENERAL'S

TABLE G.—ACCIDENTS.

NAME OF COMPANY.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Allegheny Valley.....	5	14	2	24	6	6	13	44
Allentown.....			5	32	3	1	9	33
Atlantic and Great Western.....	1							
Bald Eagle Valley.....								
Barelay Coal Company.....								
Bedford and Bridgeport.....			1				1	
Bellefonte and Snow Shoe.....								
Berks County.....								
Buffalo, Bradford and Pittsburg.....								
Buffalo, Corry and Pittsburg.....								
Buffalo, New York and Philad'a.....	1	15	2	1		3	3	19
Bell's Gap.....		1	1	1			1	2
Catasauqua and Fogelsville.....				1				1
Catawissa.....				1				1
Chartiers.....								
Chester Creek.....								
Chester Valley.....								
Chestnut Hill.....								
Cleveland and Pittsburg.....				1	3	4	3	5
Colebrookdale.....								
Cornwall.....								
Columbia and Port Deposit.....								
Corning, Cowanesque and Antrim.....				3	1		1	3
Cumberland Valley.....	1	1	1	5	1		3	6
Darville, Hazleton & Wilkesbarre.....								
Delaware and Hudson Canal.....			6	6	5	2	11	8
Delaware, Lackawanna and West'n.....			15	8	8	9	23	17
Dillsburg and Mechanicsburg.....								
Dunkirk, Warren and Pittsburg.....								
East Brandywine and Waynesburg.....								
East Mahanoy.....								
East Pennsylvania.....								
Ebensburg and Cresson.....								
Elmira and Williamsport.....				5		1		6
Erie.....	1	7	21	77	32	35	54	119
Erie and Pittsburg.....		1	2	11	4	3	6	15
Fayette County.....								
Frankford and Holmesburg.....								
Hanover Branch.....			1				1	
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....								
Harrisburg and Potomac.....								
Homer, Cherrytree & Susquehanna.....								
Huntingdon & Broad Top Mount'n.....		10	2	6	1		3	16
Ironton.....								
Jamestown and Franklin.....				5	3	1	3	6
Jefferson.....								
Jersey Shore, Pine Creek & Buffalo Junction.....								
Lake Shore and Michigan Southern.....			1	23	6	6	7	29
Lancaster and Reading, (narrow gauge,).....								
Lawrence.....								
Lehigh and Lackawanna.....			8	5	7	3	15	8
Lehigh and Susquehanna.....			19	24	15	13	34	37
Lehigh Valley.....								
Lewisburg, Centre & Spruce Creek.....					1		1	
Little Saw Mill Run.....								

RAILROAD REPORT.

17

TABLE G.—ACCIDENTS—Continued.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Littlestown.....								
Little Schuylkill Navigation.....								
Lykens Valley.....								
Mifflin and Centre County.....								
Mill Creek and Mine Hill.....								
Mine Hill and Schuylkill Haven.....								
Mount Carbon and Port Carbon.....								
Mount Pleasant and Broad Ford.....								
Mont Alto.....			1				1	
Muncy Creek.....								
Montrose.....	1						1	
Nesquehoning Valley.....								
New Castle and Beaver Valley.....		23			2	1	2	24
Newry.....								
Northern Central.....		5	5	15	4	4	9	24
North Pennsylvania.....			7	1	5	2	12	3
Oil Creek and Allegheny River.....		1		5	2	1	2	7
Peach Bottom.....								
Pennsylvania.....	6	31	69	221	81	108	156	355
Pennsylvania Coal.....			2	5	2		4	5
Pennsylvania and Delaware.....								
Pennsylvania and New York Canal and.....	1		5				6	
Pennsylvania Petroleum.....								
Perkiomen.....								
Philadelphia and Baltimore Cen'l.....			2	1	2		4	1
Philadelphia and Erie.....		13	15	62	12	4	27	79
Philadelphia, Germantown and Norristown.....								
Philadelphia, Newtown and New York.....								
Philadelphia and Reading.....	6	9	16	38	38	27	60	74
Philadelphia and Trenton.....	1	2	3	10	7	14	11	26
Philadelphia, Wilmington and Bal- timore.....	2	18	6	2	13	7	21	27
Pickering Valley.....								
Pit-Hole Valley.....								
Pittsburg, Cincinnati and St. Louis.....		8	11	12	10	6	21	28
Pittsburg and Connellsville.....	1	2	12	28	5	5	18	35
Pittsburg, Ft. Wayne and Chicago.....		4	3	14	8	14	11	32
Pittsburg, Virginia and Charleston, Plymouth.....					3	1	3	1
Pittsburg and Castle Shannon.....				1				1
Reading and Columbia.....		1	2	1			2	2
Salisbury and Baltimore.....								
Schuylkill Valley.....								
Selinsgrove and North Branch.....								
Shamokin Valley and Pottsville.....			1				1	
Shenango and Allegheny.....			1	3			1	3
Somerset and Mineral Point.....								
South Mountain Iron Company.....					2		2	
South Mountain.....								
South Pennsylvania.....								
Southern Pennsylvania Railway and Mining Company.....								
Southwark.....								
Stony Creek.....								
Sullivan and Erie.....								

E—RAILROAD REP.

AUDITOR GENERAL'S

TABLE G.—ACCIDENTS—Continued.

NAME OF COMPANY.	PASSENGER'S.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....	Killed.....	Injured.....
Summit Branch.....			1				1	
Susquehanna, Gettysburg and Potomac.....						1		1
Sunbury and Lewistown.....								
Tioga.....			3		1	1	3	1
Treackow.....								
Tyrone and Clearfield.....								
Uniontown and West Virginia.....								
West Chester.....					2		2	
West Chester and Philadelphia.....								
Western Pennsylvania.....								
West Chester and Phoenixville.....								
Wheeling, Pittsburg and Baltimore.....								
Wilcox and Howard Hill Improvement Company.....								
Wilmington and Reading.....			3	6		3	3	9
Wilmington and Western.....				1				1
	27	106	254	665	295	281	576	1,112

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allegheny Valley.....	\$2,169,550 00	\$2,256,300 00	\$2,256,350 00	\$2,256,400 00	\$2,256,400 00
Allentown.....			567,544 47	568,744 47	568,744 47
Atlantic and Great Western.....	29,598,695 38	29,598,695 38	29,598,695 38		39,458,700 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	353,860 60	356,952 10
Bellefonte and Snow Shoe.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Berks County.....				92,955 00	189,790 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	
Buffalo, New York and Philadelphia.....				1,600,000 00	1,615,060 00
Bachman's Valley.....					66,604 40
Bell's Gap.....					184,000 00
Catasauqua and Fogelsville.....	426,900 00	428,717 50	428,717 50	428,717 50	426,900 00
Catawissa.....	3,359,500 00	3,359,500 00	3,359,500 00	4,359,500 00	1,740,350 00
Chartiers.....		524,270 07	635,355 01	638,060 00	644,110 01
Chester Creek.....	159,500 00	167,200 00	180,400 00	185,000 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.....	6,300,475 00	7,482,225 00	7,867,950 00	11,223,200 00	11,230,500 00
Colebrookdale.....	45,185 00	46,900 00	47,165 00	47,165 00	47,165 00
Cornwall.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Columbia and Port Deposit.....	208,172 11	208,172 11	208,172 11	208,172 11	208,172 11
Corning, Cowanesque and Antrim.....					1,600,000 00
Cumberland Valley.....	1,316,900 00	1,325,625 00	1,326,650 00	1,494,250 00	1,774,612 50
Connecting.....	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00
Cowanesque Valley.....					87,795 22
Chester Creek and Brandywine.....					4,500 00
Danville, Hazleton and Wilkesbarre.....	413,150 00		584,235 00	684,235 00	684,235 00
Delaware and Hudson Canal.....					
Delaware, Lackawanna and Western.....	14,100,600 00	18,808,850 00	18,858,850 00	20,000,000 00	23,500,000 00
Dillsburg and Mechanicsburg.....					30,803 23
Dunkirk, Warren and Pittsburg.....			1,075,000 00	1,266,000 00	
Dunkirk, Allegheny Valley and Pittsburg.....					1,300,000 00
East Brandywine and Waynesburg.....	89,800 00	89,800 00	89,800 00	136,196 26	133,351 45
East Mahanoy.....	392,550 00	392,550 00	392,550 00	392,550 00	392,550 00
East Pennsylvania.....	1,309,200 00	1,309,200 00	1,309,200 00	1,309,200 00	1,309,200 00

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Ebensburg and Cresson.....	42,000 00	\$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.....	78,538,910 00	83,538,910 00	86,536,910 00	86,536,910 00	86,536,910 00
Erie and Pittsburg.....	999,600 00	1,099,250 00	1,099,450 00	1,099,550 00	1,099,550 00
East Broad Top.....	.....	.....	.....	.....	400,250 00
Edgewood.....	.....	.....	.....	.....	2,663 06
Fayette County.....	126,000 00	126,000 00	125,395 71	125,395 71	125,395 71
Frankford and Holmesburg.....	.....	80,000 00	100,000 00	100,000 00	100,000 00
Hanover Branch.....	116,850 00	116,850 00	116,850 00	116,850 00	116,850 00
Harrisburg, Portsmouth, Mt. 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	118,390 00
Homer, Cherry Tree and Susquehanna.....	.....	.....	.....	8,544 60	9,000 00
Huntingdon and Broad Top Mountain.....	706,580 03	834,350 00	870,950 00	1,300,000 00	1,870,000 00
Ironton.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Jamestown and Franklin.....	603,077 50	604,777 50	604,777 50	604,777 50	605,027 50
Jefferson.....	.....	2,095,700 00	2,095,700 00	2,095,700 00	2,095,700 00
Jersey Shore, Pine Creek and Buffalo Junction.....	189,250 00	180,250 00	185,250 00	185,250 00	185,250 00
Lackawanna and Bloomsburg.....	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	50,000,000 00
Lancaster and Reading, (narrow gauge).....	.....	.....	.....	15,672 00	81,882 00
Lawrence.....	260,450 00	280,250 00	285,050 00	289,750 00	360,200 00
Lehigh and Lackawanna.....	875,100 00	875,100 00	875,100 00	375,100 00	375,100 00
Lehigh and Susquehanna.....	.....	.....	.....	.....	.....
Lehigh Valley.....	16,060,650 00	18,159,400 00	18,158,600 00	21,468,800 00	21,916,850 00
Lewisburg, Centre and Spruce Creek.....	.....	.....	.....	187,048 65	245,635 40
Little Saw Mill Run.....	83,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Littlestown.....	46,225 00	46,225 00	34,850 00	34,850 00	34,850 00
Little Schuylkill Navigation.....	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
Ligonier Valley.....	.....	.....	.....	.....	44,856 77
Mifflin and Centre County.....	63,519 00	65,426 00	65,526 00	65,650 00	65,675 00
Mill Creek and Mine Hill.....	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Mine Hill and Schuylkill Haven.....	3,856,450 00	3,856,450 00	3,905,600 00	3,969,100 00	3,992,050 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	112,550 00
Mont Alto.....	.....	.....	.....	.....	110,000 00

RAILROAD REPORT.

lix

Muney Creek			52,000 00	122,000 00	122,000 00
Montrose					248,351 00
Mount Oliver Inclined Plane					52,625 00
Monongahela Inclined Plane					75,000 00
Nesquehoning Valley	369,405 00	1,000,000 00	1,250,000 00	1,300,000 00	1,300,000 00
New Castle and Beaver Valley	605,000 00	605,000 00	605,000 00	605,000 00	605,000 00
Newry			11,025 00	11,025 00	11,150 00
Northern Central	5,000,000 00	5,000,000 00	5,601,700 00	5,842,000 00	5,842,000 00
North Pennsylvania	3,150,000 00	3,150,000 00	3,302,600 00	3,473,500 00	3,506,500 00
New Castle and Franklin					302,427 00
North-East Pennsylvania					81,550 00
Oil Creek and Allegheny River	4,259,450 00	4,259,450 00	4,259,450 00	4,959,450 00	4,959,450 00
Peach Bottom			16,000 00	82,881 05	138,764 16
Pennsylvania	33,493,112 50	33,850,000 00	41,339,475 00	53,271,937 50	68,144,475 00
Pennsylvania Coal	3,200,000 00	4,000,000 00	4,000,000 00	4,000,000 00	4,000,000 00
Pennsylvania and Delaware		101,989 38	132,412 00	483,297 50	900,000 00
Pennsylvania and New York Canal and	1,061,700 00	2,811,700 00	3,061,700 00	3,561,700 00	4,061,700 00
Pennsylvania Petroleum					750,000 00
Perkiomen	37,650 00	37,890 00	37,890 00	37,890 00	38,040 00
Philadelphia and Baltimore Central	218,000 00	220,606 11	220,606 11	220,606 11	220,606 11
Philadelphia and Erie	6,004,300 00	8,404,300 00	8,450,000 00	8,450,000 00	8,448,700 00
Philadelphia, Germantown and Norristown	1,595,750 00	1,626,250 00	2,231,900 00	2,231,900 00	2,231,900 00
Philadelphia and Newtown				74,760 00	150,360 00
Philadelphia and Reading	29,023,100 28	30,401,600 28	31,566,575 28	34,236,175 28	34,270,575 28
Philadelphia and Trenton	1,250,100 00	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia, Wilmington and Baltimore	9,520,850 00	9,562,650 00	10,907,900 00	11,485,750 00	11,507,750 00
Pickering Valley			90,855 00	92,125 00	92,875 00
Pit-Hole Valley				250,000 00	250,000 00
Pittsburg, Cincinnati and St. Louis	5,423,200 00	5,424,350 00	5,424,350 00	8,433,550 00	8,433,750 00
Pittsburg and Connellsville	1,794,576 43	1,794,576 43	1,959,976 43	1,960,682 43	1,960,682 45
Pittsburg, Ft. Wayne and Chicago	19,583,947 71	19,714,285 71	19,714,285 71	22,214,285 71	23,814,285 71
Pittsburg, Virginia and Charleston			277,188 11	618,564 11	673,264 31
Plymouth		12,050 00	12,050 00	12,050 00	12,500 00
Parker and Karns City					47,356 22
Pittsburg and Castle Shannon					446,920 80
Pennsylvania Inland					3,510 00
Philadelphia and Chester County					32,210 00
Reading and Columbia	506,848 09	507,268 09	507,268 09	507,268 09	508,288 09
Salisbury and Baltimore					99,900 00
Schuylkill Valley	576,050 00	576,050 00	576,050 00	576,050 00	576,050 00
Selinsgrove and North Branch				2,680 00	2,680 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	190,000 00	190,000 00

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Somerset and Mineral Point.....			\$54,290 00	\$55,000 00	\$55,900 00
South Mountain Iron Company.....					386,430 39
South Mountain.....					800,000 00
South Pennsylvania.....					58,468 00
South Pennsylvania Railway and Mining Company.....			58,468 00	58,468 00	140,560 00
Southwark.....	\$58,468 00	\$58,468 00			1,500,000 00
Stony Creek.....				134,875 00	140,560 00
Sullivan and Erie.....				1,400,000 00	1,500,000 00
Summit Branch.....	2,502,250 00	2,502,250 00	2,502,250 00	2,502,250 00	2,502,250 00
Susquehanna, Gettysburg and Potomac.....			1,500,000 00	1,500,000 00	1,500,000 00
Sunbury and Lewistown.....			500,000 00	500,000 00	500,000 00
South-West Pennsylvania.....					359,857 50
Sherman's Valley.....					12,000 00
Spring Brook.....					37,800 00
Tioga.....	580,900 00	580,900 00	580,900 00	580,900 00	580,900 00
Tresckow.....			130,000 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.....					165,000 00
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
West Chester and Philadelphia.....	684,045 83	684,045 83	681,650 00	681,100 00	823,950 00
Western Pennsylvania.....	1,022,450 00	1,022,450 00	1,022,450 00	1,022,450 00	1,022,450 00
West Chester and Phoenixville.....					13,000 00
Wheeling, Pittsburg and Baltimore.....				500,000 00	500,000 00
Wilcox and Howard Hill Improvement Company.....					
Wilmington and Reading.....	784,812 07	764,717 37	757,728 74	759,062 88	759,627 88
Wilmington and Western.....				244,380 00	248,807 50
					478,701,873 58

11

AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allegheny Valley.....	\$4,896,936 74	\$4,258,919 59	\$4,468,487 19	\$4,825,202 80	\$5,214,691 84
Allentown.....			579,081 23	613,032 50	649,119 84
Atlantic and Great Western.....	29,999,900 00	29,999,900 00	29,999,900 00	56,992,240 00	74,971,088 00
Bald Eagle Valley.....	479,000 00	471,200 00	460,900 00	454,900 00	445,900 00
Barclay Coal Company.....	119,000 00	107,000 00	93,000 00	79,000 00	27,000 00
Bedford and Bridgeport.....			500,000 00	1,010,000 00	1,052,404 68
Bellefonte and Snow Shoe.....	99,000 00	99,000 00	99,000 00	99,000 00	99,000 00
Berks County.....					818,524 64
Buffalo, Bradford and Pittsburg.....	583,500 00	583,500 00	583,500 00	583,500 00	583,000 00
Buffalo, Corry and Pittsburg.....	1,974,815 43	1,143,683 60	1,663,673 96	1,248,229 97	
Buffalo, New York and Philadelphia.....				2,307,271 08	3,811,444 51
Bachman's Valley.....					50,000 00
Bell's Gap.....					216,890 00
Catasauqua and Fogelsville.....					
Catawissa.....	445,350 00	441,850 00	1,740,350 00	1,740,850 00	1,740,350 00
Chartiers.....		266,649 17	460,484 89	500,000 00	504,298 03
Chester Creek.....	185,000 00	185,000 00	185,000 00	185,000 00	185,000 00
Chester Valley.....	937,500 00	955,000 00	972,500 00	990,000 00	1,007,500 00
Chestnut Hill.....					
Cleveland and Pittsburg.....	3,883,500 00	3,772,500 00	3,859,500 00	3,825,600 00	4,465,000 00
Colebrookdale.....	490,976 88	604,361 61	641,077 47	673,709 84	710,554 16
Cornwall.....					
Columbia and Port Deposit.....	101,460 57	186,597 30	353,409 09	660,457 52	887,870 36.
Corning, Cowanesque and Antrim.....					
Cumberland Valley.....	352,300 00	352,300 00	352,300 00	352,300 00	352,300 00
Connecting.....	1,000,000 00	1,000,000 00	990,000 00	991,000 00	991,000 00
Cowanesque Valley.....					230,718 08
Danville, Hazleton and Wilkesbarre.....	810,000 00		1,554,000 00	1,590,000 00	1,818,000 00
Delaware and Hudson Canal.....					
Delaware, Lackawanna and Western.....	5,498,000 00	5,958,000 00	7,063,917 90	9,633,544 73	7,832,322 75
Dillsburg and Mechanicsburg.....				100,000 00	139,032 92
Dunkirk, Warren and Pittsburg.....			1,245,000 00	1,589,907 65	
Dunkirk, Allegheny Valley and Pittsburg.....					3,200,000 00
East Brandywine and Waynesburg.....	177,000 00	177,000 00	177,000 00	117,000 00	227,000 00
East Mahanoy.....					
East Pennsylvania.....	493,900 00	493,900 00	493,900 00	403,900 00	493,900 00
Ebensburg and Cresson.....	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00

RAILROAD REPORT.

131

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Elmira and Williamsport	\$1,620,000 00	\$1,620,000 00	\$1,620,000 00	\$1,620,000 00	\$1,620,000 00
Erie.....	23,398,800 00	23,398,300 00	26,398,800 00	28,912,301 26	40,631,246 21
Erie and Pittsburg.....	2,521,235 82	2,577,504 00	3,177,000 00	3,327,000 00	3,327,000 00
East Broad Top.....					188,000 00
Edgewood.....					
Fayette County.....					
Frankford and Holmesturg.....		79,632 02	50,000 00	55,342 36	55,342 36
Hanover Branch.....					
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
Harrisburg and Potomac.....					225,800 00
Homer, Cherry Tree and Susquehanna.....					6,000 00
Huntingdon and Broad Top Mountain.....	1,927,614 16	2,008,095 66	2,157,025 66	2,270,941 09	2,270,966 09
Ironton.....	130,000 00	130,000 00	100,000 00	100,000 00	100,000 00
Jamestown and Franklin.....	1,688,228 27	1,852,621 95	1,923,322 59	1,974,430 90	1,900,743 20
Jefferson.....		2,300,000 00	2,300,000 00	2,300,000 00	2,300,000 00
Jersey Shore, Pine Creek and Buffalo.....					
Junction.....	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lackawanna and Bloomsburg.....	2,325,000 00	2,460,335 00	2,452,270 07	2,449,261 13	
Lake Shore and Michigan Southern.....	23,813,000 00	25,721,553 26	29,929,815 36	35,107,623 53	38,375,606 19
Lancaster and Reading (narrow gauge,).....					377,457 59
Lawrence.....	380,000 00	365,000 00	355,000 00	380,000 00	355,000 00
Lehigh and Lackawanna.....	340,000 00	340,000 00	300,000 00	300,000 00	300,000 00
Lehigh and Susquehanna.....					
Lehigh Valley.....	6,516,689 25	6,002,417 16	9,864,142 12	9,754,000 00	12,712,643 23
Lewisburg, Centre and Spruce Creek.....				1,545,000 00	1,545,000 00
Little Saw Mill Run.....	36,166 67	31,176 90	31,525 45	34,000 56	33,217 26
Littlestown.....	34,836 99	46,150 99	40,685 83	41,500 00	40,000 00
Little Schuylkill Navigation.....	795,500 00	783,500 00	771,500 00	759,500 00	747,500 00
Lykens Valley.....					
Mifflin and Centre County.....	187,500 00	188,500 00	188,500 00	205,242 51	215,261 22
Mill Creek and Mine Hill.....					
Mine Hill and Schuylkill Haven.....					
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....			43,173 02	43,482 64	45,463 85
Mont Alto.....					125,000 00
Muncy Creek.....			100,000 00	135,000 00	151,000 00
Montrose.....					74,721 84

RAILROAD REPORT.

ixiii

Mount Oliver Inclined Plane.....					72,550 38
Monongahela Inclined Plane.....					
Nesquehoning Valley.....					
New Castle and Boaver Valley.....	138,800 00	95,800 00	90,800 00	88,800 00	35,800 00
Newry.....		11,258 00	10,778 99	10,778 09	10,778 99
Northern Central.....	7,598,082 28	8,101,094 27	7,937,327 83	11,580,250 01	12,123,797 72
North Pennsylvania.....	3,721,915 41	3,952,887 50	4,060,038 72	4,105,841 40	4,708,485 37
New Castle and Franklin.....					254,192 00
North-East Pennsylvania.....					193,768 50
Oil Creek and Allegheny River.....	3,170,000 00	3,170,000 00	3,180,000 00	3,680,000 00	3,429,104 81
Peach Bottom.....					84,614 00
Pennsylvania.....	19,834,015 86	27,682,389 00	30,791,543 23	33,039,846 15	42,261,897 24
Pennsylvania Coal.....	975,500 00	731,000 00	907,500 00	911,500 00	1,052,500 00
Pennsylvania and Delaware.....			800,000 00	700,000 00	1,673,346 21
Pennsylvania and New York Canal and.....	3,000,000 00	3,000,000 00	3,415,007 85	3,351,234 23	3,074,017 48
Pennsylvania Petroleum.....					
Perkiomen.....	616,480 85	857,415 46	1,021,760 99	1,159,484 61	1,842,278 00
Philadelphia and Baltimore Central.....	1,091,680 30	1,426,690 20	1,590,288 87	1,553,413 53	1,546,945 52
Philadelphia and Erie.....	12,638,974 00	13,207,564 00	14,149,362 00	15,303,966 00	17,454,228 13
Philadelphia, Germantown and Norristown.....					
Philadelphia and Newtown.....					221,000 00
Philadelphia and Reading.....	7,330,190 83	10,154,970 08	21,036,483 00	29,342,169 00	40,809,960 87
Philadelphia and Tronton.....					
Philadelphia, Wilmington and Baltimore.....	2,543,000 00	2,612,220 00	1,768,360 56	2,060,303 63	2,247,249 34
Pickering Valley.....			443,012 92	462,352 67	493,062 90
Pit-Holo Valley.....			103,247 01	117,131 93	124,254 91
Pittsburg, Cincinnati and St. Louis.....	10,457,874 46	10,127,020 26	13,474,282 02	11,853,625 34	15,382,767 03
Pittsburg and Connellsville.....	5,500,000 00	0,318,537 91	7,460,775 32	8,243,204 09	11,776,578 68
Pittsburg, Ft. Wayne and Chicago.....	13,635,092 67	13,681,229 62	13,680,229 62	13,637,229 62	13,568,229 62
Pittsburg, Virginia and Charleston.....					944,691 67
Plymouth.....		267,271 83	274,495 19	274,495 19	274,495 19
Parker and Karns City.....					100,405 00
Pittsburg and Castle Shannon.....					473,896 68
Reading and Columbia.....	1,952,859 36	2,056,404 83	2,033,742 90	2,093,494 59	2,215,910 64
Salisbury and Baltimore.....					
Schuylkill Valley.....					
Selinsgrove and North Branch.....					
Shamokin Valley and Pottsville.....	700,000 00	700,000 00	700,000 00	1,988,000 00	1,994,000 00
Shenango and Allegheny.....		555,000 00	638,000 00	780,000 00	924,315 09
Somerset and Mineral Point.....			65,000 00	89,689 15	86,080 15
South Mountain Iron Company.....	369,000 00	381,000 00	381,000 00	377,500 00	377,500 00
South Mountain.....					103,210 61
South Pennsylvania.....					

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Southern Pennsylvania Railway and Mining Company.....					\$867,000 00
Southwark.....					
Stony Creek.....				\$82,313 62	313,373 75
Sullivan and Erie.....				1,204,031 61	1,196,992 50
Summit Branch.....	\$501,000 00	\$201,000 00	\$174,000 00	145,000 00	115,000 00
Susquehanna, Gettysburg and Potomac.....					
Sunbury and Lewistown.....			1,400,000 00	1,400,000 00	1,400,000 00
South-West Pennsylvania.....					590,815 86
Spring Brook.....					2,000 00
Tioga.....	246,000 00	243,000 00	243,000 00	243,000 00	239,500 00
Tresckow.....			40,417 70	60,003 64	60,003 64
Tyrone and Clearfield.....	404,069 18	479,330 06	387,153 58	332,359 99	313,566 98
Uniontown and West Virginia.....				42,859 10	
West Chester.....					
West Chester and Philadelphia.....	1,055,100 00	1,064,500 00	1,197,300 00	1,189,800 00	1,100,000 00
Western Pennsylvania.....	2,104,412 56	2,648,734 68	2,707,813 36	2,823,554 70	3,000,000 00
West Chester and Phoenixville.....					
Wheeling, Pittsburg and Baltimore.....				79,641 65	79,641 65
Wilcox and Howard Hill Improvement Company.....					
Wilmington and Reading.....	789,300 00	1,775,721 55	2,154,304 26	2,440,910 43	2,990,116 82
Wilmington and Western.....				552,790 00	591,598 74
					416,620,061 03

RAILROAD REPORT.

lxv

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allegheny Valley					
Allentown					
Atlantic and Great Western					
Bald Eagle Valley	8	7	6	7	8
Barclay Coal Company	7	*\$2 50	*\$3 00	7	6
Bedford and Bridgeport					
Bellefonte and Snow Shoe	3	*75	*75	*\$1 50	*75
Berks County					
Buffalo, Bradford and Pittsburg					
Buffalo, Corry and Pittsburg					
Buffalo, New York and Philadelphia					
Catawauqua and Fogelsville	6	6	6	6	6
Catawissa	†6½	†7	†7	†3½	3½
Chartiers					
Chester Creek	6	6	6	6	6
Chester Valley					
Chestnut Hill	10	12	12	12	12
Cleveland and Pittsburg	8	10	10	10-7	7-10
Colebrookdale					
Cornwall	14	16	16	16	16
Columbia and Port Deposit					
Corning, Cowanesque and Antrim					3½
Cumberland Valley	8	8	8	8	8
Connecting	3	6	6	6	6
Danville, Hazleton and Wilkesbarre					
Delaware and Hudson Canal					
Delaware, Lackawanna and Western	10-†\$3 64½	10	10-†6	10	10
Dillsburg and Mechanicsburg					
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					
Kilmira and Williamsport	\$7-†5	\$7-†5	\$7-†5	\$5-†7	5-7
Erie					2¾-7
Erie and Pittsburg		1½	7	7	7
Fayette County	\$§3 80	\$§3 80	\$§3 90	\$§4 00	8
Frankford and Holmesburg			3	3	3
Hanover Branch	10	10	10	10	10
Harrisburg, Portsmouth, Mt. Joy and Lancaster	7	7	7	7	7
Harrisburg and Potomac					
Hemer, Cherry Tree and Susquehanna					
Huntingdon and Broad Top Mountain					
Ironton					7
Jamestown and Franklin					
Jefferson					
Jersey Shore, Pine Creek and Buffalo					
Junction					
Lackawanna and Bloomsburg					
Lake Shore and Michigan Southern	4	†8-§10	†8-§10	8-10	8-10
Lancaster and Reading, (narrow gauge,)					
Lawrence			7	10	10
Lehigh and Lackawanna					
Lehigh and Susquehanna					
Lehigh Valley	10	10	10	10	10
Lewisburg, Centre and Spruce Creek					
Little Saw Mill Run	18	10	10	10	10
Littlestown					6
Little Schuylkill Navigation	7½	6½	7	7	7
Lykens Valley	10	10	10	10½	10-1
Mifflin and Centre County					
Mill Creek and Mine Hill	10	10	10		10
Nine Hill and Schuylkill Haven	8	7½	7½	7	7½
Mount Carbon and Port Carbon	12	12	12	12½	12
Mount Pleasant and Broad Ford					
Mont Alto					

AUDITOR GENERAL'S

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Muncy Creek.....					
Monongahela Inclined Plane.....					11
Nesquehoning Valley.....		10		10	10
New Castle and Beaver Valley.....	11½	10	11	10	10
Newry.....					
Northern Central.....	6	6	6	6	
North Pennsylvania.....	¶5	¶5	¶5	¶5	5
Oil Creek and Allegheny River.....	10	12½	7½	6½	6
Peach Bottom.....					
Pennsylvania.....	10	10	10	10	10
Pennsylvania Coal.....	20	20	20	20	20
Pennsylvania and Delaware.....					
Pennsylvania and New York Canal and Pennsylvania Petroleum.....					2½
Perkiomen.....					
Philadelphia and Baltimore Central.....					
Philadelphia and Erie.....					
Philadelphia, Germantown and Norris- town.....	10	10	9	12	12
Philadelphia and Newtown.....					
Philadelphia and Reading.....	5-85	10	10	10	10
Philadelphia and Trenton.....	10	10	8	10	10
Philadelphia, Wilmington and Baltimore Pickering Valley.....	8	8	8	8	8
Pit-Hole Valley.....					
Pittsburg, Cincinnati and St. Louis.....					
Pittsburg and Connellsville.....					
Pittsburg, Ft. Wayne and Chicago.....	**10-***7	7	7	7	7
Pittsburg, Virginia and Charleston.....					
Plymouth.....					
Reading and Columbia.....					
Salisbury and Baltimore.....					
Schuylkill Valley.....	5	5	5	5	5
Selinsgrove and North Branch.....					
Shamokin Valley and Pottsville.....	6	6	6	6	6
Shenango and Allegheny.....					
Somerset and Mineral Point.....					
South Mountain Iron Company.....					
South Mountain.....					
South Pennsylvania.....					
Southern Pennsylvania Railway and Mining Company.....					
Southwark.....	6	6	6	6	6
Stony Creek.....					
Sullivan and Erie.....					
Summit Branch.....	8	6	6	6	6
Susquehanna, Gettysb'g and Potomac.....					
Sunbury and Lewistown.....					
Tioga.....					
Tresckow.....					
Tyrone and Clearfield.....					
Uniontown and West Virginia.....					
West Chester.....					
West Chester and Philadelphia.....					4
Western Pennsylvania.....					
West Chester and Phoenixville.....					
Wheeling, Pittsburg and Baltimore.....					
Wilcox and Howard Hill Improvement Company.....					
Wilmington and Reading.....					
Wilmington and Western.....					

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

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allegheny Valley	\$7,913,532 20	\$8,316,616 70	\$9,747,216 05	\$10,653,410 93	\$12,332,317 30
Allentown.....			1,054,287 39	1,054,629 39	1,078,488 82
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.....					
Bedford and Bridgeport.....			351,925 00	984,353 36	1,412,182 00
Bellefonte and Snow Shoe.....	442,058 87	442,058 87	442,058 87	457,981 33	468,181 33
Berks County.....					
Buffalo, Bradford and Pittsburg.....	2,869,500 00	2,869,500 00	2,869,500 00	2,869,500 00	2,869,000 00
Buffalo, Corry and Pittsburg.....	1,446,987 95	1,493,629 44	1,583,444 79	1,546,930 81	14,999 65
Buffalo, New York and Philadelphia.....				3,064,271 68	5,405,935 84
Bachman's Valley.....					108,277 89
Bell's Gap.....					212,868 66
Catasauqua and Fogelsville.....	738,854 42	742,156 64	742,156 64	742,156 64	742,156 64
Catawissa.....	8,820,500 00	8,826,500 00	5,126,500 00	{6,120,500}00	6,126,500 00
Chartiers.....		790,919 24	1,095,839 40	1,127,312 66	1,128,690 01
Chester Creek.....	344,500 00	352,200 00	365,400 00	370,000 00	370,000 00
Chester Valley.....	1,371,900 00	1,371,900 00	1,371,900 00	1,371,900 00	1,371,000 00
Chestnut Hill.....	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Cleveland and Pittsburg.....	10,733,780 17	11,137,107 03	11,518,594 09	14,875,931 72	15,571,299 78
Colebrookdale.....	516,099 55	661,062 39	662,332 33	663,976 78	667,126 78
Cornwall.....	878,880 37	884,228 25	394,724 50	414,877 49	421,492 85
Co.umbia and Port Deposit.....	904,632 68	389,763 96	558,581 20	868,629 63	1,096,042 47
Corning, Cowanesque and Antrim.....					1,600,000 00
Cumberland Valley.....	1,492,204 82	1,459,229 01	1,583,444 79	1,725,142 63	1,753,613 46
Connecting.....	2,278,300 00	2,278,300 00	2,278,300 00	2,278,300 00	2,278,300 00
Cowanesque Valley.....					318,513 30
Danville, Hazleton and Wilkesbarre.....	329,510 00		1,055,600 00	1,102,600 00	1,102,600 00
Delaware and Hudson Canal.....	2,938,801 80	3,245,879 89	3,384,306 41	4,331,136 89	4,576,125 73
Delaware, Lackawanna and Western.....	14,500,000 00	18,825,000 00	14,314,981 49	15,512,767 38	21,221,354 12
Dillsburg and Mechanicsburg.....					170,056 94
Dunkirk, Warren and Pittsburg.....			2,320,000 00	2,770,000 00	
Dunkirk, Allegheny Valley and Pittsburg.....					4,600,000 00
East Brandywine and Waynesburg.....	264,800 00	264,800 00	264,800 00	309,557 82	360,351 45
East Mahanoy.....	391,603 93	391,603 93	391,603 93	391,603 93	392,550 00
East Pennsylvania.....	1,472,599 12	1,484,290 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	122,000 00

RAILROAD REPORT.

LXVI

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Elmira and Williamsport	\$2,620,000 00	\$2,620,000 00	\$2,620,000 00	\$2,620,000 00	\$2,620,000 00
Erie	65,181,959 01	78,945,587 02	106,904,862 22	108,807,687 28	111,630,092 28
Erie and Pittsburg	3,680,124 86	4,818,978 62	4,771,123 51	4,923,002 51	4,939,344 62
East Broad Top					504,618 73
Edgewood					1,163 08
Fayette County	120,000 00	120,000 00	120,000 00	120,000 00	130,000 00
Frankford and Holmesburg		159,427 07	159,427 07	159,427 07	159,427 07
Hanover Branch	257,890 80	257,890 00	260,000 00	269,871 88	288,351 06
Harrisburg, Portsmouth, Mt. Joy and Lancaster				1,882,550 00	1,882,550 00
Harrisburg and Potomac				130,105 00	269,250 00
Homer, Cherry Tree and Susquehanna				12,745 84	13,201 24
Huntingdon and Broad Top Mountain	2,202,147 02	2,738,811 14	2,792,475 16	3,159,769 02	4,154,801 27
Ironton	268,000 00	268,000 00	268,000 00	268,000 00	268,000 00
Jamestown and Franklin	1,765,247 69	2,414,316 28	2,463,074 15	2,483,001 87	2,501,697 40
Jefferson		4,395,700 00	4,395,700 00	4,395,700 00	4,395,700 00
Jersey Shore, Pine Creek and Buffalo					647,000 00
Junction	898,324 25	898,324 25	898,324 25	898,324 25	898,324 25
Lackawanna and Bloomsburg	3,870,000 00	3,950,000 00	3,959,678 42	4,121,244 12	
Lake Shore and Michigan Southern	49,947,720 24	54,134,089 49	58,778,875 69	66,144,676 24	75,949,742 89
Lancaster and Reading, (narrow gauge,)					105,733 28
Lawrence	614,869 34	618,944 35	633,170 10	637,607 32	715,937 88
Lehigh and Lackawanna			675,100 00	675,100 00	675,100 00
Lehigh and Susquehanna				12,462,781 25	12,754,395 17
Lehigh Valley	17,987,658 66	18,838,237 93	19,230,730 29	19,760,425 49	20,489,162 45
Lewisburg, Centre and Spruce Creek				812,066 65	1,256,545 44
Little Saw Mill Run	91,011 44	100,657 47	100,657 47	115,261 48	123,127 04
Littlestown	76,000 00	86,240 00	115,616 00	115,616 00	115,616 00
Little Schuylkill Navigation	1,466,283 14	1,466,283 14	1,416,187 80	1,416,187 80	1,416,187 80
Lykens Valley				595,727 24	595,767 24
Ligonier Valley					43,888 93
Mifflin and Centre County	253,406 06	254,115 32	247,015 82	264,243 70	265,075 89
Mill Creek and Mine Hill	323,375 00	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	3,905,600 00	3,969,100 00	3,992,050 00
Mount Carbon and Port Carbon	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Pleasant and Broad Ford			154,323 02	154,632 64	156,613 85
Mont Alto					235,000 00
Muncy Creek				148,640 00	150,900 00

Montrose					321,100 25
Mount Oliver Inclined Plane					123,102 17
Monongahela Inclined Plane					76,442 29
Nesquehoning Valley	230,230 82	1,004,624 25	1,152,968 23	1,200,385 40	1,265,084 44
New Castle and Beaver Valley	424,467 91	730,249 17	731,885 64	799,412 39	810,480 54
Newry		22,283 00	22,657 31	22,657 31	22,657 31
Northern Central	13,555,720 37	14,097,097 52	14,534,464 66	14,890,237 75	15,429,883 90
North Pennsylvania	7,025,092 63	7,258,861 29	7,981,830 02	8,295,709 25	8,459,576 47
North-East Pennsylvania					223,381 73
New Castle and Franklin					551,069 56
Oil Creek and Allegheny River	7,660,390 08	8,126,996 49	8,344,717 07	9,582,877 77	9,623,963 51
Peach Bottom			1,526 00	25,263 14	223,538 16
Pennsylvania	32,392,866 71	33,806,907 00	34,610,160 70	42,450,207 68	48,279,666 09
Pennsylvania Coal	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Pennsylvania and Delaware		100,625 00	231,997 70	1,200,000 00	2,502,000 00
Pennsylvania and New York Canal and	2,449,079 40		5,231,883 39	5,715,239 98	6,142,827 11
Pennsylvania Petroleum					750,000 00
Perkiomen	518,739 37	876,579 28	989,404 26	1,091,624 47	1,388,700 26
Philadelphia and Baltimore Central	1,415,975 71	1,777,649 94	1,981,592 47	1,983,952 70	1,988,850 55
Philadelphia and Erie	19,391,972 24	20,368,736 00	20,799,470 00	21,139,470 00	23,644,262 00
Philadelphia, Germantown and Norristown	1,454,872 44	1,502,042 63	1,514,800 01	1,514,800 01	1,514,800 01
Philadelphia and Newtown					440,400 00
Philadelphia and Reading	29,815,067 49	31,776,473 07	33,677,075 48	42,293,340 52	45,319,348 89
Philadelphia and Trenton	1,436,338 41	1,497,604 53	1,545,950 41	1,534,478 76	1,534,478 76
Philadelphia, Wilmington and Baltimore	10,652,226 26	10,374,468 40	11,001,030 05	11,890,736 59	11,814,765 89
Pickering Valley			468,478 64	472,837 77	474,551 54
Pit-Hole Valley			100,000 00	100,000 00	101,764 67
Pittsburg, Cincinnati and St. Louis	15,879,338 40	16,151,804 16	18,025,618 54	18,835,787 08	19,682,344 34
Pittsburg and Connellsville	8,090,892 57	5,030,987 94	7,951,446 90	12,285,997 89	12,644,274 07
Pittsburg, Ft. Wayne and Chicago	24,391,330 09	24,849,193 49	25,475,772 55	26,867,636 80	28,412,353 00
Pittsburg, Virginia and Charleston			145,588 79	709,810 46	1,143,393 57
Plymouth		267,271 83	274,495 19	274,495 19	274,495 19
Parker and Karns City					147,761 22
Pittsburg and Castle Shannon					454,426 83
Pennsylvania Inland					3,500 00
Philadelphia and Chester County					61,577 65
Reading and Columbia	2,146,147 42	2,243,124 46	2,290,739 23	2,282,652 94	2,292,999 73
Salisbury and Baltimore					89,388 07
Schuylkill Valley	576,840 94	576,840 94	576,840 94	576,840 94	576,840 04
Selinsgrove and North Branch					2,400 00
Shamokin Valley and Pottsville	1,589,450 00	1,589,450 00	1,589,450 00	1,569,450 00	1,208,050 00
Shenango and Allegheny		702,495 00	797,925 00	978,280 00	1,178,102 21
Somerset and Mineral Point			130,000 00	140,000 00	140,000 00

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
South Mountain Iron Company	\$340,525 08	\$335,464 12	\$336,808 66	\$336,808 66	\$338,460 63
South Mountain					430,550 00
South Pennsylvania					
Southern Pennsylvania Railway and Mining Company					973,750 00
Southwark				58,468 00	58,468 00
Stony Creek				216,953 30	455,445 46
Sullivan and Erie				1,597,718 14	1,597,718 14
Summit Branch	988,902 37	988,902 37	988,902 37	988,902 37	988,902 37
Susquehanna, Gettysburg and Potomac			181,000 00	181,000 00	181,000 00
Sunbury and Lewistown			1,900,000 00	1,900,000 00	1,900,000 00
South-West Pennsylvania					963,837 00
Spring Brook					39,800 00
State Line and Juniata					33,325 31
Tioga	1,173,945 20	1,230,792 00	1,247,198 95	1,285,013 85	1,354,301 52
Trescow		100,080 66	170,417 70	190,003 64	203,730 47
Tyrone and Clearfield	914,069 18	980,330 00	897,153 58	842,359 99	823,566 98
Uniontown and West Virginia				80,114 50	
West Chester	202,886 79	202,886 79	206,486 79	206,486 79	205,486 79
West Chester and Philadelphia	1,618,359 88	1,498,807 16	1,490,437 16	1,509,317 43	1,694,932 49
Western Pennsylvania	3,179,441 44	3,071,184 68	3,730,203 30	3,846,004 90	3,950,872 11
West Chester and Phoenixville					
Wheeling, Pittsburg and Baltimore					
Wilcox and Howard Hill Improvement Company					57,520 39
Wilmington and Reading	1,088,732 49	2,312,374 77	2,680,462 51	2,899,229 49	3,329,089 31
Wilmington and Western			682,228 14	796,516 51	796,516 51
				572,294,135 45	621,312,048 56

AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

P—RAILROAD REP.

RAILROAD REPORT.

LXXI

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allegheny Valley	433,337	507,157	578,084	770,950	861,239
Allentown					
Atlantic and Great Western		1,625,450	1,729,393	913,800	975,646
Bald Eagle Valley					
Barclay Coal Company	*14,690	522,535	18,762	17,175	25,347
Bedford and Bridgeport					
Bellefonte and Snow Shoe	25,478	20,484	17,798	19,683	18,323
Berks County					
Buffalo, Bradford and Pittsburg					
Buffalo, Corry and Pittsburg	53,122	90,973	80,944	68,476	65,542
Buffalo, New York and Philadelphia					234,760
Bachman's Valley					2,765
Bell's Gap					1,184
Catauaqua and Fogelsville	14,467	21,000	22,430	25,000	24,000
Catawissa				104,662	
Chartiers					107,209
Chester Creek					
Chester Valley					
Chestnut Hill					
Cleveland and Pittsburg	567,455	641,162	609,738	654,758	703,829
Colebrookdale					
Cornwall					
Columbia and Port Deposit					93,092
Corning, Cowanesque and Antrim					
Cumberland Valley	308,213	297,005	302,864	288,831	321,515
Danville, Hazleton and Wilkesbarre			8,483	2,599	
Delaware and Hudson Canal	71,505	101,676	95,781	114,431	144,561
Delaware, Lackawanna and Western	189,988	*224,916	234,108	249,578	223,143
Dillsburg and Mechanicsburg					
Dunkirk, Warren and Pittsburg			**5,228	65,948	13,970
Dunkirk, Allegheny Valley and Pittsburg					110,090
East Brandywine and Waynesburg					
East Mahanoy					
East Pennsylvania					
Ebensburg and Cresson					
Elmira and Williamsport	107,064	105,291	108,714	117,347	115,890
Erie	2,497,113	3,275,025	3,509,462	3,598,800	3,922,156

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Erie and Pittsburg				265,985	236,659
East Broad Top					9,643
Fayette County					
Frankford and Holmesburg		||38,916	||89,396		
Hanover Branch	35,829	30,010	31,903	34,401	39,854
Harrisburg, Portsmouth, Mount Joy and Lancaster					
Harrisburg and Potomac					
Homer, Cherry Tree and Susquehanna					
Huntingdon and Broad Top Mountain	32,254	46,667	52,246	59,126	71,889
Ironton					
Jamestown and Franklin			102,577	99,881	89,870
Jefferson					
Jersey Shore, Pine Creek and Buffalo					
Junction	225,150	232,680	206,270	215,230	275,014
Lackawanna and Bloomsburg	253,828	*354,585	297,828	362,294	
Lake Shore and Michigan Southern	†946,528	2,022,371	1,965,082	1,992,273	2,631,099
Lancaster and Reading (narrow gauge)					
Lawrence				72,942	78,053
Lehigh and Lackawanna				18,520	20,675
Lehigh and Susquehanna				489,713	511,500
Lehigh Valley	753,379	847,096	867,271	967,850	1,096,820
Lewisburg, Centre and Spruce Creek					
Little Saw Mill Run					
Littlestown	6,353	5,412	4,703	7,618	13,757
Little Schuylkill Navigation					
Lykens Valley					
Mifflin and Centre County					
Mill Creek and Mine Hill					
Mine Hill and Schuylkill Haven					
Mount Carbon and Port Carbon					
Mount Pleasant and Broad Ford					
Mont Alto					7,225
Muncy Creek				8,433	8,690
Montrose					8,923
Mount Oliver Inclined Plane					219,083
Monongahela Inclined Plane					501,159
Nesquehoning Valley					

RAILROAD REPORT.

LXXIII

New Castle and Beaver Valley				105,206	171,711
Newry					
Northern Central				746,288	813,561
North Pennsylvania				889,571	984,723
North-East Pennsylvania					40,984
Oil Creek and Allegheny River				559,926	445,707
Peach Bottom					
Pennsylvania	4,229,363	4,352,760	4,690,985	5,250,393	5,879,684
Pennsylvania Coal				3,486	3,970
Pennsylvania and Delaware					
Pennsylvania and New York Canal and Pennsylvania Petroleum		163,292	187,119	190,309	191,584
Perkiomen					
Philadelphia and Baltimore Central	162,980	248,667	254,944	315,515	308,489
Philadelphia and Erie	551,038	662,155	684,884	889,793	777,273
Philadelphia, Germantown and Norristown	2,777,535	2,806,120	††513,981		
Philadelphia and Newtown					
Philadelphia and Reading	1,527,769 00	2,034,039	5,766,994	6,383,991	6,790,088
Philadelphia and Trenton	1,110,567	*1,371,840	1,276,762	1,561,080	1,747,216
Philadelphia, Wilmington and Baltimore	1,312,991	1,472,846	1,608,033	1,747,195	2,331,722
Pickering Valley					
Pit-Hole Valley			8,639	9,800	5,855
Pittsburg, Cincinnati and St. Louis	421,016	437,268	540,516	611,201	638,855
Pittsburg and Connellsville	462,124	531,011	700,423	781,994	859,533
Pittsburg, Ft. Wayne and Chicago	1,737,633	1,916,129	1,969,867	2,106,251	2,107,268
Pittsburg, Virginia and Charleston				4,000	140,188
Plymouth					
Parker and Karns City					867
Pittsburg and Castle Shannon					29,497
Reading and Columbia	121,808	121,109	122,523	118,212	138,771
Salisbury and Baltimore					
Schuylkill Valley					
Selinsgrove and North Branch					
Shamokin Valley and Pottsville	46,444	42,567	41,009	44,597	47,865
Shenango and Allegheny		11,304	14,037	16,170	26,584
Somerset and Mineral Point				18,000	26,409
South Mountain Iron Company		24,039	22,615	20,986	17,624
South Mountain					
South Pennsylvania					
Southern Pennsylvania Railway and Mining Company					
Southwark					
Stony Creek					
Sullivan and Erie					

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Summit Branch.....	9,803	12,357	14,517	17,760	19,773
Susquehanna, Gettysburg and Potomac.....			23,221	28,477	9,054
Sunbury and Lewistown.....					
Tioga.....	82,580	98,478	100,041	93,170	107,885
Tresckow.....					
Tyrone and Clearfield.....					
Uniontown and West Virginia.....					
West Chester.....					
West Chester and Philadelphia.....	678,463	682,336	737,473	821,911	871,398
Western Pennsylvania.....					
West Chester and Phoenixville.....					
Wheeling, Pittsburg and Baltimore.....				53,175	52,226
Wilcox and Howard Hill Improvement Company.....					
Wilmington and Reading.....	††1,041	79,424	120,940	132,365	132,055
Wilmington and Western.....				1,813	39,308
					39,541,890

*Fourteen months. †Five months. ‡Eleven months. §Ten months. ¶Eight months. ¶Nine months. **Forty days. ††Two months. †††Three months.



COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allegheny Valley.....	607,763	855,556	1,008,798	1,320,289	1,778,638
Allentown.....					
Atlantic and Great Western.....		*1,639,817	†2,061,652	2,691,098	2,712,695
Bald Eagle Valley.....					
Barclay Coal Company.....	176,065	†322,560	821,278	392,847	844,908
Bedford and Bridgeport.....					
Bellefonte and Snow Shoe.....	107,083	98,673	94,677	85,422	109,310
Berks County.....					
Buffalo, Bradford and Pittsburg.....					
Buffalo, Corry and Pittsburg.....	80,238	113,588	96,650	93,217	109,325
Buffalo, New York and Philadelphia.....					153,836
Bell's Gap.....					20,284
Catasauqua and Fogelsville.....	308,814	379,817	321,661	409,669	355,030
Catawissa.....	454,801	472,154	487,452	389,120	
Chartiers.....					14,548
Chester Creek.....					
Chester Valley.....					
Chestnut Hill.....					
Cleveland and Pittsburg.....	1,098,828	1,277,401	1,606,003	1,868,955	1,981,538
Colebrookdale.....					
Cornwall.....	239,985	†312,289	262,681	304,508	301,794
Columbia and Port Deposit.....					
Corning, Cowanesque and Antrim.....					1,089,222
Cumberland Valley.....	244,532	297,400	297,367	321,967	393,128
Danville, Hazleton and Wilkesbarre.....			28,316	4,048	
Delaware and Hudson Canal.....	1,348,239	2,144,635	1,532,549	2,504,000	2,811,594
Delaware, Lackawanna and Western.....	1,993,946	†3,398,004	2,363,568	3,347,671	4,448,739
Dillsburg and Mechanicsburg.....					
Dunkirk, Warren and Pittsburg.....			§1,532	43,036	11,932
Dunkirk, Allegheny Valley and Pittsburg.....					94,393
East Brandywine and Waynesburg.....					
East Mahanoy.....					
East Pennsylvania.....					
Ebensburg and Cresson.....					
Elmira and Williamsport.....	308,448	299,635	360,870	403,460	523,286
Erie.....	4,312,209	4,852,505	4,844,208	5,564,274	6,312,702
Erie and Pittsburg.....				1,141,437	1,025,392

RAILROAD REPORT.

LXXV

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
East Broad Top.....					3,835
Fayette County.....					
Frankford and Holmesburg.....					
Hanover Branch.....	91,591	91,831	84,714	123,424	170,274
Harrisburg, Portsmouth, Mount Joy and Lancaster.....					
Harrisburg and Potomac.....					
Homer, Cherry Tree and Susquehanna.....					
Huntingdon and Broad Top Mountain.....	404,297	394,905	442,282	449,748	617,240
Ironton.....	102,754	111,949	82,617	115,876	100,175
Jamestown and Franklin.....			311,148	332,481	402,506
Jefferson.....					
Jersey Shore, Pine Creek and Buffalo.....					
Junction.....	1,209,915				
Lackawanna and Bloomsburg.....	1,688,437	1,292,308	1,604,843	2,213,010	
Lake Shore and Michigan Southern.....	1,369,600	1,294,108	3,725,425	4,382,243	5,039,429
Lancaster and Reading (narrow gauge).....					
Lawrence.....				294,444	337,677
Lehigh and Lackawanna.....				29,828	44,107
Lehigh and Susquehanna.....				2,879,447	3,403,372
Lehigh Valley.....	3,949,238	5,421,227	4,809,509	6,307,604	6,898,490
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....	145,348	123,503	158,565	157,102	159,057
Littlestown.....	17,164	14,581	15,635	18,388	32,732
Little Schuylkill Navigation.....					
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill.....					
Mine Hill and Schuylkill Haven.....					
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Mont Alto.....					13,859
Muncy Creek.....					12,374
Montrose.....					4,270
Nesquehoning Valley.....					
New Castle and Beaver Valley.....				628,852	647,273
Newry.....					
Northern Central.....	1,496,909	1,736,447	1,964,013	2,062,050	2,169,217

North Pennsylvania.....	552,771	827,679	666,470	880,119	996,213
North-East Pennsylvania.....					7,927
Oil Creek and Allegheny River.....	657,039	1,984,496	813,502	676,500	556,546
Peach Bottom.....					
Pennsylvania.....	4,992,025	5,427,401	6,575,843	7,844,779	9,211,231
Pennsylvania Coal.....	1,103,030	1,340,410	941,863	1,376,772	1,391,454
Pennsylvania and Delaware.....					
Pennsylvania and New York Canal and.....		639,449	862,605	1,268,531	1,328,081
Pennsylvania Petroleum.....					
Perkiomen.....					
Philadelphia and Baltimore Central.....	77,673	96,833	109,939	134,307	138,262
Philadelphia and Erie.....	1,302,041	1,614,287	1,828,491	2,028,568	2,164,246
Philadelphia, Germantown and Norristown.....	533,326	572,728	1,134,063		
Philadelphia and Newtown.....					
Philadelphia and Reading.....	6,016,467	7,449,925	9,465,572	10,981,657	11,932,262
Philadelphia and Trenton.....	449,490	1,763,015	663,196	1,124,640	1,400,983
Philadelphia, Wilmington and Baltimore.....	320,198	331,493	348,216	449,780	500,023
Pickering Valley.....					
Pit-Hole Valley.....				12,854	7,966
Pittsburg, Cincinnati and St. Louis.....	850,026	918,906	1,236,803	1,429,115	1,447,957
Pittsburg and Connellsville.....	515,879	580,074	717,299	980,780	1,130,934
Pittsburg, Fort Wayne and Chicago.....	1,659,791	1,740,584	2,047,114	2,408,162	2,316,568
Pittsburg, Virginia and Charleston.....				22,392	4,828
Plymouth.....					
Parker and Karns City.....					123
Pittsburg and Castle Shannon.....					126,539
Reading and Columbia.....	222,012	211,612	204,497	340,171	382,399
Salisbury and Baltimore.....					
Schuylkill Valley.....					
Selinsgrove and North Branch.....					
Shamokin Valley and Pottsville.....	547,346	573,860	750,445	683,631	760,305
Shenango and Allegheny.....		29,550	50,996	50,220	166,380
Somerset and Mineral Point.....				8,530	7,500
South Mountain Iron Company.....	45,804	40,804	50,049	53,987	56,617
South Mountain.....					
South Pennsylvania.....					
Southern Pennsylvania Railway and Mining Company.....					23,562
Southwark.....					
Stony Creek.....					
Sullivan and Erie.....					
Summit Branch.....	439,690	515,347	583,127	523,539	517,228
Susquehanna, Gettysburg and Potomac.....			22,906	19,267	18,367
Sunnbury and Lewistown.....					

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Tioga.....	730,483	764,217	845,385	865,431	927,478
Tresckow.....					
Tyrone and Clearfield.....					
Uniontown and West Virginia.....					
West Chester.....					
West Chester and Philadelphia.....	97,065	78,996	85,273	93,448	94,235
Western Pennsylvania.....					
West Chester and Phoenixville.....					
Wheeling, Pittsburg and Baltimore.....			11,637		11,521
Wilcox and Howard Hill Improvement Company.....					
Wilmington and Reading.....	5,512	81,203	173,243	264,573	301,084
Wilmington and Western.....				1,998	20,030
					82,601,847

* Nine months,

† Eleven months,

‡ Fourteen months,

§ Forty days,

¶ Five months,

* Eighteen months.

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allegheny Valley.....	\$702,063 80	\$778,309 53	\$946,862 13	\$1,257,133 41	\$1,844,444 60
Allentown.....					
Atlantic and Great Western.....		||2,720,153 29	**3,510,861 17	4,596,229 65	3,571,061 32
Bald Eagle Valley.....					
Barclay Coal Company.....	97,614 78	¶114,009 10	107,258 40	104,839 86	113,953 44
Bedford and Bridgeport.....					
Bellefonte and Snow Shoe.....	69,162 56	82,546 70	84,324 21	69,022 00	62,201 57
Berks County.....					
Buffalo, Bradford and Pittsburg.....					
Buffalo, Corry and Pittsburg.....	148,675 42	186,802 89	202,621 82	237,755 47	292,486 96
Buffalo, New York and Philadelphia.....					349,716 84
Bachman's Valley.....					8,667 66
Bell's Gap.....					7,499 72
Catasauqua and Fogelsville.....	70,125 22	75,141 67	65,498 91	77,143 88	90,050 56
Catawissa.....	435,603 87	413,041 08	440,573 08	382,999 27	
Chartiers.....				39,415 83	42,038 16
Chester Creek.....					
Chester Valley.....					
Chestnut Hill.....					
Cleveland and Pittsburg.....	1,401,947 67	1,448,395 04	1,490,059 30	1,572,772 49	1,815,730 61
Colebrookdale.....					
Cornwall.....	30,846 88	¶36,785 47	30,581 50	37,371 25	27,423 21
Columbia and Port Deposit.....					
Corning, Cowanesque and Antrim.....					319,480 12
Cumberland Valley.....	347,076 64	227,626 01	236,815 95	293,074 61	266,739 43
Danville, Hazleton and Wilkesbarre.....			12,016 65	6,487 38	
Delaware and Hudson Canal.....	704,018 02	652,945 50	745,481 57	1,050,013 77	958,621 14
Delaware, Lackawanna and Western.....	1,632,318 81	¶2,565,519 76	1,670,848 80	1,878,713 47	2,748,162 46
Dillsburg and Mechanicsburg.....					2,213 92
Dunkirk, Warren and Pittsburg.....			††5,314 09	107,198 18	32,709 16
Dunkirk, Allegheny Valley and Pittsburg.....					173,738 37
East Brandywine and Waynesburg.....					
East Mahanoy.....					
East Pennsylvania.....					
Ebensburg and Cresson.....					
Elmira and Williamsport.....	478,680 06	409,876 44	481,608 47	482,630 33	551,751 59
Erle.....	13,259,266 61	12,419,062 52	12,679,886 22	13,013,219 32	13,640,642 32

RAILROAD REPORT.

ixix

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Erie and Pittsburg.....				\$556,346 46	\$678,846 63
East Broad Top.....					6,083 52
Fayette County.....					
Frankford and Holmesburg.....		\$2,147 75	\$10,620 72		
Hanover Branch.....	\$50,180 63	48,402 61	43,608 69	55,316 31	65,809 40
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....					
Harrisburg and Potomac.....					
Homer, Cherry Tree and Susquehanna.....					
Huntingdon and Broad Top Mountain.....	175,792 04	167,022 33	174,214 75	187,688 46	309,239 79
Ironton.....	11,940 78	21,195 05	15,391 05	30,247 67	21,287 95
Jamestown and Franklin.....				162,458 73	169,778 67
Jefferson.....					
Jersey Shore, Pine Creek and Buffalo.....					
Junction.....	45,018 98	65,363 61	65,417 67	66,875 88	79,020 76
Lackawanna and Bloomsburg.....	593,219 58	801,302 39	480,536 24	583,352 71	
Lake Shore and Michigan Southern.....	2,997,122 00	8,639,347 28	9,435,481 82	11,471,029 81	13,803,872 87
Lancaster and Reading, (narrow gauge,).....					
Lawrence.....				67,658 46	113,088 76
Lehigh and Lackawanna.....				36,226 63	28,710 91
Lehigh and Susquehanna.....				1,321,894 04	1,341,250 17
Lehigh Valley.....	2,702,454 87	3,617,407 88	3,462,029 78	3,869,686 98	3,884,859 97
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....	25,421 51	52,248 89	29,536 29	26,888 79	33,188 98
Littlestown.....	9,743 73	9,270 58	8,702 42	6,714 88	10,161 02
Little Schuylkill Navigation.....				185,785 57	
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill.....					
Mine Hill and Schuylkill Haven.....					
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Mont Alto.....					7,903 99
Muncy Creek.....				8,125 50	4,280 93
Monongahela Inclined Plane.....					11,763 78
Mount Oliver Inclined Plane.....					11,635 35
Montrose.....					4,340 41
Nesquehoning Valley.....					

LXXX

AUDITOR GENERAL'S

New Castle and Beaver Valley.....				115,560 74	160,284 22
Newry.....					
Northern Central.....	1,885,910 60	1,885,910 60	1,905,150 91	2,289,136 98	2,299,421 05
North Pennsylvania.....	640,262 31	720,975 85	655,218 80	744,616 73	631,673 90
North-East Pennsylvania.....					15,089 46
Oil Creek and Allegheny River.....	1,001,072 48	1,208,253 99	883,315 74	824,023 39	696,441 92
Peach Bottom.....					
Pennsylvania.....	12,203,287 60	11,260,085 15	11,823,433 34	13,764,673 09	15,276,307 83
Pennsylvania Coal.....				413,700 00	443,700 00
Pennsylvania and Delaware.....					
Pennsylvania and New York Canal and Pennsylvania Petroleum.....		637,771 41	937,721 65	1,171,151 73	1,635,053 91
Perkiomen.....					
Philadelphia and Baltimore Central.....	187,400 54	245,575 33	197,654 61	190,389 09	224,861 83
Philadelphia and Erie.....	3,324,218 25	3,144,044 71	3,542,233 73	3,980,752 87	3,388,255 16
Philadelphia, Germantown and Norristown.....	356,782 36	842,968 83	582,476 76		
Philadelphia and Newtown.....					
Philadelphia and Reading.....	5,111,956 85	4,769,174 88	5,369,995 87	5,869,486 02	7,101,070 14
Philadelphia and Trenton.....	755,801 47	1,207,155 26	910,708 96		1,533,663 24
Philadelphia, Wilmington and Baltimore.....	1,689,207 83	1,647,858 72	1,692,598 42	1,625,660 10	1,979,618 63
Pickering Valley.....					
Pit-Hole Valley.....				26,716 98	21,713 08
Pittsburg, Cincinnati and St. Louis.....	1,902,268 61	2,095,009 80	2,365,434 83	2,996,806 08	3,292,684 96
Pittsburg and Connellsville.....	384,704 94	452,490 57	747,632 72	1,536,381 60	1,556,347 84
Pittsburg, Ft. Wayne and Chicago.....	4,939,772 53	4,228,054 98	4,356,534 04	5,272,846 05	6,196,517 08
Pittsburg, Virginia and Charleston.....			15,556 89		48,581 86
Plymouth.....					
Parker and Karns City.....					3,338 04
Pittsburg and Castle Shannon.....					74,410 42
Reading and Columbia.....	146,765 60	140,221 63	152,294 77	221,244 97	213,499 92
Salisbury and Baltimore.....					
Schuylkill Valley.....					
Selinsgrove and North Branch.....					
Shamokin Valley and Pottsville.....	180,850 70	171,893 56	201,995 97	184,622 83	185,701 29
Shenango and Allegheny.....		26,613 91	20,178 85	22,206 22	70,449 17
Somerset and Mineral Point.....				9,155 81	9,380 29
South Mountain Iron Company.....		16,287 71	12,990 07	17,863 47	47,216 34
South Mountain.....					
South Pennsylvania.....					
Southern Pennsylvania Railway and Mining Company.....					23,084 22
Southwark.....					
Stony Creek.....					
Sullivan and Erie.....				119,737 83	10,249 94

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

lxxxii

AUDITOR GENERAL'S

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Summit Branch	\$99,874 35	\$120,550 74	\$81,053 92	\$76,040 43	\$86,892 78
Susquehanna, Gettysburg and Potomac.....			27,778 28	22,955 22	23,372 72
Sunbury and Lewistown					
Tioga	215,674 55	191,166 28	200,150 00	211,850 62	285,104 16
Tresckow					
Tyrone and Clearfield					
Uniontown and West Virginia					
West Chester					
West Chester and Philadelphia.....	215,674 55	171,389 71	170,543 55	186,640 66	184,429 32
Western Pennsylvania.....					
West Chester and Phoenixville.....					
Wheeling, Pittsburg and Baltimore.....				47,684 61	44,866 31
Wilcox and Howard Hill Improvement Company.....					
Wilmington and Reading.....	\$1,061 88	88,547 82	165,420 47	197,106 08	228,846 16
Wilmington and Western.....				6,248 96	37,859 55
					95,207,139 65

* Ten months. † Eight months. ‡ Five months. § Three months. ¶ Nine 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.	1869.	1870.	1871.	1872.	1873.
Allegheny Valley.....	\$1,045,385 00	\$1,662,682 77	\$1,731,012 49	\$2,191,488 94	\$2,628,470 92
Allentown.....				1,788 98	
Atlantic and Great Western.....		*3,459,288 33	†4,213,936 81	5,451,899 90	5,315,489 13
Bald Eagle Valley.....					
Barclay Coal Company.....	9,464 31	\$30,290 51	40,371 41	36,934 47	31,996 97
Bedford and Bridgeport.....					
Bellefonte and Snow Shoe.....	108,342 96	103,882 92	102,301 95	179,798 79	229,788 19
Berks County.....					
Buffalo, Bradford and Pittsburg.....					169,989 01
Buffalo, Corry and Pittsburg.....	225,909 34	294,810 62	249,442 21	228,099 85	398,362 61
Buffalo, New York and Philadelphia.....					13,815 50
Bachman's Valley.....					10,914 52
Bell's Gap.....					130,486 21
Catasauqua and Fogelsville.....	150,265 08	158,742 49	128,032 05	149,780 24	
Catawissa.....	625,131 66	655,812 85	654,328 37	672,104 76	
Chartiers.....				60,436 03	61,193 09
Chester Creek.....					
Chester Valley.....					
Chestnut Hill.....					
Cleveland and Pittsburg.....	2,383,670 23	2,673,741 29	3,080,647 29	3,554,285 35	3,740,384 15
Colebrookdale.....					
Cornwall.....	77,965 32	\$91,963 75	79,315 22	87,636 78	76,880 61
Columbia and Port Deposit.....					
Corning, Cowanesque and Antrim.....					428,893 20
Cumberland Valley.....	523,992 85	555,895 49	557,639 43	581,064 57	614,184 99
Danville, Hazleton and Wilkesbarre.....			28,530 10	10,338 20	125,656 34
Delaware and Hudson Canal.....	60,469 47	82,336 61	72,715 50	100,120 56	6,248,465 33
Delaware, Lackawanna and Western.....	2,417,324 31	\$4,106,221 67	3,351,484 36	4,746,677 70	4,936 15
Dillsburg and Mechanicsburg.....					31,444 45
Dunkirk, Warren and Pittsburg.....		†6,402 06	109,262 45		195,600 29
East Brandywine and Waynesburg.....					
East Mahanoy.....					
East Pennsylvania.....					
Ebensburg and Cresson.....					
Elmira and Williamsport.....	582,832 88	500,095 75	541,297 63	580,299 79	698,202 53
Erie.....	16,721,500 34	16,179,361 66	17,168,065 16	18,305,027 41	20,012,606 51
Erie and Pittsburg.....				1,199,112 32	1,166,423 50

RAILROAD REPORT.

lxxxiii

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
East Broad Top.....					\$9,209 54
Fayette County.....					
Frankford and Holmesburg.....			\$10,620 72		
Hanover Branch.....	\$81,726 42	\$81,747 86	76,385 84	\$82,387 91	106,363 76
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....					
Harrisburg and Potomac.....					
Homer, Cherry Tree and Susquehanna.....					
Huntingdon and Broad Top Mountain.....	291,564 28	287,575 16	378,688 79	310,914 54	451,107 47
Ironton.....	32,361 57	35,317 94	34,201 66	48,864 82	
Jamestown and Franklin.....			251,185 79	270,764 55	282,964 45
Jefferson.....					
Jersey Shore, Pine Creek and Buffalo.....					
Junction.....	107,612 51	\$134,035 43	127,843 06	132,384 33	151,133 08
Lackawanna and Bloomsburg.....	966,832 52	\$1,219,815 75	874,410 28	1,083,505 27	
Lake Shore and Michigan Southern.....	4,897,342 37	13,484,926 28	14,797,975 07	17,591,629 46	19,239,395 84
Lancaster and Reading (narrow gauge,).....					
Lawrence.....	86,462 65	49,506 80	50,617 95	157,653 37	189,361 44
Lehigh and Lackawanna.....	1,945,508 54	2,248,228 75	2,398,245 00	35,141 66	42,386 93
Lehigh and Susquehanna.....				2,431,291 46	3,447,816 79
Lehigh Valley.....	4,936,591 26	6,207,274 08	5,290,724 65	5,982,949 48	6,710,564 57
Lewisburg, Centre and Spruce Creek.....					
Little Saw Mill Run.....	52,264 35	**96,089 10	53,447 47	53,528 49	55,228 13
Littlestown.....	9,181 95	7,746 81	10,545 87	11,185 31	17,031 76
Little Schuylkill Navigation.....				271,435 90	
Lykens Valley.....					
Mifflin and Centre County.....					
Mill Creek and Mine Hill.....					
Mine Hill and Schuylkill Haven.....					
Mount Carbon and Port Carbon.....					
Mount Pleasant and Broad Ford.....					
Mont Alto.....					9,099 00
Muncy Creek.....				7,493 33	10,032 86
Monongahela Inclined Plane.....					29,108 62
Mount Oliver Inclined Plane.....					12,234 02
Montrose (narrow gauge,).....					10,445 21
Nesquehoning Valley.....					
New Castle and Beaver Valley.....				339,470 66	349,978 40

Nowry					
Northern Central	2,928,083 28	2,898,623 08	2,978,046 44	3,065,602 50	3,230,722 87
North Pennsylvania	1,132,731 14	1,355,508 82	1,178,200 23	1,830,938 36	1,477,540 08
North-East Pennsylvania					13,540 47
Oil Creek and Allegheny River	2,014,427 34	\$2,718,702 26	1,675,008 56	1,285,554 40	1,067,733 96
Peach Bottom					
Pennsylvania	17,250,811 73	17,531,706 82	18,719,836 85	22,012,525 27	24,886,008 90
Pennsylvania Coal				23,033 14	23,501 43
Pennsylvania and Delaware					
Pennsylvania and New York Canal and		949,685 86	1,271,225 89	1,608,286 97	1,486,805 83
Pennsylvania Petroleum					
Perkiomen					
Philadelphia and Baltimore Central	196,672 50	251,579 47	271,205 54	295,594 18	303,221 09
Philadelphia and Erie	3,262,705 29	3,144,044 71	3,542,203 73	3,980,752 87	3,842,067 20
Philadelphia, Germantown and Norristown	687,619 70	700,465 34	408,798 47	287,816 30	278,759 01
Philadelphia and Newtown					
Philadelphia and Reading	11,208,381 18	9,571,367 35	12,562,843 40	12,125,038 11	14,832,660 08
Philadelphia and Trenton	1,077,558 83	\$1,389,328 17	1,303,498 00	1,759,758 14	1,995,005 98
Philadelphia, Wilmington and Baltimore	2,565,302 31	2,577,146 89	2,678,865 06	2,734,138 99	2,992,028 67
Pickering Valley				4,281 72	
Pit-Hole Valley			14,157 13	20,483 36	7,695 04
Pittsburg, Cincinnati and St. Louis	2,434,101 21	2,821,124 64	3,234,148 94	3,856,648 72	3,836,598 00
Pittsburg and Connellsville	608,918 69	655,736 11	964,989 13	1,437,891 66	1,564,993 31
Pittsburg, Ft. Wayne and Chicago	8,131,531 42	7,863,573 80	8,487,822 05	9,780,310 35	9,605,707 14
Pittsburg, Virginia and Charleston				842 95	67,137 11
Plymouth					
Parker and Karns City (narrow gauge,)					645 26
Pittsburg and Castle Shannon					467,666 71
Reading and Columbia	207,799 19	201,689 28	237,346 64	260,606 47	310,517 01
Salisbury and Baltimore					
Schuylkill Valley					
Selinsgrove and North Branch					
Shamokin Valley and Pottsville	281,317 04	273,564 74	334,066 94	309,361 86	350,487 11
Shenango and Allegheny		37,096 32	51,207 75	58,850 02	157,300 51
Somerset and Mineral Point				12,055 15	15,617 09
South Mountain Iron Company		31,293 41	36,463 61	37,826 65	43,819 92
South Mountain					
South Pennsylvania					
Southern Pennsylvania Railway and Mining Company					31,044 58
Southwark					
Stony Creek					
Sullivan and Erie				37,180 78	18,044 69
Summit Branch	238,149 92	138,167 17	323,682 69	322,966 00	324,313 73

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Susquehanna, Gettysburg and Potomac			\$35,766 46	\$31,110 09	\$31,079 52
Sunbury and Lewistown.....					
Tioga.....	\$395,440 00	\$420,622 66	455,949 37	468,322 69	506,119 43
Tresckow.....					
Tyrone and Clearfield.....					
Uniontown and West Virginia.....					
West Chester.....					
West Chester and Philadelphia.....	330,571 14	288,566 13	326,127 70	330,939 07	362,789 43
Western Pennsylvania.....					
West Chester and Phoenixville.....					
Wheeling, Pittsburg and Baltimore.....				48,164 58	47,364 79
Wilcox and Howard Hill Improvement Company.....					
Wilmington and Reading.....	††1,253 82	87,739 25	167,791 97	228,773 25	251,496 68
Wilmington and Western.....				5,892 47	85,219 24
					147,095,214 42

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

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

‡‡ Three months.
 ††† Two months.
 †††† Five months and nineteen days.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

G--RAILROAD REP.

RAILROAD REPORT.

LXXVII

NAME OF COMPANY.	1860.		1870.		1871.		1872.		1873.	
	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...
Allegheny Valley	4	8	10	18	11	11	14	47	13	44
Allentown.....			17	34	27	103	7	21	9	33
Atlantic and Great Western.....										
Bald Eagle Valley.....										
Barclay Coal Company.....										
Bedford and Bridgeport.....										
Bellefonte and Snow Shoe.....	1						2	1	1	
Berks County.....										
Buffalo, Bradford and Pittsburg.....				1	1					
Buffalo, Corry and Pittsburg.....									8	16
Buffalo, New York and Philadelphia.....									1	2
Bell's Gap.....										
Catasauqua and Fogelsville.....	1		2							
Catawissa.....			1	3	1	2	2	2		1
Chartiers.....										1
Chester Creek.....										
Chester Valley.....										
Chestnut Hill.....										
Cleveland and Pittsburg.....	9	21	12	11	3	3	5	7	3	5
Colebrookdale.....										
Cornwall.....										
Columbia and Port Deposit.....										
Corning, Cowanesque and Antrim.....									1	3
Cumberland Valley.....				2	2	1	3	6	3	6
Danville, Hazleton and Wilkesbarre.....										
Delaware and Hudson canal.....	4	4	7	6	10	4	15	10	11	8
Delaware, Lackawanna and Western.....	7		10	4	6	2	20	23	23	17
Hillsburg and Mechanicsburg.....										
Dunkirk, Warren and Pittsburg.....							1	3		
East Brandywine and Waynesburg.....										
East Mahanoy.....										

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1869.		1870.		1871.		1872.		1873.	
	Killed...	Injured...	Killed...	Injured...	Killed...	Injured...	Killed...	Injured...	Killed...	Injured...
East Pennsylvania.....										
Ebensburg and Cresson.....		2			1	2	5	4		6
Elmira and Williamsport.....	75	114	55	43	82	131	70	81	53	119
Erie.....							4	12	6	15
Erie and Pittsburg.....										
Fayette County.....										
Frankford and Holmesburg.....										
Hanover Branch.....							1	1	1	
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....										
Harrisburg and Potohac.....										
Homer, Cherry Tree and Susquehanna.....										
Huntingdon and Broad Top Mountain.....			2	1	1		8	1	3	16
Ironton.....										
Jamestown and Franklin.....					2	1	4		3	6
Jefferson.....										
Jersey Shore, Pine Creek and Buffalo.....										
Junction.....			1	3	1	3				
Lackawanna and Bloomsburg.....	6	2	12	4	7	1	12	4		
Lake Shore and Michigan Southern.....	23	20	1	4	2	7	9	6	7	29
Lancaster and Reading, (narrow gauge,).....										
Lawrence.....								1		
Lehigh and Lackawanna.....										
Lehigh and Susquehanna.....										
Lehigh Valley.....	18	28	29	24	33	28	17	44	15	8
Lewisburg, Centre and Spruce Creek.....							49	84	34	37
Little Saw Mill Run.....		1			1	1			1	
Littlestown.....										
Little Schuylkill Navigation.....										
Lykens Valley.....										
Mifflin and Centre County.....										
Mill Creek and Mine Hill.....										

RAILROAD REPORT.

LXXXIX

Mine Hill and Schuylkill Haven.....										
Mount Carbon and Port Carbon.....										
Mount Pleasant and Broad Ford.....										
Mont Alto.....										
Muncy Creek.....									1	
Montross.....									1	
Nesquehoning Valley.....										
New Castle and Beaver Valley.....							4	1	2	24
Newry.....										
Northern Central.....	9	5	2	16	9	15	19	23	9	24
North Pennsylvania.....	6	3	8	4	4	2	11	4	12	3
Oil Creek and Alleghony River.....	1	7	4	5	9	7	6	17	2	7
Peach Bottom.....										
Pennsylvania.....	78	188	78	165	113	167	146		156	855
Pennsylvania Coal.....							2	2	4	5
Pennsylvania and Delaware.....										
Pennsylvania and New York Canal and.....					4	2	10	17	1	5
Pennsylvania Petroleum.....										
Perkiomen.....										
Philadelphia and Baltimore Central.....			4	9	4	9	8	5	4	1
Philadelphia and Erie.....	14	56	15	38	21	81	28	71	30	79
Philadelphia, Germantown and Norristown.....	9	10	8	11	3	3				
Philadelphia, Newtown and New York.....										
Philadelphia and Reading.....	30	24	27	33	38	26	34	53	60	74
Philadelphia and Trenton.....	4	9	7	14	7	13			11	26
Philadelphia, Wilmington and Baltimore.....	13	7	14	7	14	15	19	9	21	27
Pickering Valley.....										
Pit-Hole Valley.....								2		
Pittsburg, Cincinnati and St. Louis.....	7	12	6	14	10	27	11	52	21	26
Pittsburg and Connellsville.....	3	7	6	6	15	22	16	15	18	35
Pittsburg, Ft. Wayne and Chicago.....	25	16	26	25	28	51	9	20	11	32
Pittsburg, Virginia and Charleston.....							1		3	1
Plymouth.....										
Pittsburg and Castle Shannon.....										1
Reading and Columbia.....		4	1	5	3	4		7	2	2
Salisbury and Baltimore.....										
Schuylkill Valley.....										
Selinsgrove and North Branch.....										
Shamokin Valley and Pottsville.....	3			4	1	4		1	1	
Shenango and Allegheny.....									1	3
Somerset and Mineral Point.....										
South Mountain Iron Company.....								1		
South Mountain.....										

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.—Continued.

xc

AUDITOR GENERAL'S RAILROAD REPORT.

NAME OF COMPANY.	1869.		1870.		1871.		1872.		1873.	
	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...	Killed.....	Injured ...
South Pennsylvania.....										
Southern Pennsylvania Railway and Mining Company.....										
Southwark.....										
Stony Creek.....										
Sullivan and Erie.....										
Summit Branch.....		1				1	1	1	1	
Susquehanna, Gettysburg and Potomac.....										1
Sunbury and Lewistown.....										
Tioga.....	1	1	1	1	1	1	2		3	1
Tresckow.....										
Tyrone and Clearfield.....										
Uniontown and West Virginia.....										
West Chester.....							1	2	2	
West Chester and Philadelphia.....										
Western Pennsylvania.....										
West Chester and Phoenixville.....										
Wheeling, Pittsburg and Baltimore.....										
Wilcox and Howard Hill Improvement Company.....										
Wilmington and Reading.....		2		3	1	4	1	7	3	5
Wilmington and Western.....								1		1
									576	1,112

TABULATED RESULTS
COMPILED FROM PASSENGER RAILWAYS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.....	Amount of stock subscribed.....	Total amt't. now paid in of capital stock..	Total amount now of floating and funded debt.....	Rate per cent. on funded debt.....	Rate per cent. of dividend.....
Allentown.....	Unlimited.	\$45,280 00	\$45,280 00	\$8,500 00		*10
Citizens', Philadelphia.....	\$500,000 00	500,000 00	192,750 00			†\$7 00
Citizens', Pittsburg.....	200,000 00	100,000 00	184,000 00	50,000 00	7	16
Coalville.....	50,000 00	54,900 00	54,900 00	15,000 00		8
Easton and South Easton.....	75,000 00	29,562 50	29,562 50			
Empire.....	600,000 00	600,000 00		190,000 00	7	
Erle City.....	100,000 00	24,807 00	24,807 00	12,500 00		
Federal Street and Pleasant Valley.....	100,000 00	70,000 00	66,250 00	86,904 12	7 3-10	
Frankford and Southwark, Philadelphia.....	750,000 00	600,000 00	600,000 00	219,500 00	7	10
Germantown.....	1,000,000 00	1,000,000 00	307,545 00	370,000 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	17,864 44	7	
Hestonville, Mantua and Fairmount.....	2,050,000 00	2,050,000 00	299,423 61	127,100 00	7	†90c.
Lombard and South Street.....	500,000 00	250,000 00	105,000 00	62,500 00	7	†\$1 25
People's Street, Luzerne county.....	80,000 00	125,500 00	125,500 00			4
People's, Schuylkill county.....	250,000 00	250,000 00	50,000 00	66,917 19	6	
Philadelphia City.....	750,000 00	750,000 00	225,000 00	249,735 40	6	†\$5 00
Philadelphia and Darby.....	1,000,000 00	200,000 00	200,000 00	100,000 00	7	8
Philadelphia and Gray's Ferry.....	1,000,000 00	290,175 00	290,175 00	6,500 00	7	†\$2 50
Pittsburg, Allegheny and Manchester.....	200,000 00	200,000 00	200,000 00	49,608 45	7	10
Pittsburg and Birmingham.....	200,000 00	209,000 00	146,050 00	50,769 13	7, 7 3-10	
Pittsburg, Oakland and East Liberty.....	150,000 00	150,000 00	130,000 00	70,525 00	7	
Pittsburg and Ormsby.....	100,000 00	98,750 00	98,765 00	55,312 80	7	
Ridge Avenue.....	600,000 00	600,000 00	336,000 00	87,305 98	6, 7	†\$1 50
Schuylkill River.....	500,000 00	500,000 00	50,000 00			10
Second and Third Street.....	1,000,200 00	1,090,200 00	671,576 25	109,300 00	7	10
Seventeenth and Nineteenth Street.....	500,000 00	500,000 00	160,000 00	94,515 00	6	†\$2 00
Thirteenth and Fifteenth Street.....	1,000,000 00	997,700 00	334,529 44	54,000 00	7	†\$1 50
Union, Philadelphia.....	1,000,000 00	1,000,000 00	400,000 00	500,000 00	6, 7	†\$6 00

Union Street, Warren.....	50,000 00	20,400 00	17,000 00			
West Philadelphia.....	500,000 00	400,000 00	400,000 00	100,000 00	7	16
Wilkesbarre and Kingston.....	100,000 00	100,000 00	100,000 00			8
Williamsport.....	50,000 00	40,000 00	40,000 00	1,441 48		
	15,590,200 00	13,002,329 50	6,076,688 57	2,855,797 99		

* Stock.

† Per share.

TABLE B.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Total cost of road and equipment.....	Length of road.....	Gauge of road.....	Weight of rail per yard.....	No. car houses, shops and stables	No. of depots	No. of first-class passenger cars.....	No. second-class passenger cars.....	No. of other cars.....	No. of horses owned by the company ...	Value of real estate held, exclusive of road way
Allentown	\$36,095 74	3.42	4 ft. 8½	19	2	1	6	1	1	18	\$15,785 38
Citizens', Philadelphia.....	220,319 42	7.75	5 ft. 2	45	3	1	46	2	3	308	98,277 00
Citizens', Pittsburg.....	184,333 07	5.55	5 ft. 2¼	43,45	5	2	28	5	2	103	75,304 48
Coalville.....	46,091 50	2.87	4 ft. 8½	20,45	2	1	3			12	18,000 00
Easton and South Easton.....	25,962 50	1.36	5 ft. 2	43	1	1	3			15	3,600 00
Empire.....	106,000 00	7.75	5 ft. 2	45							
Erie City.....	36,996 98	2	4 ft. 8½	30	2	1	6			25	8,000 00
Federal Street and Pleasant Valley.....	123,171 15	3	5 ft. 2½	45	3	1	20		1	48	33,630 47
Frankford and Southwark, Philadelphia.....	884,113 26	16.22	5 ft. 2	43,47	8	3	56			429	135,000 00
Germantown.....	723,839 80	25	5 ft. 2	45,53	9	3	69			420	310,000 00
Green and Coates Street, Philadelphia.....	244,441 56	7	5 ft. 2	43	5	2	33		2	207	64,285 19
Harrisburg City.....	60,249 55	2	5 ft. 2½	43	1	1				8	
Hestonville, Mantua and Fairmount.....	391,786 69	11	5 ft. 2	43	5	2	50	5	7	398	75,000 00
Lombard and South Street.....	173,958 98	4.51	5 ft. 2	45	2	1	19		3	114	12,000 00
People's Street, Luzerne county.....	142,121 03	9.50	4 ft. 8½	25	4		6		1	42	11,000 00
People's, Schuylkill county.....	113,402 10	0	4 ft. 8½	35,50	4	2	10		3	15	11,500 00
Philadelphia City.....	517,735 40	7	5 ft. 2½	43,45	6	3	71	4	2	430	100,000 00
Philadelphia and Darby.....	321,058 48	5.04	5 ft. 2½	42	3	1	15		1		50,000 00
Philadelphia and Gray's Ferry.....	299,126 68	10.36	5 ft. 2	44	3	1	22	1		144	50,000 00
Pittsburg, Allegheny and Manchester.....	170,303 49	4.75	5 ft. 2	45	6	3	37		1	123	107,524 05
Pittsburg and Birmingham.....	143,514 69	3.25	5 ft. 2	45	2	2	18	2	2	110	52,381 67
Pittsburg, Oakland and East Liberty.....	125,548 81	2	5 ft. 2	48	5	1	8			52	25,000 00
Pittsburg and Ormsby.....	81,851 13	2.21	5 ft. 2	30	2	1	16		1	68	33,273 32
Ridge Avenue.....	414,834 10	13.70	5 ft. 1	45	2	2	40			293	40,000 00
Schuylkill River.....	47,463 54	3.11	5 ft. 2	44							
Second and Third Street.....	787,203 10	36	5 ft. 2½	43,55	6	2	90	9	10	600	100,000 00
Seventeenth and Nineteenth Street.....	191,656 85	6.75	5 ft. 2	65,43	4	2	35		2	271	113,896 54
Thirteenth and Fifteenth Street.....	250,174 58	9.25	5 ft. 2	43	2	1	30	4	2	227	127,965 77
Union, Philadelphia.....	1,032,514 66	32	5 ft. 2	43	4	3	93	23	9	756	300,847 00

1211

AUDITOR GENERAL'S

PASSENGER RAILROAD REPORT.

XCV.

Union Street, Warren	17,000 00	1	4 ft. 8½	20	1	.....	2	.....	3	.....
West Philadelphia.....	595,848 38	11.50	5 ft. 2¾	44	10	1	72	5	7	499	241,166 48
Wilkesbarre and Kingston.....	94,833 87	4.12	5 ft. 2	45.30	1	1	4	2	1	16	10,000 00
Williamsport	41,715 35	2.15	4 ft. 8½	16	1	1	.....	5	4	15	41,715 35
	8,645,270 42	269.12	.....	.....	114	47	909	84	72	5,742	2,323,152 68

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.—Continued.

LXXXVIII

AUDITOR GENERAL'S

NAME OF COMPANY.	1869.		1870.		1871.		1872.		1873.	
	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured
East Pennsylvania.....										
Ebensburg and Cresson.....		2	2		1	2	5	4		6
Elmira and Williamsport.....	75	114	55	43	82	131	70	81	53	119
Erie.....							4	12	8	15
Erie and Pittsburg.....										
Fayette County.....										
Frankford and Holmesburg.....										
Hanover Branch.....							1	1	1	
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....										
Harrisburg and Potomac.....										
Homer, Cherry Tree and Susquehanna.....			2	1	1		8	1	3	16
Huntingdon and Broad Top Mountain.....										
Ironton.....										
Jamestown and Franklin.....					2	1	4		3	6
Jefferson.....										
Jersey Shore, Pine Creek and Buffalo.....										
Junction.....			1	3	1	3				
Lackawanna and Bloomsburg.....	6	2	12	4	7	1	12	4		
Lake Shore and Michigan Southern.....	23	20	1	4	2	7	9	6	7	29
Lancaster and Reading, (narrow gauge,).....										
Lawrence.....								1		
Lehigh and Lackawanna.....										
Lehigh and Susquehanna.....							17	44	15	8
Lehigh Valley.....	18	28	29	24	83	28	49	84	34	37
Lewisburg, Centre and Spruce Creek.....										
Little Saw Mill Run.....		1			1	1			1	
Littlestown.....										
Little Schuylkill Navigation.....										
Lykens Valley.....										
Mifflin and Centre County.....										
Mill Creek and Mine Hill.....										

RAILROAD REPORT.

LXXXIX

Mine Hill and Schuylkill Haven.....										
Mount Carbon and Port Carbon.....										
Mount Pleasant and Broad Ford.....										
Mont Alto.....										
Muncy Creek.....									1	
Montrose.....									1	
Nesquehoning Valley.....										
New Castle and Beaver Valley.....							4	1	2	24
Newry.....										
Northern Central.....	9	5	2	16	9	15	19	23	9	24
North Pennsylvania.....	6	3	8	4	4	2	11	4	12	3
Oil Creek and Allegheny River.....	1	7	4	5	9	7	6	17	2	7
Peach Bottom.....										
Pennsylvania.....	78	188	78	165	113	167	146		156	855
Pennsylvania Coal.....							2	2	4	5
Pennsylvania and Delaware.....										
Pennsylvania and New York Canal and Pennsylvania Petroleum.....					4	2	10	17	1	5
Perkiomen.....										
Philadelphia and Baltimore Central.....			4	9	4	9	3	5	4	1
Philadelphia and Erie.....	14	56	15	38	21	81	28	71	30	79
Philadelphia, Germantown and Norristown.....	9	10	8	11	3	3				
Philadelphia, Newtown and New York.....										
Philadelphia and Reading.....	30	24	27	33	38	26	34	53	60	74
Philadelphia and Trenton.....	4	9	7	14	7	13			11	26
Philadelphia, Wilmington and Baltimore.....	13	7	14	7	14	15	19	9	21	27
Pickering Valley.....										
Pit-Hole Valley.....								2		
Pittsburg, Cincinnati and St. Louis.....	7	12	6	14	10	27	11	52	21	26
Pittsburg and Connellsville.....	3	7	6	6	15	22	16	15	18	35
Pittsburg, Ft. Wayne and Chicago.....	25	16	26	25	28	51	9	20	11	32
Pittsburg, Virginia and Charleston.....							1		3	1
Plymouth.....										
Pittsburg and Castle Shannon.....										1
Reading and Columbia.....		4	1	5	3	4		7	2	2
Salisbury and Baltimore.....										
Schuylkill Valley.....										
Selinsgrove and North Branch.....										
Shamokin Valley and Pottsville.....	3			4	1	4		1	1	
Shenango and Allegheny.....									1	3
Somerset and Mineral Point.....										
South Mountain Iron Company.....								1	2	
South Mountain.....										

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.—Continued.

NAME OF COMPANY.	1869.		1870.		1871.		1872.		1873.	
	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...
South Pennsylvania.....										
Southern Pennsylvania Railway and Mining Company.....										
Southwark.....										
Stony Creek.....										
Sullivan and Erie.....										
Summit Branch.....		1				1	1	1	1	1
Susquehanna, Gettysburg and Potomac.....										
Sunbury and Lewistown.....										
Tioga.....	1	1	1	1	1	1	2		3	1
Trescow.....										
Tyrone and Clearfield.....										
Uniontown and West Virginia.....										
West Chester.....										
West Chester and Philadelphia.....							1	2	2	
Western Pennsylvania.....										
West Chester and Phoenixville.....										
Wheeling, Pittsburg and Baltimore.....										
Wilcox and Howard Hill Improvement Company.....										
Wilmington and Reading.....		2		3	1	4	1	7	3	9
Wilmington and Western.....								1		1
									578	1,112

TABULATED RESULTS
COMPILED FROM PASSENGER RAILWAYS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.....	Amount of stock subscribed.....	Total amt. now paid in of capital stock..	Total amount now of floating and funded debt.....	Rate per cent. on funded debt.....	Rate per cent. of dividend.....
Allentown.....	Unlimited.	\$45,280 00	\$45,280 00	\$8,500 00		*10
Citizens', Philadelphia.....	\$500,000 00	500,000 00	192,750 00			†\$7 00
Citizens', Pittsburg.....	200,000 00	100,000 00	184,000 00	50,000 00	7	16
Coalville.....	50,000 00	54,900 00	54,900 00	15,000 00		8
Easton and South Easton.....	75,000 00	29,562 50	29,562 50			
Empire.....	600,000 00	600,000 00		190,000 00	7	
Erie City.....	100,000 00	24,807 00	24,807 00	12,500 00	7	
Federal Street and Pleasant Valley.....	100,000 00	70,000 00	68,250 00	86,904 12	7 3-10	
Frankford and Southwark, Philadelphia.....	750,000 00	600,000 00	600,000 00	219,500 00	7	10
Germantown.....	1,000,000 00	1,000,000 00	307,545 00	370,000 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	17,864 44	7	
Hestonville, Mantua and Fairmount.....	2,050,000 00	2,050,000 00	299,423 61	127,100 00	7	†90c.
Lombard and South Street.....	500,000 00	250,000 00	105,000 00	62,500 00	7	†\$1 25
People's Street, Luzerne county.....	80,000 00	125,500 00	125,500 00			4
People's, Schuylkill county.....	250,000 00	250,000 00	50,000 00	66,917 19	6	
Philadelphia City.....	750,000 00	750,000 00	225,000 00	249,735 40	6	†\$5 00
Philadelphia and Darby.....	1,000,000 00	200,000 00	200,000 00	100,000 00	7	8
Philadelphia and Gray's Ferry.....	1,000,000 00	290,175 00	290,175 00	6,500 00	7	†\$2 50
Pittsburg, Allegheny and Manchester.....	200,000 00	200,000 00	200,000 00	49,608 45	7	10
Pittsburg and Birmingham.....	200,000 00	200,000 00	146,050 00	50,769 13	7, 7 3-10	
Pittsburg, Oakland and East Liberty.....	150,000 00	150,000 00	130,000 00	70,525 00	7	
Pittsburg and Ormsby.....	100,000 00	99,750 00	98,765 00	58,312 80	7	
Ridge Avenue.....	600,000 00	600,000 00	338,000 00	87,305 98	6, 7	†\$1 50
Schuylkill River.....	500,000 00	500,000 00	50,000 00			10
Second and Third Street.....	1,000,200 00	1,000,200 00	671,578 25	109,300 00	7	10
Seventeenth and Nineteenth Street.....	500,000 00	500,000 00	180,000 00	94,515 00	6	†\$2 00
Thirteenth and Fifteenth Street.....	1,000,000 00	997,700 00	334,529 44	54,000 00	7	†\$1 50
Union, Philadelphia.....	1,000,000 00	1,000,000 00	400,000 00	500,000 00	6, 7	†\$3 00

Union Street, Warren.....	50,000 00	20,400 00	17,000 00			
West Philadelphia.....	500,000 00	400,000 00	400,000 00	100,000 00	7	10
Wilkesbarre and Kingston.....	100,000 00	100,000 00	100,000 00			8
Williamsport.....	50,000 00	40,600 00	40,600 00	1,441 48		
	15,580,200 00	13,002,329 50	6,076,688 57	2,855,797 99		

*Stock.

† Per share.

TABLE B.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Total cost of road and equipment.....	Length of road.....	Gauge of road.....	Weight of rail per yard.....	No. car houses, shops and stables.....	No. of depots.....	No. of first-class passenger cars.....	No. second-class passenger cars.....	No. of other cars.....	No. of horses owned by the company....	Value of real estate held, exclusive of road way.....
Allentown.....	\$36,095 74	3.42	4 ft. 8½	19	2	1	6	1	1	18	\$15,785 36
Citizens', Philadelphia.....	220,319 42	7.75	5 ft. 2	45	3	1	46	2	3	308	28,277 00
Citizens', Pittsburg.....	184,333 07	5.55	5 ft. 2¼	43,45	5	2	28	5	2	106	75,304 48
Coalville.....	46,091 50	2.87	4 ft. 8½	20,45	2	1	3			12	18,000 00
Easton and South Easton.....	25,962 50	1.36	5 ft. 2	43	1	1	3		1	15	3,600 00
Empire.....	103,000 00	7.75	5 ft. 2	45							
Erie City.....	36,996 98	2	4 ft. 8½	30	2	1	6			25	6,000 00
Federal Street and Pleasant Valley.....	123,171 15	3	5 ft. 2½	45	3	1	20		1	48	33,630 47
Frankford and Southwark, Philadelphia.....	884,113 26	16.22	5 ft. 2	43,47	8	3	56			429	135,000 00
Germantown.....	723,839 80	25	5 ft. 2	45,53	9	3	69	1		420	310,000 00
Green and Coates Street, Philadelphia.....	244,441 56	7	5 ft. 2	43	5	2	33	5	2	207	64,285 19
Harrisburg City.....	60,249 55	2	5 ft. 2½	43	1	1		2		8	
Hestonville, Mantua and Fairmount.....	391,786 69	11	5 ft. 2	43	5	2	50	5	7	398	75,000 00
Lombard and South Street.....	173,958 98	4.51	5 ft. 2	45	2	1	19	1	3	114	12,000 00
People's Street, Luzerne county.....	142,121 03	9.50	4 ft. 8½	25	4		6	3	1	42	11,000 00
People's, Schuylkill county.....	113,402 10	0	4 ft. 8½	35,50	4	2	10	3	8	15	11,560 00
Philadelphia City.....	517,735 40	7	5 ft. 2½	43,45	0	3	71	4	2	430	100,000 00
Philadelphia and Darby.....	321,058 48	5.04	5 ft. 2½	42	3	1	15		1		50,000 00
Philadelphia and Gray's Ferry.....	299,126 68	10.36	5 ft. 2	44	3	1	22	1		144	50,000 00
Pittsburg, Allegheny and Manchester.....	170,308 49	4.75	5 ft. 2	45	6	3	37		1	123	107,524 05
Pittsburg and Birmingham.....	143,514 69	3.25	5 ft. 2	45	2	2	18	2	2	110	52,381 67
Pittsburg, Oakland and East Liberty.....	125,548 81	2	5 ft. 2	48	5	1	8		1	52	25,030 00
Pittsburg and Ormsby.....	81,851 13	2.21	5 ft. 2	30	2	1	16		1	68	33,273 32
Ridge Avenue.....	414,834 10	13.70	5 ft. 1	45	2	2	40			233	40,000 00
Schuylkill River.....	47,463 54	3.11	5 ft. 2	44							
Second and Third Street.....	787,203 10	36	5 ft. 2½	43,55	0	2	30	9	10	600	100,000 00
Seventeenth and Nineteenth Street.....	191,656 85	6.75	5 ft. 2	55,43	4	2	35		2	271	113,806 54
Thirteenth and Fifteenth Street.....	250,174 58	9.25	5 ft. 2	43	2	1	30	4	2	227	127,965 77
Union, Philadelphia.....	1,032,514 66	32	5 ft. 2	43	4	3	96	23	9	756	300,847 00

PASSENGER RAILROAD REPORT.

107.

Union Street, Warren.....	17,000 00	1	4 ft. 8½	20	1		2		8	
West Philadelphia.....	595,848 36	11.50	5 ft. 2¼	44	10	1	72	5	7	490
Wilkesbarre and Kingston.....	94,833 37	4.12	5 ft. 2	45.80	1	1	4	2	1.	18
Williamsport.....	41,715 35	2.15	4 ft. 8½	16	1	1	.....	5	4	15
	8,645,270 42	269.12	.....	.....	114	47	909	84	72	5,742
										2,323,152 08

TABLE C.—TRANSPORTATION OF PASSENGERS AND EXPENSES.

XCVI

ADDITOR GENERAL'S

NAME OF COMPANY.	No. of passen- gers (all clas- ses) carried in cars.	Of maintain- ing the road or real estate of corporation.	Of operating the road.	Total.
Allentown.....	121,346	\$3,055 89	\$9,902 51	\$12,958 40
Citizens', Philadelphia.....	4,417,637	18,037 62	186,223 13	204,260 75
Citizens', Pittsburg.....	2,881,428	5,340 62	102,410 94	107,751 56
Coalville.....	109,409	185 69	7,429 70	7,615 39
Easton and South Easton.....	166,377	646 13	7,248 63	7,894 76
Empire.....	2,014,662	.....	102,732 14	102,732 14
Erle City.....	816,689	518 93	11,320 85	11,839 28
Federal Street and Pleasant Valley.....	925,990	1,442 95	36,144 88	37,587 83
Frankford and Southwark, Philadelphia.....	6,084,421	26,397 97	294,451 17	320,849 14
Germantown.....	1,225,383	36,712 59	271,017 39	307,729 98
Green and Coates Street, Philadelphia.....	2,905,989	9,594 87	125,901 34	135,496 21
Harrisburg City.....	.....	6,325 28	.....	6,325 28
Hestonville, Mantua and Fairmount.....	5,266,951	18,763 08	207,202 24	225,965 32
Lombard and South Street.....	1,578,000	5,705 06	62,413 61	68,118 67
People's Street, Luzerne county.....	418,600	3,102 76	26,201 76	29,304 52
People's, Schuylkill county.....	338,692	158 08	18,336 74	18,494 82
Philadelphia City.....	5,692,515	13,274 66	230,141 46	243,416 12
Philadelphia and Darby.....	.....	.....	.....	.....
Philadelphia and Gray's Ferry.....	2,648,477	8,008 48	80,196 80	88,205 28
Pittsburg, Allegheny and Manchester.....	2,949,042	4,773 25	107,527 11	112,300 36
Pittsburg and Birmingham.....	1,310,329	10,646 87	64,950 53	75,597 40
Pittsburg, Oakland and East Liberty.....	340,406	8,088 61	24,822 48	27,911 09
Pittsburg and Ormsby.....	614,466	6,081 33	41,272 00	47,853 83
Ridge Avenue.....	4,100,000	.....	234,006 93	234,006 93
Schuylkill River.....	.....	.....	.....	.....
Second and Third Street.....	8,200,800	25,166 09	349,432 05	374,598 14
Seventeenth and Nineteenth Street.....	2,707,401	7,876 29	125,651 88	133,527 67
Thirteenth and Fifteenth Street.....	3,272,563	8,988 82	131,431 28	140,420 10
Union, Philadelphia.....	10,357,196	.....	444,841 00	444,841 00
Union Street, Warren.....	.....	.....	1,700 00	1,700 00
West Philadelphia.....	8,800,000	27,781 51	304,487 62	332,269 13
Wilkesbarre and Kingston.....	811,500	1,825 00	12,342 00	13,067 00
Williamsport.....	277,887	25 28	10,167 08	10,192 36
	79,854,256	246,608 43	3,638,231 53	3,884,029 96

TABLE D—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown.....	\$10,775 45	\$850 00			\$11,625 45
Citizens', Philadelphia.....	265,068 10	1,500 00	\$3,358 34	\$30,228 44	300,144 88
Citizens', Pittsburg.....	168,892 82	720 00	130 00	4,716 31	178,858 13
Coalville.....	11,463 46				11,463 46
Easton and South Easton.....	9,020 74	108 00	73 75	357 86	9,560 35
Empire.....	120,880 64			90 66	120,971 20
Erie City.....	15,801 21	192 72	66 00	335 20	16,395 13
Federal Street and Pleasant Valley.....	51,174 65	829 31		156 18	52,160 14
Frankford and Southwark, Philadelphia.....	405,628 01	360 00	6,074 33	262 50	412,324 84
Germantown.....	389,069 75		4,992 00	11,532 00	405,613 75
Green and Coates Street, Philadelphia.....	187,100 18		2,313 77	411 00	189,824 95
Harrisburg City.....	5,425 18				5,425 18
Hestonville, Mantua and Fairmount.....	285,370 97	538 12	4,079 91	5,559 56	295,548 56
Lombard and South Street.....	89,946 92		968 90	18,453 65	109,369 47
Peoples' Street, Luzerne county.....	32,438 99		70 00	332 75	32,841 74
Peoples', Schuylkill county.....	23,197 41			525 67	23,723 08
Philadelphia City.....	356,820 93	643 72	4,106 99	537 49	362,109 13
Philadelphia and Darby.....					
Philadelphia and Gray's Ferry.....	120,385 05	500 00	1,901 23	2,470 78	125,257 06
Pittsburg, Allegheny and Manchester.....	157,293 26	145 04	340 00	212 09	157,990 30
Pittsburg and Birmingham.....	73,580 01			26,050 00	99,630 01
Pittsburg, Oakland and East Liberty.....	22,083 11	113 00			22,196 11
Pittsburg and Ormsby.....	33,586 63			293 84	33,880 47
Ridge Avenue.....	255,077 96				255,077 96
Schuylkill River.....					
Second and Third Street.....	583,052 14		9,003 22	2,164 06	544,219 42
Seventeenth and Nineteenth Street.....	146,540 57		2,792 25	31,779 33	181,112 15
Thirteenth and Fifteenth Street.....	170,501 39	2,212 23	2,370 99		175,084 61
Union, Philadelphia.....	675,030 65	50 00	7,692 59		682,773 24
Union Street, Warren.....	1,565 87				1,565 87
West Philadelphia.....	456,193 53	1,091 50	4,687 50	947 53	462,920 06
Wilkesbarre and Kingston.....	24,139 88			644 68	24,784 06
Williamsport.....	13,869 42				13,869 42
	5,110,484 23	9,853 64	55,021 77	138,060 49	5,313,420 18

TABLE E.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYEES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown.....								
Citizens', Philadelphia.....					2		2	
Citizens', Pittsburg.....	1	1					1	1
Coalville.....								
Easton and South Easton.....								
Empire.....					1		1	
Erie City.....		1						1
Federal Street and Pleasant Valley.....					1		1	
Frankford and Southwark, Philadelphia.....		1			5	2	5	8
Germantown.....					2		2	
Green and Coates Street, Philadelphia.....	1						1	
Harrisburg City.....								
Hestonville, Mantua and Fairmount.....					2		2	
Lombard and South Street.....								
People's Street, Luzerne county.....								
People's, Schuylkill county.....								
Philadelphia City.....		2						2
Philadelphia and Darby.....								
Philadelphia and Gray's Ferry.....		1			1		1	1
Pittsburg, Allegheny and Manchester.....						1		1
Pittsburg and Birmingham.....					1	1	1	1
Pittsburg, Oakland and East Liberty.....								
Pittsburg and Ormsby.....								
Ridge Avenue.....								
Schuylkill River.....								
Second and Third Street.....					1	8	1	3
Seventeenth and Nineteenth Street.....								
Thirteenth and Fifteenth Street.....								
Union, Philadelphia.....								
Union Street, Warren.....								
West Philadelphia.....	1	1			1		2	1
Wilkesbarre and Kingston.....								
Williamsport.....								
	3	7			17	7	20	14

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allentown.....	\$30,313 75	\$30,500 00	\$30,600 00	\$36,600 00	\$45,260 00
Citizens', Philadelphia.....	192,750 00	192,750 00	192,750 00	192,750 00	192,750 00
Citizens', Pittsburg.....	184,000 00	184,000 00	184,000 00	184,000 00	184,080 00
Coalville.....			30,254 94	53,000 00	54,900 00
Easton and South Easton.....	29,562 50	29,562 50	29,562 50	29,562 50	29,562 50
Empire.....					
Erie City.....	18,550 00	19,807 00	19,807 00	19,807 00	24,807 00
Federal Street and Pleasant Valley.....			68,000 00	66,250 00	66,250 00
Frankford and Southwark, Philadelphia.....	491,750 00	491,750 00	491,750 00	498,200 00	600,000 00
Germantown.....	307,545 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.....	306,390 36	306,385 03	299,423 61	299,423 61	299,423 61
Lombard and South Street.....	90,000 00	105,000 00	105,000 00	105,000 00	105,000 00
People's Street, Luzerne county.....	125,230 00	125,500 00	125,500 00	125,500 00	125,500 00
People's, Schuylkill county.....				45,830 00	50,000 00
Philadelphia City.....	225,000 00	225,000 00	225,000 00	225,000 00	225,000 00
Philadelphia and Darby.....	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Philadelphia and Gray's Ferry.....	285,307 00	285,307 00	290,175 00	290,175 00	280,175 00
Pittsburg, Allegheny and Manchester.....	140,000 00	140,000 00	140,000 00	200,000 00	200,000 00
Pittsburg and Birmingham.....	88,000 00	100,000 00	100,000 00	120,000 00	146,050 00
Pittsburg, Oakland and East Liberty.....				130,000 00	130,000 00
Pittsburg and Ormsby.....				100,000 00	98,765 00
Ridge Avenue.....	120,500 00	120,500 00	158,100 00	338,000 00	338,000 00
Schuylkill River.....	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Second and Third Street.....	573,387 25	573,417 25	573,417 25	621,574 25	671,576 25
Seventeenth and Nineteenth Street.....	160,000 00	160,000 00	160,000 00	160,000 00	160,000 00
Thirteenth and Fifteenth Street.....				334,529 44	334,529 44
Union, Philadelphia.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Union Street, Warren.....				16,187 03	17,000 00
West Philadelphia.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Wilkesbarre and Kingston.....	50,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Williamsport.....	15,600 00	15,600 00	15,600 00	40,600 00	40,600 00
					6,076,688 57

PASSENGER RAILROAD REPORT.

Xcix

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allentown.....	\$11,900 00	\$10,733 21	\$10,000 00	\$10,000 00	\$8,500 00
Citizens', Philadelphia.....					
Citizens', Pittsburg.....	57,700 00	57,700 00	57,700 00	54,000 00	50,000 00
Coalville.....			15,000 00	1,000 00	15,000 00
Easton and South Easton.....					
Empire.....			83,500 00	153,000 00	190,000 00
Erie City.....	17,271 73	20,295 73	20,457 73	22,341 73	12,500 00
Federal Street and Pleasant Valley.....			25,000 00	90,000 00	86,904 12
Frankford and Southwark, Philadelphia.....	198,000 00	217,500 00	307,000 00	290,500 00	219,500 00
Germantown.....	350,000 00	350,000 00	350,000 00	350,000 00	370,000 00
Green and Coates Street, Philadelphia.....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Harrisburg City.....	11,904 75	14,104 75	14,104 75	14,104 75	17,864 44
Hestonville, Mantua and Fairmount.....	165,900 00	165,400 00	133,100 00	127,100 00	127,100 00
Lombard and South Street.....	73,962 20	62,500 00	62,500 00	62,500 00	62,500 00
People's Street, Luzerne county.....				37,868 76	66,917 19
People's, Schuylkill county.....					
Philadelphia City.....	221,264 71	225,230 54	225,236 79	229,397 00	249,735 40
Philadelphia and Darby.....	57,000 00	57,000 00	57,000 00		100,000 00
Philadelphia and Gray's Ferry.....	5,500 00	6,500 00	6,500 00	6,500 00	6,500 00
Pittsburg, Allegheny and Manchester.....	23,483 57	23,000 00	23,000 00	48,336 00	49,608 45
Pittsburg and Birmingham.....	55,531 42	63,848 56	67,854 38	61,549 55	50,789 13
Pittsburg, Oakland and East Liberty.....			72,275 01	72,636 60	70,525 00
Pittsburg and Ormsby.....				41,616 53	55,312 80
Ridge Avenue.....	63,300 00	73,300 00	68,300 00	89,772 00	87,305 98
Schuylkill River.....					
Second and Third Street.....	119,300 00	109,300 00	109,300 00		100,300 00
Seventeenth and Nineteenth Street.....	7,408 11		121,220 51	110,306 78	84,515 00
Thirteenth and Fifteenth Street.....					54,000 00
Union, Philadelphia.....	300,000 00	300,000 00	500,000 00	500,000 00	500,000 00
Union Street, Warren.....					
West Philadelphia.....	100,000 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	1,441 48
					2,856,798 89

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.					DIVIDEND DECLARED.				
	1869.	1870.	1871.	1872.	1873.	1869.	1870.	1871.	1872.	1873.
Allentown			6					*\$20 00	6	*10
Citizens', Philadelphia						14	†\$7 00	†\$7 00	†\$7 00	†\$7 00
Citizens', Pittsburg	7	7	7		7	18	15	23	5, 6	16
Coalville								*\$10 00		8
Easton and South Easton						*†50-2½	8	5	5	
Empire					7					
Erie City	7	7	7		7				7	
Federal Street and Pleasant Valley					7 3-10					
Frankford and Southwark, Philadelphia	7	7	7		7	6	6	6	7	10
Germantown	7	7	7		7	6	6	†\$3 00	6	6
Green and Coates Street, Philadelphia	7	7	7		7	†\$2 50	†\$3 00	†\$4 00	†\$4 00	†\$4 00
Harrisburg City	7	7	7		7					
Hestonville, Mantua and Fairmount	7	7	7		7	†20	†50	†\$1 10	†\$1 10	†90
Lombard and South Street	7	7	7		7		6	11, 9		†\$1 25
People's Street, Luzerne county							6	10	2½	2½
People's, Schuylkill county					6					4
Philadelphia City	6	6	6		6	†\$3 00	†\$3 00	†\$3 00	†\$4 00	†\$5 00
Philadelphia and Darby	7	7	7		7		4	4	8	8
Philadelphia and Gray's Ferry	7	7	7		7	8		†\$2 25	†\$2 75	†\$2 50
Pittsburg, Allegheny and Manchester	7	7	7		7	4	8	20		10
Pittsburg and Birmingham	7	7	7		7, 7 3-10	†\$3 00	†\$6 00			
Pittsburg, Oakland and East Liberty					7					
Pittsburg and Ormsby					7					
Ridge Avenue	6, 7	6, 7	6, 7		6, 7		†50		†\$4 00	†\$1 50
Schuylkill River						10	10			10
Second and Third Street	7	7	7		7	6	6	6	10	10
Seveteenth and Nineteenth Street					6		4			†\$2 00
Thirteenth and Fifteenth Street					7	2	5½	5½	†\$1 50	†\$1 50
Union, Philadelphia	6	6	6, 7		6, 7	†\$3 00	†\$3 00	†\$4 00	†\$5 00	†\$6 00
Union Street, Warren										
West Philadelphia	7	7	7		7	10	10	10	15	16
Wilkesbarre and Kingston								5		8
Williamsport										

*Stock. †Per share.

PASSENGER RAILROAD REPORT.

ci

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allentown.....	\$27,739 17	\$30,118 65	\$31,452 39	\$33,427 88	\$36,095 74
Citizens', Philadelphia.....	179,635 29	207,264 18	212,320 14	212,320 14	220,319 42
Citizens', Pittsburg.....	234,437 23	244,884 90	249,894 90	270,670 80	184,333 07
Coalville.....			45,039 41	45,436 41	46,091 50
Easton and South Easton.....	25,230 13	25,230 13	25,962 50	25,962 50	25,962 50
Empire.....			97,000 00	102,000 00	106,000 00
Erie City.....	32,914 90	32,290 79	36,957 47	36,996 98	36,996 98
Federal Street and Pleasant Valley.....				132,842 02	123,171 15
Frankford and Southwark, Philadelphia.....	762,440 86	786,241 79	830,364 04	844,971 55	884,113 26
Germantown.....	562,270 00	562,270 00	562,270 00	562,270 00	723,839 30
Green and Coates Street, Philadelphia.....	239,745 61	243,615 55	244,441 56	244,441 56	244,441 56
Harrisburg City.....	60,119 55	60,249 55	60,249 55	60,249 55	60,249 55
Hestonville, Mantua and Fairmount.....	470,618 69	471,248 69	388,016 69	388,466 69	391,786 69
Lombard and South Street.....	166,567 28	168,555 16	170,180 86	170,402 57	173,958 98
People's Street, Luzerne county.....	126,001 29	134,916 73	138,250 49	140,387 29	142,121 03
People's, Schuylkill county.....				85,724 94	113,402 10
Philadelphia City.....	446,264 71	450,230 54	450,236 79	654,397 11	517,735 40
Philadelphia and Darby.....	258,419 53	257,000 00	257,000 00	257,000 00	321,058 48
Philadelphia and Gray's Ferry.....	295,000 00	299,126 68	299,126 68	299,126 68	299,126 68
Pittsburg, Allegheny and Manchester.....	144,118 97	144,201 97	146,201 97	161,752 24	170,308 49
Pittsburg and Birmingham.....	114,661 20	132,615 46	135,913 53	136,239 61	143,514 69
Pittsburg, Oakland and East Liberty.....			124,805 25	125,448 81	125,548 81
Pittsburg and Ormsby.....				83,487 08	81,851 13
Ridge Avenue.....	179,635 59	182,540 47	223,615 29	414,512 12	414,834 10
Schuylkill River.....	47,463 54	47,463 54	47,463 54	47,463 54	47,463 54
Second and Third Street.....	640,528 87	644,143 00	695,223 00	706,254 95	787,203 10
Seventeenth and Nineteenth Street.....	119,668 06	119,821 69	186,402 95	186,693 64	191,656 85
Thirteenth and Fifteenth Street.....				227,326 85	250,174 58
Union, Philadelphia.....	787,340 71	804,213 51	998,035 82	1,032,513 66	1,032,514 66
Union Street, Warren.....				16,187 03	17,000 00
West Philadelphia.....	549,006 58	556,938 36	584,898 36	591,348 36	595,848 36
Wilkesbarre and Kingston.....	94,633 37	94,633 37	94,633 37	94,833 37	94,833 37
Williamsport.....	32,692 33	38,580 33	38,625 33	41,452 21	41,715 35
					8,645,270 42

COMPARATIVE STATEMENT FOR FIVE YEARS OF PASSENGERS, (ALL CLASSES,) CARRIED IN CARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allentown.....		100,692	116,910	131,249	121,346
Citizen's, Philadelphia.....	3,902,356	4,101,008	5,092,222	4,089,857	4,417,687
Citizen's, Pittsburg.....	2,405,709	2,620,130	2,816,073	3,232,843	2,881,428
Coalville.....		101,402	101,402	99,235	103,409
Easton and South Easton.....	154,114	177,048	170,757	179,991	168,377
Empire.....				1,712,404	3,014,662
Erie City.....	201,274	270,706	236,743	242,011	318,689
Federal Street and Pleasant Valley.....			823,334	715,363	925,090
Frankford and Southwark, Philadelphia.....	4,540,779	4,867,118	4,964,179	5,421,328	6,084,421
Germantown.....	4,050,000	4,826,570	5,090,000	5,063,044	1,225,383
Green and Coates Street, Philadelphia.....				2,723,251	2,905,989
Harrisburg City.....	124,846	119,835	129,785	143,703	
Houstonville, Mantua and Pahrmount.....	3,880,875	3,836,455	4,156,007	4,228,444	5,266,951
Lombard and South Street.....	1,450,000	1,500,000	1,450,000	1,460,000	1,578,040
People's Street, Luzerne county.....	290,862	500,822	402,922	433,662	418,600
People's, Schuylkill county.....				197,381	338,092
Philadelphia City.....	4,261,152	4,406,523	5,850,979	5,289,426	5,692,515
Philadelphia and Darby.....					
Philadelphia and Gray's Ferry.....	1,700,000	2,200,000	2,500,000	2,600,000	2,648,477
Pittsburg, Allegheny and Manchester.....	2,364,545	2,455,626	2,883,822	2,630,442	2,949,642
Pittsburg and Birmingham.....	1,281,210	1,389,781	1,401,812	1,250,024	1,310,329
Pittsburg, Oakland and East Liberty.....			699,085	565,404	340,406
Pittsburg and Ormsby.....				641,888	614,466
Ridge Avenue.....				3,850,000	4,100,000
Schuylkill River.....					
Second and Third Street.....	7,873,497	9,685,549	7,261,417	7,653,120	8,200,800
Seventeenth and Nineteenth Street.....	1,731,483	2,037,624	2,272,609	2,342,373	2,707,401
Thirteenth and Fifteenth Street.....	3,069,749	3,899,538	3,167,312	2,816,590	3,272,563
Union, Philadelphia.....	7,034,606	7,590,541	8,677,252	9,741,579	10,857,196
Union Street, Warren.....					
West Philadelphia.....	6,100,000	6,500,000	7,100,000	7,800,000	8,300,000
Wilkesbarre and Kingston.....	240,000	352,800	304,292	307,550	311,500
Williamsport.....				276,869	277,387
					79,854,256

PASSENGER RAILROAD REPORT.

ciii

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

AUDITOR GENERAL'S CIV

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Allentown.....	\$6,451 68	\$5,984 45	\$7,228 10	\$6,842 44	\$12,058 40
Citizens', Philadelphia.....	138,656 23	153,198 68	204,670 18	196,245 13	204,260 75
Citizens', Pittsburg.....	97,116 98	92,198 01	95,164 48	105,933 46	107,751 56
Coalville.....			9,660 27	7,045 42	7,615 39
Easton and South Easton.....	6,006 45	7,020 38	8,221 04	8,508 41	7,894 76
Empire.....				89,583 63	102,732 14
Erie City.....	9,761 59	12,571 14	11,209 92	11,103 01	11,839 28
Federal Street and Pleasant Valley.....			33,662 15	36,045 74	37,587 83
Frankford and Southwark, Philadelphia.....	233,102 98	246,903 16	243,030 88	276,997 08	320,849 14
Germantown.....	239,205 74	215,986 85	218,240 78	246,006 12	307,729 98
Green and Coates Street, Philadelphia.....	136,118 88	137,097 59	128,169 25	136,568 12	135,496 21
Harrisburg City.....	7,058 45	5,728 69	5,922 00	7,629 81	6,325 28
Hestonville, Mantua and Fairmount.....	213,555 83	190,069 39	194,785 96	201,168 89	225,965 32
Lombard and South Street.....	66,055 99	63,493 88	61,033 41	63,199 74	68,118 67
People's Street, Luzerne county.....	18,590 79	24,640 63	24,433 44	23,045 63	29,304 52
People's, Schuylkill county.....				17,068 90	18,494 82
Philadelphia City.....	171,681 14	230,415 83	248,179 44	239,650 64	243,416 12
Philadelphia and Darby.....				3,990 00	
Philadelphia and Gray's Ferry.....	61,150 03	80,096 16	82,851 83	85,722 05	88,205 28
Pittsburg, Allegheny and Manchester.....	82,835 53	85,488 29	91,981 24	94,845 43	112,300 36
Pittsburg and Birmingham.....	68,186 79	63,589 64	75,369 72	70,412 41	75,597 40
Pittsburg, Oakland and East Liberty.....			43,182 33	36,236 94	27,911 09
Pittsburg and Ormsby.....				44,537 93	47,353 33
Ridge Avenue.....	31,808 17	39,263 91	81,422 20	179,174 19	234,006 93
Schuylkill River.....					
Second and Third Street.....	308,762 02	347,517 57	315,908 04	303,271 63	374,598 14
Seventeenth and Nineteenth Street.....	71,294 61	72,843 53	91,189 87	115,939 38	133,527 67
Thirteenth and Fifteenth Street.....	102,602 79	139,685 62	123,675 11	113,090 24	140,420 10
Union, Philadelphia.....	368,941 86	382,439 42	305,348 37	597,301 96	444,841 00
Union Street, Warren.....					1,700 00
West Philadelphia.....	275,136 46	282,560 71	294,692 39	341,188 18	332,269 13
Wilkesbarre and Kingston.....	11,801 42	16,412 00	14,932 00	14,617 00	13,667 00
Williamsport.....	6,080 44	7,762 14	7,578 75	8,616 91	10,192 36
					3,884,929 96

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1860.	1870.	1871.	1872.	1873.
Allentown.....	\$9,088 72	\$9,569 06	\$10,800 78	\$11,589 85	\$11,625 45
Citizens', Philadelphia.....	240,293 21	251,773 05	318,002 05	281,024 44	300,144 88
Citizens', Pittsburg.....	145,568 15	155,156 28	167,771 23	184,298 81	173,958 13
Coalville.....			11,157 75	10,993 31	11,463 46
Easton and South Easton.....	8,565 05	9,795 66	9,757 14	10,946 54	9,560 35
Empire.....				102,704 21	120,971 20
Erie City.....	12,443 81	16,143 15	14,371 55	13,288 31	16,395 13
Federal Street and Pleasant Valley.....			41,108 71	45,737 22	52,160 14
Frankford and Southwark, Philadelphia.....	308,138 06	329,605 28	335,899 28	368,134 69	412,324 84
Germantown.....	348,021 09	356,759 38	363,585 63	370,775 26	405,613 75
Green and Coates Street, Philadelphia.....	176,078 35	180,210 93	172,537 09	180,268 30	189,824 95
Harrisburg City.....	7,280 35	5,996 97	6,480 31	7,185 35	5,425 18
Hestonville, Mantua and Fairmount.....	283,927 07	262,890 74	310,958 48	272,610 28	295,548 56
Lombard and South Street.....	78,378 30	100,789 77	93,950 47	90,104 15	109,369 47
People's Street, Luzerne county.....	27,721 46	42,294 87	33,073 16	36,447 01	32,841 74
People's, Schuylkill county.....				9,095 72	23,723 08
Philadelphia City.....	255,815 73	321,866 35	346,982 14	347,283 36	362,109 18
Philadelphia and Darby.....					
Philadelphia and Gray's Ferry.....	86,642 22	116,644 73	120,304 95	124,472 89	125,257 06
Pittsburg, Allegheny and Manchester.....	134,686 06	144,002 91	139,376 72	149,066 14	157,990 30
Pittsburg and Birmingham.....	81,702 01	84,200 33	84,896 44	71,132 16	99,630 01
Pittsburg, Oakland and East Liberty.....			49,097 87	42,598 85	22,196 11
Pittsburg and Ormsby.....				37,238 42	33,880 47
Ridge Avenue.....	41,494 62	36,970 25	83,434 02	244,658 90	255,077 96
Schuylkill River.....					
Second and Third Street.....	401,156 31	504,139 40	484,034 28	506,545 10	544,219 42
Seventeenth and Nineteenth Street.....	105,467 32	111,446 47	134,743 74	152,406 19	181,112 15
Thirteenth and Fifteenth Street.....	170,503 67	215,077 87	173,479 40	155,697 64	175,084 61
Union, Philadelphia.....	463,268 49	497,452 73	565,478 35	622,508 73	682,773 24
Union Street, Warren.....					1,565 87
West Philadelphia.....	893,731 63	370,444 32	415,795 70	443,477 37	462,954 00
Wilkesbarre and Kingston.....	19,120 00	27,714 00	23,600 00	23,551 46	24,784 06
Williamsport.....	8,384 09	9,530 31	10,435 93	13,836 55	13,869 42
					5,313,420 18

PASSENGER RAILROAD REPORT.

CV

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1869.		1870.		1871.		1872.		1873.	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Allentown										
Citizens', Philadelphia			1	2	2		1	1	2	
Citizens', Pittsburg				1			1	3	1	1
Coalville										
Easton and South Easton										
Empire									1	
Erie City				1					1	
Federal Street and Pleasant Valley						2			1	
Frankford and Southwark, Philadelphia		3	1	5		3	2	6	5	3
Germantown									2	
Green and Coates Street, Philadelphia	1								1	
Harrisburg City				1						
Hestonville, Mantua and Fairmount	1	1	2	3					2	
Lombard and South Street		1	1	1	1	2				
People's Street, Luzerne county	1	1								
People's, Schuylkill county										
Philadelphia City	1				1	3	1	5		2
Philadelphia and Darby										
Philadelphia and Gray's Ferry				1	1	1	1		1	1
Pittsburg, Allegheny and Manchester	1	3				2		1		1
Pittsburg and Birmingham	1			1	1		1	2		1
Pittsburg, Oakland and East Liberty					1					
Pittsburg and Ormsby							1			
Ridge Avenue		1	1				2	1		
Schuylkill River										
Schuykill River										
Second and Third Street	4	3	4	2		7	4	4	1	3
Seventeenth and Nineteenth Street		1		2						
Thirteenth and Fifteenth Street			1	1	2	3	2	1		
Union, Philadelphia										

CVI

AUDITOR GENERALS

TABULATED RESULTS:
COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as autho- rized by law.....	Total amount now paid in of capital stock....	Total amount of fund- ed debt.....	Total amount of float- ing debt.....	Total amount of fund- ed and floating debt..
Delaware and Hudson.....	Unlimited.	\$19,539,485 88	\$13,842,000 00	.....	\$13,842,000 00
Delaware Division.....	\$2,400,000 00	1,633,350 00	800,000 00	.....	800,000 00
Lehigh Coal and Navigation.....	Unlimited.	9,390,350 00	15,937,655 88	.....	15,937,655 88
Monongahela Navigation.....	1,004,300 00	1,004,300 00	110,000 00	\$8,053 76	118,053 76
Muncy.....	Unlimited.	2,625 00	.....	.....	.....
Pennsylvania.....	5,000,000 00	4,457,150 00	2,641,000 00	465,200 00	3,106,200 00
Schuylkill Navigation.....	Unlimited.	4,260,448 00	8,531,265 86	252,422 03	8,783,687 89
Susquehanna.....	1,500,000 00	2,002,708 00	2,765,310 58	150,414 69	2,915,725 27
Union.....	2,907,850 00	2,907,850 00	3,000,000 00	38,800 00	3,038,800 00
	12,812,150 00	45,198,204 68	47,627,232 32	912,890 48	48,540,122 80

TABLE B.—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.....	Length of main line of the canal	No. of branch or leased canals.....	Width at top water line.....	Width on bottom.....	Depth of water	No. of basins.....	No. of locks.....	No. of weigh locks..	No. of bridges.....	No. of dams	No. of miles of slack water.....	No. of boats owned by the company....	Value of real estate held by the company, exclusive of canal
Delaware and Hudson.....	\$6,339,210 49	108	.....	48	30	6	.....	132	2	140	40	3	976	\$52,562 83
Delaware Division.....	2,433,350 00	60	.....	44	23	6	.....	33	1	88	13	.....	.....	5,000 00
Lehigh Coal and Navigation.....	3,000,000 00	48	.....	60	45	6	5	53	1	14	9	12	383	200,000 00
Monongahela Navigation.....	1,151,904 00	85	.....	.....	.....	.....	6	8	.....	.....	6	.....	4	23,095 00
Muncy.....	6,846 18	¾	.....	40	25	4	1	.....	.....	3	.....	.....	.....	.....
Pennsylvania.....	.....	35½	2	55	40	6	60	160	4	498	26	19	247	.....
Schuylkill Navigation.....	12,903,247 11	108	1	66	45	6	19	89	.....	126	31	50	574	.....
Susquehanna.....	4,797,471 27	45	.....	50	30	5	2	43	1	13	1	2	18	.....
Union.....	5,907,850 00	77	1	43	28	5	8	93	2	80	16	5	.....	25,000 00
	36,539,879 05	889¾	4	.....	.....	.....	101	611	11	962	131	91	2,202	405,657 83

TABLE C.—TONNAGE, EXPENSES AND RECEIPTS.

cxii

AUDITOR GENERAL'S

NAME OF COMPANY.	TONNAGE.		EXPENSES.		RECEIPTS.	
	No. of tons of through freight on main line.	Gross amount of tonnage, including branches and leased canals.	Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	Total.
Delaware and Hudson.....		1,605,959	\$204,382 85	\$125,927 61	\$330,310 46	\$75,374 05
Delaware Division.....						
Lehigh Coal and Navigation.....	733,511	998,390	127,801 72	127,269 81	255,071 53	580,224 79
Monongahela Navigation.....			46,958 15	36,424 41	83,382 56	207,456 55
Muncy.....				68 40	68 40	60 00
Pennsylvania.....		870,121	646,859 18	50,898 58	706,757 76	559,557 28
Schuylkill Navigation.....	1,113,100	1,113,100	154,120 34	93,433 83	247,554 17	789,189 34
Susquehanna.....		325,083	142,586 40	18,697 85	162,284 25	87,697 41
Union.....	35,865	119,305	30,312,59	9,143 25	39,455 84	43,348 60
	1,882,476	5,026,958	1,353,051 23	471,863 74	1,824,914 97	2,342,918 02

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

NAME OF COMPANY.	Lumber.....	Shingles....	Anthracite coal.....	Bituminous coal.....	Pig iron.....	Railroad iron	Other iron or castings....
Delaware and Hudson.....	60,279		1,529,775	1,058	358	874	3,462
Delaware Division.....							
Lehigh Coal and Navigation.....	36,662		824,601	951	9,024		140
Monongahela Navigation.....				2,157,583	2,037		
Muncy.....			2,540				2
Pennsylvania.....	255,292		452,332	10,802			
Schuylkill Navigation.....	22,669		833,052	15	15,055		6,661
Susquehanna.....	88,785		181,898	527	2,258		235
Union.....	44,629		18,877	645	3,302		460
	508,316		3,843,075	2,171,581	32,684	874	10,960

TABLE D.—Continued.

NAME OF COMPANY.	Iron and other ores.....	Lime and limestone..	Agricultural products...	Merchandise	Manufactures	Live stock...	Other articles
Delaware and Hudson.....	125	42,692	2	24,069			135,980
Delaware Division.....							
Lehigh Coal and Navigation.....	60,076	22,950	1,601	3,362			34,019
Monongahela Navigation.....							
Muncy.....		112		20		261	47,039
Pennsylvania.....							151,694
Schuylkill Navigation.....	137,251	71,967	6,166	13,205			7,059
Susquehanna.....	2,914	23,332	22,616	704			1,814
Union.....	18,384	26,708	1,054	1,149			4,097
	218,750	187,761	31,439	42,509		261	381,702

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

CXIX

AUDITOR GENERAL'S

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Delaware and Hudson.....	\$15,000,000 00	\$15,000,000 00	\$15,000,000 00	\$15,000,000 00	\$19,539,485 68
Delaware Division.....	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation.....	8,739,500 00	8,739,800 00	8,739,800 00	8,784,850 00	9,390,850 00
Monongahela Navigation.....	1,003,500 00	1,003,500 00	1,003,500 00	1,004,150 00	1,004,150 00
Muncy.....	2,625 00	2,625 00	2,625 00	2,625 00	2,625 00
Pennsylvania.....	4,300,000 00	4,337,950 00	4,457,150 00	4,457,150 00	4,457,150 00
Schuylkill Navigation.....	4,797,184 75	4,797,184 75	4,797,184 75	4,385,798 00	4,260,448 00
Susquehanna.....	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00	2,002,706 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	
					45,198,264 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Delaware and Hudson.....	\$3,169,476 00	\$5,000,000 00	\$8,500,000 00		\$13,842,000 00
Delaware Division.....	800,000 00	800,000 00	800,000 00	\$800,000 00	800,000 00
Lehigh Coal and Navigation.....	14,375,891 49	15,662,978 84	15,038,655 88	15,767,655 88	15,937,655 88
Monongahela Navigation.....		110,000 00	118,178 97	118,053 76	118,053 76
Muncy.....		15 63	50 45		
Pennsylvania.....	1,961,000 00	2,232,000 00	3,274,000 00	3,636,200 00	3,106,200 00
Schuylkill Navigation.....	8,400,000 00	8,839,030 61	8,703,793 66	8,843,530 39	8,783,687 89
Susquehanna.....	2,827,542 82	2,919,183 94	2,906,815 83	2,923,121 18	2,915,725 27
Union.....	3,020,000 00	3,000,000 00	3,000,000 00	3,035,000 00	3,036,800 00
West Branch and Susquehanna.....	794,000 00	811,300 00	848,728 40	1,043,218 82	
					48,540,122 80

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

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Delaware and Hudson	\$6,899,068 27	\$7,066,899 52	\$7,164,420 14	\$7,064,791 17	\$6,339,210 49
Delaware Division	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation	4,455,000 00	4,455,000 00	4,455,000 00	3,000,000 00	3,000,000 00
Monongahela Navigation		1,115,452 00	1,132,452 00	1,146,088 69	1,151,904 00
Muncy	6,182 62	6,510 57	6,795 46	6,831 52	6,848 18
Pennsylvania					
Schuylkill Navigation	10,587,125 74	13,208,009 78	13,207,752 17	10,587,125 74	12,903,247 11
Susquehanna	4,741,292 89	4,837,277 96	4,857,104 80	4,857,104 80	4,797,471 27
Union	5,907,850 00	5,907,850 00	5,907,850 00	5,907,850 00	5,907,850 00
					36,539,879 05

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Delaware and Hudson	1,604,654	1,704,566	1,428,755	1,869,557	1,605,959
Delaware Division					
Lehigh Coal and Navigation	1,046,474	1,123,140	982,188	1,041,891	993,390
Monongahela Navigation		2,246,910	1,901,473	9,262	
Muncy	3,453	4,045	4,213		
Pennsylvania	1,099,476	1,077,970	1,029,286	967,574	870,121
Schuylkill Navigation	1,100,667	879,743	1,388,681	1,200,181	1,113,100
Susquehanna	493,671	423,235	501,674	426,393	325,083
Union	127,258	110,760	127,287	124,961	119,305
					5,026,958

CANAL REPORT.

CXXV

COMPARATIVE STATEMENT OF EXPENSES, MAINTAINING AND OPERATING THE CANAL FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Delaware and Hudson.....	\$336,170 02	\$337,296 43	\$280,611 53	\$326,383 35	\$330,310 46
Delaware Division.....					
Lehigh Coal and Navigation.....	182,342 61	163,265 77	220,407 11	213,239 60	255,071 53
Monongahela Navigation.....		73,222 50	62,630 57	53,726 58	83,382 56
Muncy.....	41 86	362 14	284 89	54 56	68 40
Pennsylvania.....	476,866 91	466,663 61	591,711 42	696,598 16	706,787 76
Schuylkill Navigation.....	139,783 18	238,333 27	330,437 69	299,836 97	247,554 17
Susquehanna.....	72,394 24	59,957 11	56,795 57	47,810 86	162,284 25
Union.....	58,698 05	55,749 92	36,766 74	37,741 06	39,455 84
					1,824,914 97

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Delaware and Hudson.....	\$110,610 38	\$107,917 09	\$111,361 38	\$86,970 51	\$75,374 05
Delaware Division.....					
Lehigh Coal and Navigation.....	405,174 28	344,807 89	578,462 12	506,059 99	580,224 79
Monongahela Navigation.....		220,216 06	175,119 70	196,149 18	207,456 55
Muncy.....	220 29	293 27	223 44	217 96	60 00
Pennsylvania.....	735,303 14	609,552 24	649,597 72	556,163 84	550,557 28
Schuylkill Navigation.....	1,159,085 24	501,159 56	1,077,079 12	661,540 41	789,199 34
Susquehanna.....	167,435 08	135,161 60	144,098 64	99,151 20	87,697 41
Union.....	43,587 16	59,952 62	58,590 33	44,861 76	43,348 60
					2,342,918 02

CXVI

AUDITOR GENERAL'S CANAL REPORT.

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 floating and funded 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			
Automatic	13,000,000 00					
American District.....	400,000 00		400,000 00	\$7,346 62		
Erie County	2,500 00		2,500 00			
Franklin.....	1,000,000 00	1,000,000 00	1,000,000 00	20,719 95	7	1
Pacific and Atlantic.....	3,000,000 00	1,982,800 00	1,987,750 00	69,206 29		
Philadelphia Local.....	25,000 00	400,000 00	400,000 00			
Philadelphia, Reading and Pottsville.....	50,000 00	20,000 00	20,000 00	148,705 20		
Western Union.....	41,073,400 00	41,073,400 00	41,073,400 00			
	59,223,400 00	45,126,300 00	45,556,150 00	245,978 03		

cxviii

AUDITOR GENERAL'S

TABLE B.—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipments.....	Length of main line in miles.....	Length of main line in Pennsylvania.....	No. stations, (entire line,).....	No. stations in Pennsylvania.....	No. of instruments in use, (entire line,).....	No. of instruments in use in Pennsylvania.....	No. of persons employed in maintaining & operating entire line.		No. of persons employed in maintaining & operating line in Pennsylvania.			No. of messages sent during the year, (entire line,).....	No. of messages sent during the year in Pennsylvania.....	No. of messages received during the year, (entire line,).....	No. of messages received during the year in Pennsylvania.....	
								Male..	Female	Total..	Male..	Female					Total..
Atlantic and Ohio		280	50	4	1	9	2	16	5	21	5	1	6				
Automatic.....				3	3	355	355	51		51	51				22,599	22,599	
American District.....	\$18,631 86	73	73	2	2	2	2			5							
Erie County.....	25,000 00			43	5	175	18	205	20	225	23	2	25	805,603	64,550	811,660	83,938
Franklin.....	590,000 00	752	32	244	72					533			165	627,420	280,166	627,420	222,875
Pacific and Atlantic.....	2,050,286 26	4,525	875	80	80	221	221	75	26	101	75	26	101		240,916	180,700	
Philadelphia Local.....	400,000 00	101	724	241	241	459	459	337	9	346	337	9	346	151,795		151,795	
Philadelphia, Reading & Pottsville.....	166,589 55	66,500	4,500	6,000	550	8,500					900		900	13,360,000	13,360,000		
Western Union.....																	
	3,250,507 67	72,231	6,254	3,617	954	9,721	1,057	684	60	1,282	1,391	38	1,599	14,793,023	717,427	14,821,679	661,907

I—RAILROAD REP.

TABLE C—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses of entire line.	Gross expenses in Pennsylvania.	Gross receipts of entire line.	Gross receipts in Pennsylvania.
Atlantic and Ohio.....				
Automatic.....				
American District.....	\$25,082 12			\$6,513 77
Erie County.....		\$1,519 06		2,146 27
Franklin.....	219,927 29	21,500 00	\$263,079 12	22,900 00
Pacific and Atlantic.....	505,427 26	170,000 00	471,674 91	157,000 00
Philadelphia Local.....		117,784 29		126,782 47
Philadelphia, Reading and Pottsville.....		52,205 82		44,331 08
Western Union.....	6,968,175 70		0,357,099 73	
	7,718,612 46	363,009 17	10,091,853 76	359,073 59

CXX

AUDITOR GENERAL'S

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Atlantic and Ohio				\$650,000 00	±8650,000 00
*Atlantic and Pacific					13,000 00
Automatic					400,000 00
American District					
Bankers' and Brokers'	\$407,231 25	†\$407,231 25			
Erie County					25,000 00
Franklin	1,000,000 00	1,000,000 00	\$1,000,000 00	1,000,000 00	1,000,000 00
Pacific and Atlantic	1,157,225 00	1,801,225 00	1,949,025 00	1,982,900 00	†1,987,750 00
Philadelphia Local				400,000 00	400,000 00
Philadelphia, Reading and Pottsville	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Western Union	650,000 00		41,074,710 00	41,074,700 00	41,073,400 00
					45,126,300 00

* The amount paid in 1868 was \$552,000. † Merged into Franklin telegraph company. ‡ Leased to the Western Union telegraph company.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Atlantic and Ohio					
Atlantic and Pacific					
Automatic					
American District					\$7,846 62
Bankers' and Brokers'	\$124,325 04	\$124,741 47			
Erie County					
Franklin	105,000 00	115,000 00	\$134,500 00	\$58,000 00	20,719 95
Pacific and Atlantic					69,206 29
Philadelphia Local					
Philadelphia, Reading and Pottsville	20,914 00	30,115 75	78,878 17	106,832 62	148,705 20
Western Union					245,978 06

TELEGRAPH REPORT.

CXXI

COMPARATIVE STATEMENT OF LENGTH OF LINES, NUMBER OF STATIONS AND OPERATORS EMPLOYED IN PENNSYLVANIA FOR FIVE YEARS.

cxxii

AUDITOR GENERAL'S

NAME OF COMPANY.	1869.			1870.			1871.			1872.			1873.		
	Length of line in Penn'a.....	Number of stations in Penn'a.	Number of operators empl'd.	Length of line in Penn'a.....	Number of stations in Penn'a.	Number of operators empl'd.	Length of line in Penn'a.....	Number of stations in Penn'a.	Number of operators empl'd.	Length of line in Penn'a.....	Number of stations in Penn'a.	Number of operators in Pa....	Length of line in Penn'a.....	Number of stations in Penn'a.	Number of operators in Pa....
Atlantic and Ohio.....										917	87	825			
Atlantic and Pacific.....	50	2	2												
Automatic.....													50	1	6
American District.....													82	3	13
Bankers' and Brokers'.....	83.50	6	17	88.50	6	23									
Eric County.....													73	2	5
Franklin.....	120	5	41	30	4	17	30	5	20	30	4	20	32	25	5
Pacific and Atlantic.....	367	49	117	873	49	150	873	58	164	875	69	180	875	72	165
Philadelphia Local.....													210	80	101
Philadelphia, Reading and Pottsville.....	101	94	160	505	115	182	572	170	288	623	197	208	724	241	346
Western Union.....	917	36	281				1,700	326	390	8,500	425	550	4,500	550	900

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Atlantic and Ohio					
Atlantic and Pacific					
Automatic					
American District					*22,590
Bankers' and Brokers'		89,320			
Erie County					†4,000
Franklin		59,341	68,412	80,001	83,938
Pacific and Atlantic		220,625	286,807	256,631	222,875
Philadelphia Local					180,700
Philadelphia, Reading and Pottsville		76,319	106,418	137,563	151,795
Western Union			‡9,902,610	‡11,516,500	‡13,360,000

* Signals or calls.

† Estimated sent and received.

‡ Entire line, exclusive of press reports.

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Atlantic and Ohio					
Atlantic and Pacific					
Automatic					
American District					
Bankers' and Brokers'		82,424			
Erie County					
Franklin		34,863	45,719	72,305	64,550
Pacific and Atlantic		234,322	220,625	299,535	260,166
Philadelphia Local					240,916
Philadelphia, Reading and Pottsville		76,319	106,418	137,563	151,795
Western Union			*9,902,610	*11,516,500	*13,360,000

* Entire line, exclusive of press reports.

TELEGRAPH REPORT.

CXXIII

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Atlantic and Ohio.....					
Atlantic and Pacific.....	\$1,703 85				
Automatic.....					
American District.....					\$8,513 77
Bankers' and Brokers'.....	37,299 76	\$24,115 20			
Erie County.....					2,146 27
Franklin.....	22,224 81	22,166 39	\$22,903 12	\$22,800 00	22,900 00
Pacific and Atlantic.....	78,492 15	119,646 11	132,325 00	153,000 00	157,000 00
Philadelphia Local.....					126,782 00
Philadelphia, Reading and Pottsville.....	27,603 73	43,566 56	35,124 87	41,517 58	44,331 05
Western Union.....	213,859 21			613,698 17	*9,357,089 73

* Entire line.

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1869.	1870.	1871.	1872.	1873.
Atlantic and Ohio.....					
Atlantic and Pacific.....	\$1,306 50				
Automatic.....					
American District.....					\$25,082 12
Bankers' and Brokers'.....	29,172 44	\$26,150 40			
Erie County.....					1,519 06
Franklin.....	21,294 02	20,966 93	\$22,903 12	\$21,000 00	21,500 00
Pacific and Atlantic.....	50,000 00	114,842 97	120,090 00	155,000 00	170,000 00
Philadelphia Local.....					117,784 29
Philadelphia, Reading and Pottsville.....	23,379 40	42,930 86	37,334 72	51,290 48	52,205 82
Western Union.....	185,802 16			524,190 93	*6,968,175 79

* Entire line.

REPORTS OF COMPANIES.

REPORTS OF COMPANIES.

(No. 1.)
ALLEGHENY VALLEY.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared J. Patton Lyon, vice president, and Wm. 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, 1873, are true, to the best of their knowledge and belief.

(Signed) J. PATTON LYON, *Vice President.*
 W. A. TOMLINSON, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of March, 1874. }

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	2,256,400 00
Total amount now paid in of capital stock	2,256,400 00
Funded debt, as per last report	3,939,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1875,)	\$37,000 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
	3,934,000 00
Floating debt, as by last report	886,202 80
The amount now of floating debt	1,280,691 34

ALLEGHENY VALLEY

Total amount now of floating and funded debt	\$5,214,691 34
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, $7\frac{3}{8}$ per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Stock or 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	<u>None declared.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, total cost.	\$10,653,410 93	\$12,332,317 30

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	61.2 "
Gauge of road.....	4 feet 9 inches.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz:	
Eastern Extension, 110 miles; Plum Creek, 8 miles;	
Sligo Branch, $10\frac{1}{2}$ miles; Bostonia, 2 miles.	
Roads worked or leased by the company	None.
Number of engine houses and shops: 5 engine houses and 1 shop.	
Number of engines.....	73
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.).....	6
Number of baggage, mail and express cars, (average cost of each, \$3,000.).....	10
Number of freight cars: House cars, (average cost of each, \$740,) 339; trucks, (average cost of each, \$575,) 1,139; total.....	1,478

RAILROAD REPORT.

Number of coal, ore and stone cars: Coal, stock, ore, coke, stone, (average cost of each, \$575,)	54
Number of caboose cars, (average cost of each, \$700,)....	28
Number of oil cars, (average cost of each, \$1,000,).....	409
Number of iron bridges, (total length in feet, 961,)	5
Number of wooden bridges: Main line, (total length in feet, 2,828,) 22; branches, (total length in feet, 4,700,) 43.	
Number of stone bridges, (total length in feet, 66.)	1
Number of culverts, (total length in feet, 2,158,).....	36
Number of railroads crossed	1
Number of stations on main road: Passenger and freight, 32; freight, 9; total.....	41
Number of wood and water stations on main road, 18; branches, 10.	
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels, (length of each, 525 feet, 505 feet, 780 feet, 2,000 feet, 425 feet,) Eastern Extension	5
How is track laid, and on what foundation? Fish-plate joint; one-half line in good ballast, balance in broken stone.	
Length in miles laid with steel rail.....	None.

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

Number of miles run by passenger cars.....	1,529,749
Number of miles run by freight and coal cars	13,515,601
Number of through passengers for the year on main road,	11,691
Number of passengers (all classes) carried in cars	861,239
Number of tons of 2,000 lbs. of through freight for the year on main road	41,375
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,778,638
Number of passengers carried one mile	17,789,555
Number of tons of freight carried one mile	80,782,866
Number of passengers carried one mile in the State of Pennsylvania	17,789,555
Number of tons of freight carried one mile in the State of Pennsylvania	80,782,866
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

ALLEGHENY VALLEY

Average rate of speed adopted by freight trains, including stops	12
Weight of first-class passenger engines	33 tons.
Weight of freight engines	33 to 35 "

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

November, 1872.....	84,063	June, 1873.....	71,243
December, 1872.....	63,420	July, 1873.....	89,796
January, 1873.....	56,656	August, 1873.....	80,557
February, 1873.....	50,803	September, 1873.....	79,889
March, 1873.....	59,108	October, 1873.....	72,989
April, 1873.....	75,556		
May, 1873.....	77,159	Total.....	861,239

The amount of freight, specifying the quantity in tons of 2,000 lbs. each :

Bituminous coal.....	436,650	Agricultural products.....	23,118
Petroleum and other oils.....	860,770	Merchandise and manufactures,	99,259
Pig iron.....	45,615	Live stock.....	816
Railroad iron.....	13,270	Lumber.....	51,243
Other iron or castings.....	22,227	Other articles.....	4,631
Iron and other ores.....	77,127		
Stone and lime.....	143,912	Total.....	1,778,628

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.....	Have none.
For second-class way passengers	Have none.

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

For through freight, per ton per mile.....	2 ⁴² / ₁₀₀ cents.
For through coal, per ton per mile	1 ³⁶ / ₁₀₀ "
For local freight, per ton per mile	2 ⁸² / ₁₀₀ "
For local coal, per ton per mile	2 ⁴¹ / ₁₀₀ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	APPROXIMATELY ALLOTTED TO	
		Passenger Transp'n.	Freight Transport'n.
Repairs or maintenance of way, including buildings.....	\$617,859 46	\$123,571 89	\$494,287 57
Taxes on real estate	14,161 64	2,832 32	11,329 32
Total	632,021 10	126,404 21	505,616 89
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$136,898 59	\$27,379 71	\$109,518 88
Repairs of passenger and baggage cars.....	35,888 08	35,883 08	.....
Repairs of freight cars.....	119,033 04	.....	119,033 04
Repairs of tools and machinery in shops.....	6,010 61	1,202 12	4,808 49
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	92,162 29	18,432 45	73,729 84
Total	389,987 61	82,897 36	307,090 25
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$19,997 27	\$3,909 45	\$15,997 82
Agents and clerks	80,619 87	16,123 97	64,495 90
Labor—loading and unloading freight	25,917 04	.....	25,917 04
Porters, watchmen and switch-tenders.....	49,757 36	9,951 47	39,805 89
Car cleaning and inspecting, furniture and fixtures.....	19,885 28	6,808 80	13,281 48
Wood and water station attendances.....	9,567 42	1,913 48	7,653 94
Conductors, baggage masters and brakemen.....	171,668 38	34,333 67	137,334 71
Engineers and firemen.....	113,011 02	22,602 20	90,408 82
Fuel and cost of preparing for use	99,617 66	19,923 53	79,694 13
Oil and waste for engines and tenders, passenger, baggage and freight cars	25,193 91	5,038 78	20,155 13
Telegraph, mail and station expenses.....	38,535 72	7,707 14	30,828 58
Loss and damage of goods and baggage.....	10,565 38	.....	10,565 38
Tolls over other roads	None.	.....	.....
Use of freight cars	15,733 93	.....	15,733 93
Shoveling snow	4,825 85	965 17	3,860 68
Damage for injury of and attendance to persons	22,374 02	4,474 80	17,899 22
Damage to property, including damage by fire and cattle killed on road	None.	.....	.....
General superintendence.....	42,421 80	8,484 36	33,937 44
Contingencies	72,743 98	14,548 80	58,195 18
Total	822,435 89	156,670 62	665,765 27

ALLEGHENY VALLEY

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.	Miscella- neous.	Total.
November, 1872..	\$48,533 81	\$129,141 12	\$1,940 02	\$1,286 01	\$1,393 48	\$182,294 44
December, 1872..	40,381 64	131,454 67	1,940 02	2,219 06	125 58	176,120 97
January, 1873....	35,245 95	135,937 71	1,940 02	886 32	5,162 21	179,172 21
February, 1873...	31,659 16	133,888 09	1,940 02	1,193 99	91 33	168,772 59
March, 1873.....	37,874 03	165,732 71	1,940 02	1,842 78	221 73	207,611 27
April, 1873.....	53,926 19	169,523 36	1,940 02	1,316 83	3,290 20	229,996 60
May, 1873.....	52,290 33	200,537 47	1,940 02	1,434 53	2,597 58	258,799 93
June, 1873.....	47,767 18	192,378 53	1,940 02	1,357 40	163 33	243,606 46
July, 1873.....	58,957 33	175,655 22	1,940 02	1,114 58	1,167 69	238,834 84
August, 1873....	53,156 60	168,140 79	1,940 02	1,044 65	2,149 33	226,430 79
September, 1873..	53,258 87	200,626 43	1,940 02	1,601 12	352 33	257,778 77
October, 1873....	49,475 66	204,374 73	1,940 02	1,103 31	2,158 33	259,052 05
Total.....	562,526 75	2,007,390 83	23,280 24	16,399 98	18,873 12	2,628,470 92

SUMMARY OF PAYMENTS.

For construction and equipment	\$1,678,906 37*
For maintaining the road, &c.—repairs of machinery and operating the road	1,844,444 60
For dividends	None.
For interest	287,187 00
For miscellaneous and municipal, State and United States taxes: Included in maintaining the road.	
Total	<u>3,810,537 97</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	$2\frac{45}{100}$ cents.
Cost per ton freight per mile, proximate average.....	$1\frac{89}{100}$ "

What express companies run on your road, and on what terms? Union express company, at \$12,000 per annum.

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

ACCIDENTS.

	Killed.	Injured:
Passengers	5	14
Employees	2	24
Others	6	6
Total	<u>13</u>	<u>44</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 3. John Collins, arm fractured by accommodation at Armstrong; walking on track.

November 5. John Perry, bruised badly by freight at Peart's Eddy; train off track.

November 16. Wm. Tobine, finger crushed while coupling freight at Hulton.

November 22. Stranger, killed by express at Rattlesnake; on track drunk.

December 23. Samuel Reynolds, fingers crushed while coupling cars at Brilliant; shifting.

1873.

January 16. J. M. Reiter, killed by express at Rosenberger; thrown from track by broken rail.

January 16. Jos. Ross, J. S. Rich, Charles Cornell, James Price, Wm. Garrard, James A. Cline and C. J. Hepburn, slightly injured by express at Rosenberger; thrown from track by broken rail.

January 22. George Fauner, killed by express at Franklin; drunk.

February 6. Thos. Hooper and Harry Johnson, slightly injured by freight at Scrubgrass; train thrown off track.

February 10. George W. Bishop, M. Kain, J. P. Riddle, O. A. Knox, T. B. Hoover, C. W. Kiddie, P. C. George, slightly injured by accommodation at Rockland; train thrown off track.

February 6. John L. Hannah, badly injured by accommodation at Rockland; train thrown off track.

February 6. Jas. Scott, Wm. Casey and a stranger, killed by accommodation at Rockland; train thrown off track.

February 11. John Moody, arm broken while coupling cars at Pittsburg; shifting.

February 12. Joseph Kissick, hand crushed by falling from freight car at Black's.

February 17. Mrs. H. Brownlee, head cut by accommodation train at Hillville; ran off track.

February 17. B. C. Vashbinder, eye cut and hand hurt by accommodation train at Hillville; ran off track.

February 17. W. J. Benner and a stranger, slightly injured by accommodation train at Hillville; ran off track.

March 4. S. K. Moore and H. F. Foley, slightly injured by freight train at Kittanning; ran off track.

- March 27. Stranger, killed while walking on track at Pittsburg; shifting.
- April 1. Thos. M'Mahan, fatally injured by freight at Height's run; caught between trains.
- April 9. Jas. Caton, slightly injured by freight at Brady's Bend; train thrown from track.
- April 22. George Drake, prisoner, killed by jumping from accommodation train.
- May 2. Al. Haslett, slightly injured at Catfish by getting on accommodation train while in motion.
- May 3. Thos. Allen, fatally injured by coal train at Pittsburg; caught between cars.
- May 17. Wm. Keighly, arm crushed while poling freight cars at Pittsburg.
- June 4. Stranger, killed by night freight train at Pittsburg; lying on track, drunk.
- June 24. Samuel Duncan, fingers cut off while coupling freight cars at Pittsburg.
- June 30. Thomas Caldwell, arm crushed while coupling freight cars at Pittsburg.
- July 3. C. Ruffner, killed by express train at Reimerton; walking on track.
- July 14. Michael Conner, slightly injured by ballast train at Brady's Bend; slide.
- July 14. Frank Farnham, foot badly hurt by ballast train at Brady's Bend; slide.
- July 31. Jos. Kocher, injured by freight train; standing on track.
- August 1. Mrs. Wilkins, leg broken by freight train at Peart's; knocked off track.
- August 1. J. Boreland and M. Bonner, killed by freight train at Brady's Bend; collision.
- August 1. A. H. Parsons, injured by freight train at Brady's Bend; collision.
- August 19. Thomas O'Hern, killed by accommodation train at Standard; walking on track.
- August 19. Stranger, injured by freight train at Gurver's ferry; walking on track, drunk.
- August 25. Owen Scanlon, leg broken by accommodation train at Hulton; drunk and knocked off track.
- October 5. John Patterson, foot cut off while coupling cars at Pittsburg; shifting.

RAILROAD REPORT.

11

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 2)
ALLENTOWN.

STATE OF PENNSYLVANIA,)
Philadelphia County,) SS:

Personally appeared Franklin B. Gowen, president, and John Welch, 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this)
16th day of February, 1874.)

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.....	568,744 47
Total amount now paid in of capital stock.....	568,744 47
Funded debt, as per last report.....	None.
Total amount now of funded debt.....	None.
Floating debt, as by last report.....	613,032 50
The amount now of floating debt.....	649,119 84
Total amount now of floating debt.....	649,119 84
Date and rate per cent. per annum of dividend or dividends.	None declared.
Number of shares of stock issued, full paid.....	8,752
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,078,338 82	\$1,078,438 82

Equipment furnished by Philadelphia and Reading 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, from Topton to Kutztown.....	4.5 "

RAILROAD REPORT.

Length of main line of road laid in Pennsylvania.....	4.5 miles.
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 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.....	None.
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	2
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.

MONTHS.	Passengers.	Freight.	Express.	Miscellaneous.	Total.
December, 1872.....	\$67 43	\$48 61	\$2 77	\$9 25	\$128 06
January, 1873.....	65 80	61 00	7 59	9 25	143 64
February, 1873.....	47 71	77 38	2 34	28 75	156 18
March, 1873.....	102 59	81 18	3 24	9 25	196 26
April, 1873.....	101 86	94 57	4 08	14 25	214 76
May, 1873.....	94 32	72 86	4 30	9 25	180 79
June, 1873.....	83 75	86 59	3 66	16 75	190 75
July, 1873.....	78 00	56 50	6 23	9 25	150 07
August, 1873.....	109 74	109 60	3 56	28 75	251 65
September, 1873.....	84 28	117 89	4 18	14 25	220 60
October, 1873.....	261 80	120 54	5 55	9 25	397 14
November, 1873.....	65 43	116 12	3 61	28 75	213 91
Total.....	1,162 71	,042 93	51 17	187 00	2,443 81

SUMMARY OF PAYMENTS.

For construction.....	\$100 00
Dividends.....	None.
Discount and interest.....	36,844 15
Miscellaneous.....	1,349 20
State taxes.....	131 28
Total.....	38,424 63

ALLENTOWN

This road being worked by the Philadelphia and Reading railroad company, all returns not included in this report, will be included in their returns.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt McKean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Chas. E. Smith.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Howard Hancock, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.

(No. 3.)
ATLANTIC AND GREAT WESTERN.

STATE OF PENNSYLVANIA, }
Crawford County, } SS:

Personally appeared J. H. Devereux, president, and F. E. Rittman, cashier, 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 30th September, 1873, are true, to the best of their knowledge and belief.

(Signed) J. H. DEVEREUX, *President.*
F. E. RITTMAN, *Cashier.*

Sworn and subscribed before me, this }
30th day of January, 1874. }

G. W. ADAMS, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000,000 00
Amount paid in as by last report	24,000,000 00
Total amount now paid in of capital stock.....	39,458,700 00
Funded debt, as per last report.....	56,992,240 00
The amount now of funded debt, (classified and date of date of maturity,) as follows:	
Western Extension certificates, (date of maturity, July 1, 1876)	\$7,600,000 00
1st mortgage bonds, (date of maturity, January 1, 1902).....	14,458,481 25
1st mortgage Ohio bonds, (date of maturity, October 1, 1876.).....	2,418,300 00
2d mortgage bonds, (date of maturity, March 1, 1902,).....	8,782,200 03
Leased lines' bonds, issue 1872, (date of maturity, January 1, 1902,).....	5,416,000 00
3d mortgage bonds, (date of maturity, May 1, 1902,).....	25,789,806 15
Leased lines' bonds, issue 1873, (date of maturity, January 1, 1903,).....	2,978,000 00
Re-organization stock, (date of maturity, March 1, 1874,).....	655,500 00
Eric and New York City railway bonds, (date of maturity, March 1, 1874,)..	14,000 00
	71,112,287 43

Floating debt, as by last report: Not stated in last report.	
The amount now of floating debt. (a large portion of the floating debt consists of loans on our securities pledged as collaterals).....	\$3,858,800.67
Total amount now of floating and funded debt.....	74,971,088.10
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.; Western Extension certificates, 8 per cent.	
Date and rate per cent. per annum of dividend or dividends.	None.
Number of shares of stock issued.....	789,174
Par value of each share.....	\$50.00
Average market value during the year.....	Not known.
Amount paid in on each share.....	Full amount.
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

Owing to the accounts of the trustees remaining unsettled the division of these accounts cannot be given.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Salamanca to Dayton,	387½ miles.
Length of main line of road laid.....	387½ "
Length of main line of road laid in Pennsylvania.....	92 "
Length of double track, (4 rails).....	50 "
Length of sidings.....	111 "
Gauge of road: Mahoning railway, 4 feet 9¾ inches; main line, 6 feet.	
Weight of rail per yard on main track: 56, 60, 64, 65, 67 and 68 pounds.	
Branch roads owned by the company, and their length, viz: Franklin Branch, 33 miles; Silver Creek Branch, 1¾ miles.	
Roads worked or leased by the company, viz: Cleveland and Mahoning railroad, 80 miles; Niles and New Lisbon railroad, 33 miles; Liberty and Vienna railroad, 8 miles; Sharon Extension, 1½ miles; Cincinnati, Hamilton and Dayton railway, 60 miles.	
Number of engine houses and shops.....	14
Number of engines.....	190

RAILROAD REPORT.

17

Number of first-class passenger cars, (average cost of each, \$3,500,).....	39
Number of second-class passenger cars, (average cost of each, \$2,000,).....	43
Number of baggage, mail and express cars, (average cost of each, \$1,200,).....	45
Number of freight cars: House cars, (average cost of each, \$700,) 3,184; oil tank cars, (average cost of each, \$1,100,) 130; total.....	3, 314
Number of coal, ore and stone cars, (average cost of each, \$500,) total.....	2, 743
Number of caboose cars, (average cost of each, \$700,)....	89
Number of iron bridges, (total length in feet, 676,).....	5
Number of wooden bridges, (total length in feet, 11, 318,).....	95
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 18,032,).....	661
Number of railroads crossed.....	34
Number of stations on main road: Passenger, 19; freight, 25; passenger and freight combined, 60; total.....	104
Number of wood and water stations on main road.....	50
Value of real estate held by the company exclusive of roadway.....	\$65,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties; gravel foundation.	
Length in miles laid with steel rail.....	115

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

Number of miles run by passenger trains.....	1, 049, 863
Number of miles run by freight trains.....	3, 039, 297
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road,	89, 715
Number of passengers (all classes) carried in cars.....	975, 646
Number of tons of 2,000 lbs. of through freight for the year on main road.....	481, 186
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	2, 712, 695
Number of passengers carried one mile.....	37, 903, 030
Number of tons of freight carried one mile.....	311, 036, 992
Number of passengers carried one mile in the State of Pennsylvania: Cannot give this information, as separate accounts are not kept.	

2 RAILROAD REP.

Number of tons of freight carried one mile in the State of Pennsylvania: Cannot give this information, as separate accounts are not kept.

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	28½
Average rate of speed adopted by freight trains, including stops	12
Weight of first-class passenger engines.....	31 tons.
Weight of freight engines.....	34 "

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

November, 1872	86,212	May, 1873.....	83,203
December, 1872.....	71,153	June, 1873.....	77,592
January, 1873.....	64,772	July, 1873.....	88,877
February, 1873.....	60,282	August, 1873.....	88,714
March, 1873.....	80,565	September, 1873.....	108,968
April, 1873.....	86,989	October, 1873.....	78,319

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	61,131	Agricultural products.....	245,096
Bituminous coal.....	882,450	Merchandise and manufactures ..	255,274
Petroleum and other oils.....	211,732	Live stock.....	51,786
Pig iron.....	103,519	Lumber.....	90,405
Other iron or castings.....	100,348	Other articles.....	124,809
Iron and other ores.....	256,436	Company's supplies	235,808
Stone and lime.....	93,901		

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	2 "
For second-class way passengers	None.

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

For through freight, per ton per mile	1 to 3 cents.
For through coal, per ton per mile.....	1 to 1½ "
For local freight, per ton per mile.....	1½ to 5 "
For local coal, per ton per mile.....	1½ to 3 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$894,551 29	\$63,898 71	\$630,652 58
Taxes on real estate.....	91,529 29	19,495 73	72,033 56
Total	786,080 58	83,394 44	702,686 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$349,814 73	\$116,604 91	\$233,209 82
Repairs of passenger and baggage cars.....	67,887 14	67,887 14	.....
Repairs of freight cars.....	209,148 68	.....	209,148 68
Repairs of tools and machinery in shops.....	31,569 85	6,629 67	24,940 18
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	83,069 44	17,864 58	67,204 86
Total.....	743,489 84	208,986 30	534,503 54
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$48,767 55	\$10,367 98	\$38,399 57
Agents and clerks.....	157,016 73	33,509 31	124,107 42
Labor—loading and unloading freight.....	111,546 66	.....	111,546 66
Porters, watchmen and switch tenders.....	37,455 63	3,258 63	34,197 00
Car cleaning and inspecting, furniture and fixtures.....	6,262 44	6,262 44	.....
Wood and water station attendance.....	25,062 34	2,180 42	22,881 92
Conductors, baggage masters and brakemen.....	339,467 78	76,501 83	262,965 95
Engineers and firemen.....	298,267 41	74,109 04	224,178 37
Fuel and cost of preparing for use.....	403,604 27	98,285 77	305,318 50
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	55,429 49	13,838 89	41,590 60
Telegraph, mail and station expenses.....	93,483 71	19,874 63	73,609 08
Loss and damage of goods and baggage.....	22,688 10	663 70	22,024 40
Shoveling snow.....	2,451 93	225 57	2,226 36
Damage for injury of persons.....	22,967 06	1,998 13	20,968 93
Damage to property, including damage by fire and cattle killed on road.....	9,075 66	789 58	8,286 08
General superintendence.....	150,239 22	31,940 85	118,298 37
Contingencies.....	257,084 92	3,373 73	253,711 19
Total.....	2,041,490 90	377,180 50	1,664,310 40

RAILROAD REPORT.

Receipts on construction and equipment account during the year :

From stockholders	None.
From sale of bonds, (3d mortgage bonds,)	\$372,758 75
From other sources.....	574,136 28
Total.....	946,895 03

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
October, 1872.....	\$78,047 96	\$434,543 42	\$10,885 26	\$4,402 14	\$527,878 80
November, 1872.....	90,007 17	360,240 58	11,970 21	5,721 42	467,939 33
December, 1872.....	70,951 17	322,618 10	10,868 68	1,597 80	406,035 75
January, 1873.....	64,765 56	294,947 85	8,861 09	2,106 87	370,681 37
February, 1873.....	55,350 49	294,067 56	9,504 53	2,550 02	361,492 60
March, 1873.....	69,373 37	325,028 33	11,040 19	3,062 82	408,504 71
April, 1873.....	81,302 56	319,309 11	11,251 07	3,185 16	415,047 90
May, 1873.....	87,720 91	347,597 70	12,085 86	5,346 39	452,700 86
June, 1873.....	84,647 02	336,398 38	12,516 22	4,509 93	438,071 55
July, 1873.....	93,153 66	331,573 49	11,132 99	5,827 64	441,687 78
August, 1873.....	95,255 29	372,840 80	10,841 45	7,254 40	486,191 94
September, 1873.....	125,839 39	395,658 54	11,628 85	6,129 76	539,256 54
Total.....	996,414 57	4,134,843 81	182,536 40	51,694 35	5,315,489 13

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$1,134,327 54
For maintaining the road, &c.—repairs of machinery and operating the road.....	3,479,532 03
For dividends.....	None.
For interest.....	2,073,849 15
For rental foreign cars and engines.....	586,164 30
For miscellaneous.....	397,513 68
For tolls on other roads.....	719,869 63
For State taxes.....	91,529 29
Total.....	8,482,785 62

Cost of transportation :

Cost of passenger per mile, proximate average	1 ⁵⁷ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average.....	9 ¹ / ₂ mills.

What express companies run on your road, and on what terms? United States express company pays on an average about double first-class rates on main line and Mahoning railroad. Adams express company pays a special rate of twenty-cents per hundred between all points on Niles and New Lisbon Branch.

What transportation or freight companies run on your road, and on what terms? Great Western dispatch company and Erie and Pacific company. These companies pay regular tariff rates, and are in all respects on the same footing as other shippers but are allowed a commission.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	0
Employees.....	5	32
Others	3	1
Total	<u>9</u>	<u>33</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 16. D. D. Myres, brakeman, fell from top of a box car while train was in motion near Meadville yard, breaking his right arm between the elbow and wrist.

October 24. P. Schuckenyost had both hands run over and crushed near Cambridge. He was supposed to have been a passenger on train 16; when first seen was lying on the track, supposed to be asleep. Mr. Frank Hill, foreman, made an effort to get him off the track, but he caught hold of the rail with the above results.

October 2. W. H. Wilson, brakeman on gravel train, when coupling coaches of passenger train to the gravel train to move them out of the way in Meadville yard, had third finger on left hand caught and badly bruised but no bones broken.

November 16. S. R. King, brakemen, when attempting to make coupling between cars at Greenville, Pa., caught his left hand between the drawheads crushing it, making amputation of one finger necessary.

December 20. W. W. Archer, brakeman, had two fingers caught between drawheads while making coupling in Meadville yard, badly bruised but no bones broken.

December 28. R. M'Farland, brakeman on train 37, fore-finger on right hand jammed while coupling cars at Millvillage; no bones broken.

1873.

January 27. John Haugh, brakeman, had little finger of right hand broken while making a coupling at Franklin, Pa.

February 10. John Roha, brakeman, had left wrist caught between dead woods of engine and car while making coupling four miles west of Clarks-ville, Pa.

February 11. Daniel M'Curty, brakeman, fell under a train and fatally injured, two miles west of Clarksville, Pa.; died one hour and forty minutes after the accident; caused by train being thrown off the track by a broken rail; no coroner's inquest.

February 18. G. Ames, brakeman on train 19, had right hand caught while coupling cars at Union, Pa.; badly crushed, making the amputation of the thumb and two fingers necessary.

February 19. Matthew Mulvaney, trackman, run over by cars attached to switch engine in Meadville yard, and fatally injured; died a few minutes after the accident; no coroner's inquest; caused by his stepping from the main track, where he was working, to the side track, to get out of the way of an approaching train, not seeing the switch train coming.

February 18. John Smith, brakeman, in jumping from train to go out with flag at Adamsville, Pa., fell over a stone, cutting his hand and knee.

February 28. Henry Ackerman, brakeman on train 14, fell from train in Meadville yard about 12.25 A. M., and while stringing the bell rope it is supposed he fell from trying to get from a box car to a car of timber; he was not seen to fall by any of the train attendants; the fall killed him.

March 4. George A. Fox, yard master at Corry and Union, had three fingers from left hand amputated; caused by being caught while coupling cars at Corry.

March 4. W. C. Tibbetts, brakeman, while switching at Franklin, Pa., and while standing on head of car fell off and was run over by three cars; died three days after the accident; no inquest.

March 10. Cad. Bates, brakeman, had right foot run over and badly smashed, making amputation of part of foot necessary; caused by slipping while trying to get on engine at Utica, Pa.

March 17. Jas. Beasley, trackman, had left hand and arm sprained and face slightly cut by train hitting hand car while trying to get off track one mile east of Franklin, Pa.

March 19. W. F. Hodge, switchman at Corry and Union, had third finger on left hand smashed while coupling cars at Union; amputated at first joint.

April 17. J. W. Briggs, brakeman, had thumb of left hand caught in drawhead and smashed off at first joint while cutting off engine when backing train into Meadville yard.

April 21. Richard Smith, brakeman, fell from top of box car, near Sutton's, Pa., striking on head and shoulders; slightly injured; no bones broken; caused by the breaking of the brake wheel.

April 21. Emmett Smith, brakeman, had two fingers of right hand smashed coupling cars at Meadville, Pa.; caused by not having drawhead in tender.

May 3. Ed. Smith, brakeman, had one bone of left arm broken one mile east of Evans' bridge, Pa.; caused by being hit by a limb of a tree thrown on track during a storm.

May 15. J. W. Daniels, run over and killed by train 19, at Sægertown, Pa.; he was running ahead of engine on the track, trying to get to platform of the depot, and paid no attention to whistle or the bell; witnessed by E. J. Ward, of Sægertown, P. J. Farrell, of Woodcock township, and Ralf Lyons, fireman.

May 15. Mike Lally, switchmen, was run over and fatally injured at Meadville yard during a storm; died seven hours after; no inquest; was walking on main track when switch engine was approaching on side track; he stepped on side track just in front of the engine.

May 19. C. W. Caddagan, brakeman on extra train 33, had hand caught and slightly smashed coupling cars at Mercer street crossing; injuries slight.

June 7. J. V. Dodge, switchman at Union, had one finger broken and hand slightly injured coupling cars.

June 15. Thomas M'Namana, brakeman on second extra train 34, had four fingers and thumb of right hand injured while coupling cars at Corry.

June 16. John Dean, resident of Cambridge, was struck and killed while crossing track at crossing just east of station at Cambridge by train three; was an old man and said to be very deaf; the burgess of Cambridge decided that it was unnecessary to hold an inquest.

June 20. Mike Ungent, had arm caught between bumpers and slightly bruised while coupling near Erie and Pillsburg railroad crossing; brakeman.

June 23. Charles Newton, brakeman on train 36, had fingers slightly jammed coupling cars at Corry.

July 8. A. S. Strong, brakeman, had right arm caught between dead woods while coupling at Shenango, Pa.; slightly injured but no bones broken.

July 24. O. F. Shutliff, brakeman, thrown from platform of coach by train leaving track one mile east of Adamsville, Pa.; severely injured but no bones broken.

August 2. C. M. Day, brakeman, had right hand caught between drawheads while coupling at Jackson's switch, two miles west of Evansburg, Pa., cutting off thumb at first joint.

August 25. F. Walker, switchman employed in Meadville yard, had his arm caught in dead-wood while coupling; slightly bruised; no bones broken.

August 26. M. Hauge, brakeman, had one finger of right hand caught between drawheads while coupling at Franklin, Pa.; finger burst open but no bones broken.

August 27. John Dillingham, switchman in Meadville yard, had one finger broken while coupling cars.

September 12. Isaac Simonton, brakeman, had hand caught between drawheads and thumb badly bruised while coupling at Franklin, Pa.

September 13. John Klein, brakeman, had left hand caught between dead-woods while coupling in Meadville yards, and badly bruised; about half of hand amputated; caused by slipping when about to make coupling.

September 8. Oliver Genereux, a man employed in Cooper's shop at Union, was on engine 21, switching train going from Corry to Union, (Sunday,) when iron train and switching train collided one mile west of Concord; he was instantly killed; verdict of coroner's jury that he came to his death by a collision on the Atlantic and Great Western railroad.

September 15. Passenger on train 50, fell off rear end of coach, near bridge at Oil City yard, and was run over by freight cars and instantly killed; cars had been cut off before reaching bridge and were in charge of yardmaster; was intoxicated; jury exonerated company from any blame.

September 17. Pat. M'Graw, switchman in Meadville yard, in attempting to make a coupling, had his arm caught between the bumpers, rendering amputation necessary below the elbow; engineer was in charge of the engine.

September 21. William Watkins, brakeman on train 35, had his fingers smashed while coupling cars at Union, Pa.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Gen. George B. M'Clellan.....	New York.
J. H. Devereux.....	Cleveland, Ohio.
Abram S. Hewitt.....	New York.
Lloyd Aspinwall.....	New York.
Lawrence Wells.....	New York.
W. W. M'Farland.....	New York.
James H. Fay.....	New York.
James B. Hodgskin.....	New York.
A. Hegemisch.....	New York.
Reuben Hitchcock.....	Painesville, Ohio.
John Tod.....	Cleveland, Ohio.
H. C. Parsons.....	Cleveland, Ohio.
Sobieski Ross.....	Williamsport, Pa.
Gen. George B. M'Clellan, President.....	New York.
J. H. Devereux, Vice President and Gen. Manager.....	Cleveland, Ohio.
A. Hegemisch, A. Secretary.....	New York.
James B. Hodgskin, Treasurer.....	New York.

(No. 4)
BACHMAN VALLEY.STATE OF PENNSYLVANIA, }
York County, } ss:

Personally appeared A. W. Eichelberger, president of the Bachman 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, 1873, are true, to the best of his knowledge and belief.

(Signed) A. W. EICHELBERGER, *President.*Sworn and subscribed before me, this }
19th day of February, 1874. }C. W. FORNEY, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	68,000 00
Amount paid in as by last report	65,120 60
Total amount now paid in of capital stock	66,604 40
Funded debt, as per last report	45,000 00
The amount now of funded debt: 1st mortgage bonds	50,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	50,000 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	1,265
Par value of each share	\$50 00
Average market value during the year	None sold.
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$106,330 09	\$108,277 89

Road is furnished with rolling stock and motive power by the Hanover Branch railroad company.

BACHMAN VALLEY

CHARACTERISTICS OF ROAD.

Length of main line of road, from Valley Junction to State Line	9 miles.
Length of main line of road laid	9 "
Length of main line of road laid in Pennsylvania	9 "
Length of double track of road	None.
Length of sidings	Not measu'd.
Gauge of road	4 feet 8 in.
Weight of rail per yard on main track	52 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of engine houses and shops	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 199,)	8
Number of stone bridges	None.
Number of culverts, (total length in feet, 171,)	11
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight ...	7
Number of wood and water stations on main road	1
Value of real estate held by the company exclusive of road way	None.
Number of tunnels	None.
How is track laid and, on what foundation? Part earth and part 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, freight and coal trains ..	Mixed trains.
Number of through passengers for the year on main road and number of passengers (all classes) carried in cars	2,765½
Number of tons of 2,000 lbs. of through freight for the year on main road: No account kept.	
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	15
Weight of first-class passenger engines	None.
Weight of freight engines	None.

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

January, 1873.....	7	July, 1873.....	216½
February, 1873.....	41	August, 1873.....	308
March, 1873.....	276	September, 1873.....	313
April, 1873.....	266½	October, 1873.....	216½
May, 1873.....	251½	November, 1873.....	274
June, 1873.....	316	December, 1873.....	279

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal: 3,784,926 lbs., or.....	1,689 tons.
Iron and other ores: 76,707,750 lbs., or.....	34,244 "
Stone and lime	53,000 bush.

No classification of other articles kept during the past year.

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.....	None.
For second-class through passengers.....	3½ cents.

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

For through freight, on ore, per ton per mile	3½ cents.
For through coal, per ton per mile	4 "
For local freight, per ton per mile.....	5 "

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

Repairs or maintenance of way, including buildings	\$4,107 74
--	------------

Repairs of machinery :

Road being operated by Hanover Branch railroad company, all items of repairs of machinery are furnished by them.

Operating the road :

Paid to Hanover Branch railroad	\$4,107 74
Office expenses, stationery, &c.	\$98 60
Agents and clerks.....	352 50
General superintendence	420 00
Hanover railroad company, operating expenses	4,108 82
Total	4,559 92

BACHMAN VALLEY

Receipts on construction and equipment account during the year :

From stockholders	\$1,483 80
From sale of bonds	4,750 00
From other sources	611 87
Total	6,845 67

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Total.
* November, 1872.....		\$457 61	\$457 61
* December, 1872.....	\$79 45	625 04	704 49
* January, 1873.....		650 16	650 16
* February, 1873.....	97 65	1,054 11	1,151 76
March, 1873.....	21 90	873 96	895 86
April, 1873.....	59 63	979 97	1,039 60
May, 1873.....	57 76	1,339 80	1,397 56
June, 1873.....	22 15	1,150 87	1,173 02
July, 1873.....	46 45	1,065 77	1,112 22
August, 1873.....	99 89	1,002 95	1,102 84
September, 1873.....	74 62	1,165 95	1,240 57
October, 1873.....	46 49	1,066 04	1,112 53
November, 1873.....	45 51	900 36	945 87
December, 1873.....	71 67	749 74	821 41
Total	723 17	13,092 33	13,815 60

SUMMARY OF PAYMENTS.

For construction	\$2,825 18
For maintaining and operating the road, &c.....	8,667 66
For dividends	None.
For interest	3,018 98
For miscellaneous	871 11
Total	15,382 93

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: No account kept this year.

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.

* These accounts were total receipts and not net earnings for passengers.

RAILROAD REPORT.

29

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. J. Nourse.....	Columbia.
P. R. Pyne.....	Columbia.
B. F. Steigel.....	Columbia.
C. L. Johnson.....	Columbia.
H. C. Shriver.....	Hanover.
Jas. Dellone.....	Hanover.
Reuben Young.....	Hanover.
Levi Dubbs.....	Hanover.
Aaron S. Werner.....	Glenmore, York co.
E. W. Heindel.....	Glenmore, York co.
M. Sauble.....	Glenmore, York co.
Elias Wolfgang.....	Glenmore, York co.
A. W. Eichelberger, President.....	Hanover, York co., Pa.
Geo. N. Forney, Secretary and Treasurer.....	Hanover, York co., Pa.

(No. 5.)
BALD EAGLE VALLEY.

STATE OF PENNSYLVANIA,)
Clinton County,) ss:

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 December 31, 1873, 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)
15th day of January, 1874.)

JESSE MERRILL, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	550,000 00
Amount paid in as by last report.....	550,000 00
Total amount now paid in of capital stock.....	550,000 00
Funded debt, as per last report.....	454,900 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1881,)	\$345,900 00
2d mortgage bonds, (date of maturity, July 1, 1884,)	100,000 00
	445,900 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount of floating and funded debt.....	445,900 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 28, 4 per cent.; cash, July 29, 4 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

RAILROAD REPORT.

31

Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared	550,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,050,000 00	\$1,050,000 00
 Total	1,050,000 00	1,050,000 00

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.....	\$10,000 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.....	None.

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

The road of this company is maintained and operated by the Pennsylvania railroad company, under a lease for ninety-nine years, dated December 7, 1864, and their returns are referred to for the details of all operations of this road.

BALD EAGLE VALLEY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
L. A. Mackey.....	Lock Haven, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Andrew G. Curtin.....	Bellefonte, Pa.
William P. Wilson.....	Bellefonte, Pa.
Charles A. Mayer.....	Lock Haven, Pa.
James Gamble.....	Williamsport, Pa.
Amos C. Noyes.....	West Port, Pa.
L. A. Mackey, President.....	Lock Haven, Pa.
H. T. Beardsley, Secretary and Treasurer.....	Lock Haven, Pa.
S. S. Blair, Superintendent.....	Tyrone, Pa.

Chs. 6J
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, 1873, are true, to the best of their knowledge and belief.

(Signed) E. M. DAVIS, *President.*
HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this }
14th day of January, 1874. }
W. C. ALDERSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	1,000,000 00.
Amount paid in as by last report	1,000,000 00
Total amount now paid in of capital stock	1,000,000 00
Funded debt, as per last report	79,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1882,)	27,000 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt.	27,000 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, March 15, \$1 00; June 14, 75 cts.; Sept. 15, 75 cts.; Dec. 15, 50 cts:	6 per cent.
Number of shares of stock issued	20,000
Par value of each share	\$50 00
Average market value during the year	No record.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>1,000,000 00</u>

BARCLAY COAL COMPANY

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.

The Barclay coal company's mines and railroad are leased to the Towanda coal company for a term of twenty years, from January 1, 1868.

To all unanswered questions we respectfully refer the Auditor General to the said Towanda coal company's supplemental report.

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 7.)
BARCLAY.

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

Personally appeared James C. Clarke, superintendent, and W. P. Shearman, treasurer, of the Towanda coal company, lessees 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, 1873, are true, to the best of their knowledge and belief.

(Signed) JAS. C. CLARKE, *Superintendent.*
 W. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of February, 1874. }

HARSEN H. SMITH, *Notary Public.*

Sworn and subscribed before me, this }
 21st day of February, A. D. 1874. }

EDSON D. HAMMOND,
Comm'r for Penn'a in New York.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Towanda to Barclay . . .	16 miles.
Length of main line of road laid	16 "
Length of main line of road laid in Pennsylvania	16 "
Length of double track of road	None.
Length of sidings	6 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	About 50 lbs.
Branch roads owned by the company	None.
Roads worked or leased by the company: Coal is transported from Towanda to Waverly, N. Y., over the Pennsylvania and New York canal and railroad, and trackage paid for the same.	
Number of engine houses and shops: 2 engine houses and 1 shop.	
Number of engines, (one of which is nearly valueless,) . . .	5
Number of first-class passenger cars, (average cost of each, \$1,200,)	
Number of second-class passenger cars	None.

BARCLAY

Number of baggage, mail and express cars, (average cost of each, \$400,).....	1
Number of freight cars: House cars, (average cost of each, \$400,) 3; trucks, (average cost of each, \$250,) 12; total,	15
Number of coal, ore and stone cars: Coal, (average cost of each, \$250,) 352; ore, none; stone, none; total.....	352
Number of caboose cars, (average cost of each, \$450,)....	3
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 978,) ...	11
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 127,)	25
Number of railroads crossed	None.
Number of stations on main road: Passenger.....	8
Number of wood and water stations on main road.....	3
Value of real estate held by the company exclusive of road way	About \$800 00
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 rail	<u> About 1</u>

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

Number of miles run by passenger trains	18, 780
Number of miles run by freight trains.....	None.
Number of miles run by coal trains	28, 480
Number of through passengers for the year on main road,	11, 407
Number of passengers (all classes) carried in cars.....	25, 347
Number of tons of 2,000 lbs. of through freight for the year on main road	518 $\frac{512}{1000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	344, 908 $\frac{839}{1000}$
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	Nothing.
Average rate of speed adopted by freight trains, including stops: Say about 9 miles per hour.	
Weight of first-class passenger engines	33 tons.
Weight of freight engines.....	<u> None.</u>

RAILROAD REPORT.

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

January, 1873.....	1,544	July, 1873.....	2,185
February, 1873.....	1,751	August, 1873.....	2,527
March, 1873.....	2,344	September, 1873.....	2,345
April, 1873.....	2,119	October, 1873.....	2,007
May, 1873.....	2,598	November, 1873.....	1,873
June, 1873.....	1,941	December, 1873.....	<u>2,113</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	None.
Bituminous coal.....	337,917 $\frac{449}{2000}$
Stone and lime.....	None.
Agricultural products.....	229 $\frac{650}{2000}$
Merchandise and manufactures.....	2,176 $\frac{346}{2000}$
Live stock.....	None.
Lumber.....	4,533 $\frac{1600}{2000}$
Other articles.....	<u>511 $\frac{833}{2000}$</u>

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

For first-class through passengers.....	Full 3 cents.
For first-class way passengers.....	Full 3 "
For second-class through passengers.....	2 "
For second-class way passengers.....	<u>2 "</u>

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

For through freight, per ton per mile.....	4 $\frac{3}{4}$ cents
For through coal, per ton per mile.....	1 $\frac{1}{2}$ "
For local freight and coal, per ton per mile.....	<u>8 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$28,353 77
Taxes on real estate.....	1,024 00
Total.....	<u>29,377 77</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$7,474 41
Repairs of passenger and baggage cars.....	843 10
Repairs of freight cars.....	9,585 19

Repairs of tools and machinery in shops	\$467 43
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	2,630 51
Total	<u>21,000 64</u>

Operating the road :

Office expenses, stationery, &c.	\$234 47
Agents and clerks	2,800 50
Labor—loading and unloading freight	14,185 44
Porters, watchmen and switch tenders	1,752 73
Conductors, baggage masters and brakemen	10,364 58
Engineers and firemen	9,705 83
Fuel and cost of preparing for use	8,790 15
Oil and waste for engines and tenders, passenger, baggage and freight cars.	2,686 76
Telegraph, mail and station expenses	916 04
General superintendence	3,317 75
Contingencies, including maintenance of plane	8,820 78
Total	<u>63,575 03</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.	Passen- gers.	Freight.	Mail and express.	Coal.	Miscella- neous.	Total.
January, 1873	\$493 45	\$482 47	.....	\$1,030 51	.....	\$2,006 43
February, 1873	513 90	523 44	.....	558 51	.....	1,595 85
March, 1873	683 55	358 84	.....	1,921 32	.....	2,963 71
April, 1873	610 54	623 52	.....	3,004 98	.....	4,244 04
May, 1873	765 10	691 20	.....	1,985 79	.....	3,442 09
June, 1873	597 50	479 60	.....	1,639 55	\$25 85	2,742 50
July, 1873	743 25	639 75	.....	1,354 64	19 50	2,757 14
August, 1873	753 63	421 01	.....	1,508 90	23 35	2,706 89
September, 1873	695 28	471 93	.....	1,403 26	163 05	2,733 52
October, 1873	602 78	636 02	.....	1,496 78	.....	2,735 58
November, 1873	537 43	556 59	\$40 00	1,449 32	22 00	2,605 34
December, 1873	591 66	516 83	40 00	315 84	.....	1,463 88
Total	7,588 07	6,405 75	80 00	17,669 40	253 75	31,996 97

SUMMARY OF PAYMENTS.

For construction and equipment	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road	\$112,929 44

RAILROAD REPORT.

39 .

For miscellaneous—rent of road	\$35,000 00
For State taxes	1,024 00
Total	<u>148,953 44</u>

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average	<u>No record.</u>
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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.

Refer to the Barclay railroad.

(Ch. 8.)
BEDFORD AND BRIDGEPORT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Albert Hewson, 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, 1873, are true, to the best of his knowledge and belief.

(Signed) ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
24th day of February, 1874.)

HENRY C. SPACKMAN, *Notary Public.*

DISTRICT OF COLUMBIA, }
City of Washington, } ss:

Personally appeared John Cessna, president 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, 1873, are true to the best of his knowledge and belief.

JOHN CESSNA, *Prest. B. & B. R. R. Co.*

Sworn and subscribed before me, this }
25th day of February, 1874.)

CLINTON LLOYD,
U. S. Commissioner.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed, (7,250 shares,).....	362,500 00
Amount paid in as by last report.....	353,860 60
Total amount now paid in of capital stock.....	356,952 10
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, January 1, 1893,).....	1,000,000 00
Floating debt, as by last report.....	10,000 00
The amount now of floating debt.....	52,404 68
Total amount now of floating and funded debt.....	1,052,404 68
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

RAILROAD REPORT.

41

Number of shares of stock issued.....	7,041
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><u>No dividends.</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$984,353 36</u>	<u>\$1,412,182 60</u>

Equipment furnished by the Pennsylvania railroad company, lessee.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Dallas to State Line.....	38.7 miles.
Length of main line of road laid.....	38.7 “
Length of main line of road laid in Pennsylvania.....	38.7 “
Length of double track of road.....	None.
Length of sidings	4 $\frac{8}{100}$ miles.
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	52 pounds.
Branch roads owned by the company, and their length, viz:	
Bridgeport Branch, (Will's Creek Station to Bridgeport,) 0.8 miles; Dunning's Creek Branch, (intersection to Holderbaum,) 10.5 miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,810,)..	10
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 322,).....	27
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	21
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? On cross-ties and stone ballast.	
Length in miles laid with steel rail.....	<u><u>None.</u></u>

BEDFORD AND BRIDGEPORT

The Bedford and Bridgeport railroad is leased to the Pennsylvania railroad company for two years, from August 1, 1872, and the details of operating and maintaining this road, &c., are embraced in returns of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Alsip.....	Bedford, Pa.
George W. Anderson.....	Bedford, Pa.
Josiah Bacon.....	Philadelphia, Pa.
William Chenowith.....	Bedford, Pa.
John G. Hartley.....	Bedford, Pa.
William J. Howard.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
John W. Lingenfelter.....	Bedford, Pa.
G. B. Roberts.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
John Cessna, President.....	Bedford, Pa.
Albert Hewson, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 2.)
BELLEFONTE AND SNOW SHOE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared R. H. Downing, president, and Daniel Rhoads, treasurer, of the Bellefonte and Snow Shoe railroad company, and in due form of law made affirmation that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

R. H. DOWNING, *President.*

DANIEL RHOADS, *Treasurer.*

Affirmed and subscribed before me, }
 this 17th day of January, 1874. }

EDW. H. WILLIAMSON, *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
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
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, 1873, cash dividend of 75 cents per share.	
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Average market value during the year: No sales have been made.	
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u>600,000 00</u>

BEDLEFONTE AND SNOW SHOE

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$323,291 10	\$323,291 10
Equipment	134,690 23	134,890 23
Total cost.....	<u>457,981 33</u>	<u>458,181 33</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley rail-road to Snow Shoe	21 $\frac{2}{10}$ miles.
Length of main line of road laid.....	21 $\frac{2}{10}$ "
Length of main line of road laid in Pennsylvania	21 $\frac{2}{10}$ "
Length of double track of road.....	None.
Length of sidings	3 $\frac{3}{4}$ miles.
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	None.
Roads worked or leased by the company, viz: The joint and equal right with the Bald Eagle Valley railroad company to the road between Snow Shoe intersection and Bellefonte, a distance of four miles.	
Number of engine houses and shops: 1 shop and 2 engine houses.	
Number of engines.....	5
Number of passenger cars, (average cost of each, \$3,500,)	2
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars: House cars, 8 wheels, (average cost of each, \$750,) 3; house cars, 4 wheels, (average cost of each, \$325,) 3; trucks, (average cost of each, \$635,) 40; total.....	46
Number of coal, ore and lumber cars: Coal, 4 wheels, (average cost of each, \$350,) 43; coal, 8 wheels, (average cost of each, \$350,) 6; ore and lumber, 8 wheels, (average cost of each, \$350,) 12; total.....	61
Number of caboose cars: Four wheels, (average cost of each, \$200).....	1
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 4,680,) ..	11
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	None.

RAILROAD REPORT.

45

Number of stations on main road: Passenger and freight,	9
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road way: Assessed value.....	\$22,120 00
Number of tunnels.....	None.
How is track laid, and on what foundation? On oak cross-ties, 2 feet from centre to centre, and 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 and freight trains: With passenger car attached.....	39,994
Number of miles run by coal trains.....	27,027
Number of through passengers for the year on main road,	6,593
Number of passengers (all classes) carried in cars.....	18,323
Number of passengers carried one mile.....	212,694
Number of tons of freight carried one mile.....	2,488,786
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	109,310
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour:)	
No exclusively passenger train is run. A passenger car is attached to freight trains, and the average rate of speed for all trains is 10 miles per hour.	
Weight of first-class passenger and freight engines: 27 and 32 tons each.	

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

January, 1873.....	1,175	July, 1873.....	2,012
February, 1873.....	1,041	August, 1873.....	2,048
March, 1873.....	1,457	September, 1873.....	1,700
April, 1873.....	1,919	October, 1873.....	1,530
May, 1873.....	1,542	November, 1873.....	1,170
June, 1873.....	1,352	December, 1873.....	1,387

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	94	Merchandise and manufactures..	1,064
Bituminous coal.....	95,257	Lumber.....	7,003
Petroleum and other oils.....	28	Other articles.....	3,699
Stone and lime.....	370		
Agricultural products.....	1,195	Total.....	109,310

BELLEFONTE AND SNOW SHOE

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

For first-class through passengers	3 $\frac{3}{7}$ cents.
For first-class way passengers	4 "
For second-class through and way passengers	None.

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

For through freight and coal, per ton per mile	2 $\frac{1}{2}$ cents.
For local freight, per ton per mile	10 "
For local coal, per ton per mile	3 "

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transpo'n.
Repairs or maintenance of way, including buildings.....	\$26,016 09		
Taxes on real estate	588 80		
Total	26,599 89	\$1,778 33	\$24,826 56
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$6,522 84		
Repairs of passenger, baggage and freight cars.....	3,483 88		
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	469 62		
Total	10,476 34	\$698 22	\$9,778 12
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$313 11		
Labor—loading and unloading freight.....	758 99		
Inspectors, watchmen and switch tenders.....	1,468 19		
Car cleaning and inspecting, furniture and fixtures.....	554 70		
Conductors, baggage masters and brakemen.....	6,441 59		
Engineers and firemen.....	4,883 25		
Fuel and cost of preparing for use.....	2,158 42		
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,022 99		
Telegraph, mail and station expenses.....	148 74		
Loss and damage of goods and baggage.....	54 27		
Damage to property, including damage by fire and cattle killed on road.....	50 00		
General superintendence.....	6,293 32		
Contingencies.....	977 77	\$1,675 02	\$23,450 32
Total	25,125 34	4,146 57	58,055 00

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds.....	None.
From other sources.....	\$200 00
Total	200 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
January, 1873.....	\$475 75	\$6,013 13		\$29 39	\$12,246 99	
February, 1873.....	425 95	5,396 35	\$25 00	16 37	12,192 17	
March, 1873.....	597 35	5,771 99		27 87	12,431 29	
April, 1873.....	890 20	5,830 34		38 88	13,516 65	
May, 1873.....	672 50	6,583 21	25 00	62 59	14,069 64	
June, 1873.....	559 85	6,803 03		49 27	14,367 44	
July, 1873.....	837 35	7,044 13		92 77	13,225 13	
August, 1873.....	820 45	6,883 97	25 00	7 44	12,728 11	
September, 1873.....	697 32	6,848 69		25 76	12,705 65	
October, 1873.....	661 70	7,404 93		8 00	14,057 72	
November, 1873.....	519 40	5,056 96	25 00	15 53	7,963 09	
December, 1873.....	546 65	4,212 66		30	8,236 28	
Total	7,704 47	73,869 39	100 00	374 17	147,740 16	\$229,788 19

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$200 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	62,201 57
For dividends.....	9,000 00
For interest.....	6,536 60
For miscellaneous.....	122,194 94
For surplus funds.....	Nothing.
For municipal and State taxes.....	6,323 18
Total	206,456 90
Total amount of surplus fund.....	\$23,331 29

Cost of transportation :

Cost per passenger per mile, proximate average.....	1.95 cents.
Cost per ton freight per mile, proximate average.....	2.33 "

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

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

ACCIDENTS.

Employees.....	Killed. 1
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RAILROAD REPORT.

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:

1873.

March 26. Michael Kelley, a brakeman on train one, was instantly killed at Millersburg station, by being crushed between two cars whilst engaged in coupling cars.

NAMES AND RESIDENCE OF OFFICERS.

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

(No. 10.)

BELL'S GAP.

STATE OF PENNSYLVANIA, }
Philadelphia county, } ss:

Personally appeared Alex. L. Massey, president, and J. G. Cassatt, treasurer, of the Bell's Gap railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 1, 1873, are true, to the best of their knowledge and belief.

(Signed)

ALEX. L. MASSEY, *President.*J. G. CASSATT, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of December, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law: Now limited to such amount as may be fixed by stockholders.

Amount of stock subscribed.....	\$184,000 00
Total amount now paid in of capital stock:.....	184,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1893,)...	184,000 00
The amount now of floating debt.....	32,890 00
Total amount now of floating and funded debt.....	216,890 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.....	3,680
Par value of each share	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	Full paid.

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$197,963 19
Equipment.....	14,905 47
Total cost.....	<u>212,868 66</u>

RAILROAD REPORT.

51

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bell's Mills to Lloyd's..	8 $\frac{1}{2}$ miles.
Length of main line of road laid.....	8 $\frac{1}{2}$ "
Length of main line of road laid in Pennsylvania.....	8 $\frac{1}{2}$ "
Length of double track of road.....	None.
Length of sidings.....	$\frac{1}{2}$ miles.
Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	35 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.....	1
Number of second-class passenger cars, (average cost of each, \$1,100,).....	1
Number of baggage, mail and express cars, (average cost of each, \$1,100,).....	1
Number of freight cars: Trucks, (average cost of each, \$400,).....	3
Number of coal, ore and stone cars: Coal, (average cost of each, \$125,).....	50
Number of caboose cars, (average cost of each \$200,).....	1
Number of iron bridges.....	None.
Number of wooden trestles, (total length in feet, 1,580,)..	7
Number of stone bridges.....	None.
Number of culverts.....	4
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight..	5
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way.....	\$10,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Stone 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.....	None.
Number of miles run by coal trains, (construction train 3,500 miles,).....	10,800
Number of through passengers and passengers (all classes) carried in cars for the year on main road.....	1,184

BELL'S GAP

Number of tons of 2,000 pounds of through freight for the year on main road	19,855
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	20,284
Average rate of speed adopted by ordinary passenger and freight trains, including stops, (miles per hour,).....	10
Weight of first-class passenger engines	None.
Weight of freight engines	<u>30,000 lbs.</u>

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

June, 1873	20	September, 1873	314
July, 1873	55	October, 1873	279
August, 1873	205	November, 1873	<u>320</u>

The amount of freight, specifying the quantity in tons:

Bituminous coal	20,085	Merchandise and manufactures ..	71
Other iron or castings	7	Lumber	<u>121</u>

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

For first-class through and way passengers	<u>4½ cents.</u>
For second-class through and way passengers	<u>2⅝ " "</u>

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

For through freight and coal, per ton per mile	5¾ cents.
For local freight and coal, per ton per mile	<u>8¾ " "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transpo'n.
Repairs or maintenance of way, including buildings, and taxes on real estate.....	\$2,016 65		\$2,016 65
Total	2,016 65		2,016 65
REPAIRS OF MACHINERY.			
Repairs of freight cars.....	\$2,137 63		\$2,137 63
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	89 33		89 33
Total	2,226 96		2,226 96
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$792 51		\$792 51
Agents and clerks.....	96 87		96 87
Labor—loading and unloading freight.....	50 03		50 03
Porters, watchmen and switch tenders.....	229 50		229 50
Conductors, baggage masters, brakemen, engineers and firemen.....	1,403 09		1,403 09
Fuel and cost of preparing for use.....	293 37		293 37
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	110 96		110 96
General superintendence.....	556 29		556 29
Contingencies	123 49		123 49
Total	3,256 11		3,256 11
Grand total	7,499 72		7,499 72

BELL'S GAP

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds.....	\$184,000 00
Other sources.....	Nothing
Total.....	184,000 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Total.
June, 1873.....	\$5 80	\$535 04	\$540 84
July, 1873.....	26 05	1,209 04	1,235 09
August, 1873.....	80 93	1,577 64	1,658 57
September, 1873.....	123 55	2,035 67	2,159 22
October, 1873.....	104 60	2,578 40	2,683 00
November, 1873.....	127 50	2,510 30	2,637 80
Total.....	468 43	10,446 09	10,914 52

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$212,868 66
For maintaining the road, &c.—repairs of machinery and operating the road.....	7,499 72
For dividends.....	None.
For interest.....	None.
For miscellaneous.....	None.
For surplus funds.....	None.
For municipal taxes.....	None.
For state taxes.....	\$16 84
Total.....	220,385 22
Total amount of surplus fund.....	None.

Cost of transportatoin :

Cost per passenger and per ton freight per mile, proximate average.....	26 cents.
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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.

RAILROAD REPORT.

55

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	1
Employees	1	1
 	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>
Total	1	2
	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>

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. Benj. Bowers, brakeman on construction train, in dropping a car down grade, he let it strike too heavily against one below it and was thrown in front of his car, which ran upon him, killing almost instantly.

1873.

November 29. Frank Brewsler, brakeman, caught between two cars in coupling; knee slightly crushed.

Dr. Rowner Clarke, passenger, fell between cars in passing from one to the other; wheel ran on to his foot, but owing to extra heavy heels to his boots the wheel slid, dragging him along, and the rail cut through the flesh, laying the ankle joint bare; disabled for three months.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office addresses.
John Reilly.....	Altoona, Pa.
T. J. Heizman.....	Philadelphia, Pa.
D. J. Morrell.....	Johnstown, Pa.
J. H. Converse.....	Philadelphia, Pa.
William M. Lloyd.....	Altoona, Pa.
Alex. L. Massey, President.....	Philadelphia.
J. G. Cassatt, Secretary and Treasurer.....	Philadelphia.

Ch. 11.)
BERKS COUNTY.

STATE OF PENNSYLVANIA,)
Berks County,) ss:

Personally appeared Henry Bushong, president, and Frank C. 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, 1873, are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this)
19th day of November, 1873.)

GEORGE PRINTZ, *Alderman and 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.....	92,956 00
Total amount now paid in of capital stock.....	189,790 00
Funded debt, as per last report.....	None
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds sold, (date of maturity, November 1, 1902).....	184,600 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	633,924 64
Total amount now of floating and funded debt.....	818,524 64
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.....	4,000
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Average amount paid in on each share.....	\$47 45

COST OF ROAD AND EQUIPMENT.

Road now being built.

RAILROAD REPORT.

57

CHARACTERISTICS OF ROAD.

Length of main line of road, from one mile below city of Reading, Pa., to near Slatington, Lehigh county, Pa.	44½ miles.
Length of main line of road laid.	5½ "
Length of main line of road laid in Pennsylvania.	5½ "
Length of double track of road.	None.
Length of sidings.	1 mile.
Gauge of road.	4 ft. 8¼ inches.
Weight of rail per yard on main track.	56 pounds.
Branch roads owned by company.	None.
Roads worked or leased by the company.	None.
Number of engine houses and shops: 1 engine house; no shops.	
Number of engines.	1
Number of first-class passenger cars.	None.
Number of baggage, mail and express cars.	None.
Number of freight cars.	18
Number of coal cars.	None.
Number of iron bridges.	None.
Number of wooden bridges, (total length in feet, 1,335.)	4
Number of stone bridges.	None.
Number of railroads crossed: 1 at grade; 1 over-head.	
Number of stations on main road.	None.
Number of wood and water stations on main road.	1
Value of real estate held by the company, exclusive of road way.	\$27,877 40
Number of tunnels.	None.
How is track laid, and on what foundation? Gravel and cinder ballast.	
Length in miles laid with steel rail.	None.

The entire line is under construction.

Receipts on construction and equipment account during the year :

From stockholders	\$96,835 00
From sale of bonds.	159,895 00
From other sources.	634,054 26
Total	<u><u>890,784 26</u></u>

BERKS COUNTY

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$854,449 73
For dividends	None.
For interest	None.
For municipal and State taxes.....	\$47 88
	<hr/>
Total	854,497 61
	<hr/> <hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Henry Bushong.....	Reading, Pa.
J. V. Craig.....	Reading, Pa.
W. B. Griesimer	Reading, Pa.
Henry S. Eckert.....	Reading, Pa.
Simon Seyfert.....	Reading, Pa.
Hugh E. Steele.....	Coatesville, Pa.
Charles E. Pennock.....	Coatesville, Pa.
Edward Betts.....	Wilmington, Del.
William S. Hilles.....	Wilmington, Del.
Henry Bushong, President.....	Reading, Pa.
Frank C. Smink, Secretary and Treasurer.....	Reading, Pa.

CH^o. 12.1
BUFFALO, BRADFORD AND PITTSBURG.

STATE OF PENNSYLVANIA, } ss:
Bucks County, }

Personally appeared Thomas Hewitt, 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, 1873, are true, to the best of his knowledge and belief.

(Signed) THOMAS HEWITT, *President.*

Sworn and subscribed before me, this }
13th day of February, 1874. }

S. H. LAUBACH, *J. P.*

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

Personally appeared W. P. Shearman, treasurer 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, 1873, are true, to the best of his knowledge and belief.

W. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this }
12th day of February, 1874. }

EDSON D. HAMMOND,
Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law.....		Unlimited.
Amount of stocks subscribed.....	\$1,100,000 00	
Amount of stock by conversion of bonds..	1,186,000 00	
Total.....	_____	\$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.....		583,000 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 of		
January, 1896.....	580,000 00	
Total.....	_____	583,000 00
Floating debt, as by last report.....		None.
The amount now of floating debt.....		

BUFFALO, BRADFORD AND PITTSBURG

Total amount now of floating and funded debt	\$583,000 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Number of shares of stock issued.....	22,860
Par value of each share.....	\$100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,869,000 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 of road laid.....	26 "
Length of main line of road laid in Pennsylvania.....	18 "
Length of double track of road.....	None.
Length of sidings.....	2 miles.
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	45 to 62 lbs.
Branch roads owned by the company	None.

This road is leased by the Erie railway company of New York, and is operated by that company; lease dated January 1, 1866, for 499 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. R. Early.....	Early, Pa.
S. H. Daddow.....	Scranton, Pa.
Jos. H. Steele.....	Scranton, Pa.
Jesse Beadle	Scranton, Pa.
N. T. Beadle.....	Scranton, Pa.
Wm. T. Richards.....	St. Clair, Pa.
Jos. E. Jackson.....	Duncannon, Pa.
Samuel Hines.....	Scranton, Pa.
Peter H. Watson.....	New York city.
W. B. Duncan.....	New York city.
John T. Johnston.....	New York city.
S. L. M. Barlow.....	New York city.
Thos. Hewitt, President.....	Reiglesville, Pa.
P. H. Watson, Vice President.....	New York city.
A. R. Macdonough, Secretary.....	New York city.
W. P. Shearman, Treasurer.....	New York city.

(No. 18.)
BUFFALO, CORRY AND PITTSBURG.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William Phillips, president, and F. A. Phillips, treasurer, 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 December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

W. PHILLIPS, *President.*

F. A. PHILLIPS, *Treasurer.*

Sworn and subscribed before me, this }
30th day of January, 1874. }

CHARLES L. PHILLIPS, *Notary Public.*

STOCK AND DEBT.

Sold by assignee in bankruptcy to William Phillips, Pittsburg, Pa Possession taken January 1, 1873.

COST OF ROAD AND EQUIPMENT.

	* By last report.	By present report.
Construction	\$1,386,197 64	\$14,999 65
Equipment.....	160,733 17	.....
Total cost.....	<u>1,546,930 81</u>	<u>14,999 65</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Brocton, N. Y., to Corry, Pa	43 $\frac{20}{100}$ miles.
Length of main line of road laid.....	43 $\frac{20}{100}$ "
Length of main line road of laid in Pennsylvania.....	6 "
Length of double track of road.....	None.
Length of sidings.....	6 $\frac{3}{4}$ miles.
Gauge of road.....	4 ft. 9 $\frac{1}{4}$ inches.
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.

*Made by former management.

Number of engine houses and shops.....	3
Number of engines.....	7
Number of first-class passenger cars.....	6
Number of baggage, mail and express cars.....	2
Number of freight cars.....	41
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	3
Number of iron bridges.....	None.
Number of wooden bridges.....	3
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	8
Number of wood and water stations on main road.....	4
Value of real estate held by the company exclusive of road way.....	No record.
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross- ties, ballasted with 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.....	185, 255
Number of miles run by freight trains.....	157, 474
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.....	65, 542
Number of tons of 2,000 lbs. of through freight for the year on main road.....	109, 325
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	None.
Number of passengers carried one mile.....	1, 773, 946
Number of tons of freight carried one mile.....	No acc't kept.
Number of passengers carried one mile in the State of Pennsylvania.....	No acc't kept.
Number of tons of freight carried one mile in the State of Pennsylvania.....	No acc't kept.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	20

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

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

January, 1873.....	4,433	July, 1873.....	7,526
February, 1873.....	3,993	August, 1873.....	8,805
March, 1873.....	4,182	September, 1873.....	6,784
April, 1873.....	5,712	October, 1873.....	5,285
May, 1873.....	5,148	November, 1873.....	4,148
June, 1873.....	5,641	December, 1873.....	4,085

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal... 77,175	Agricultural products.....	3,048
Petroleum and other oils..... 13,606	Merchandise and manufactures... 7,324	
Other iron or castings..... 1,240	Lumber.....	4,865
Stone and lime..... 141	Other articles.....	1,926

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.....	3.20 "

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

For through freight per ton per mile.....	1½ cents.
For through coal per tonper mile.....	1½ "
For local freight per ton per mile.....	4 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Pa. senger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings and taxes on real estate.....	\$160,820 67	\$53,606 89	\$107,213 78
Total	160,820 67	53,606 89	107,213 78
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$28,416 08	\$9,472 22	\$18,944 46
Repairs of passenger and baggage cars.....	13,382 56	4,460 85	8,921 71
Repairs of freight cars.....	5,296 88	1,755 62	3,541 26
Repairs of tools and machinery in shops.....	2,063 60	687 86	1,375 74
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	3,804 36	1,208 12	2,596 24
Total	52,964 08	17,644 67	35,289 42
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$783 02	\$261 00	\$522 02
Agents and clerks.....	3,845 88	1,281 06	2,563 92
Labor—loading and unloading freight.....	577 16	192 38	384 78
Porters, watchmen and switch tenders.....	3,916 23	1,305 41	2,610 82
Car cleaning and inspecting, furniture and fixtures.....	3,898 98	1,290 60	2,599 32
Conductors, baggage masters and brakemen.....	18,225 06	6,075 02	12,150 04
Engineers and firemen.....	15,485 43	5,161 81	10,323 62
Fuel and cost of preparing for use.....	18,540 70	6,180 28	12,360 53
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,447 65	815 88	1,631 77
Telegraph, mail and station expenses.....	4,232 34	1,419 74	2,812 60
Use of freight cars.....	692 63	297 54	595 09
Shoveling snow.....	2,856 50	952 18	1,904 36
General superintendence.....	950 00	316 66	633 34
Contingencies.....	2,080 46	698 40	1,386 09
Total	78,732 21	26,243 90	52,488 22

RAILROAD REPORT.

65

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.	Miscellane- ous.	Total.
January, 1873.....	\$1,898 84	\$7,926 60	\$459 04		\$10,284 48
February, 1873.....	3,415 19	8,500 47	497 38		12,413 04
March, 1873.....	3,575 72	10,500 26	532 80		14,608 78
April, 1873.....	3,958 02	10,108 63	614 18		14,680 83
May, 1873.....	4,638 05	9,023 46	592 61	\$69 75	14,323 87
June, 1873.....	4,424 05	9,200 50	553 73		14,178 28
July, 1873.....	6,138 48	9,359 00	528 03		16,025 51
August, 1873.....	7,157 54	8,567 63	458 72		16,183 89
September, 1873.....	7,226 01	8,268 74	615 86		16,110 61
October, 1873.....	5,404 07	10,015 21	712 00	25 00	16,156 37
November, 1873.....	4,335 20	7,868 68	520 46	15 00	12,739 34
December, 1873.....	4,580 71	6,888 18	489 28	\$20 84	12,279 01
Total.....	56,751 88	106,232 36	6,574 18	490 59	169,989 01

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$14,999 65
For maintaining the road, &c.—repairs of machinery and operating the road.....	292,486 96
For miscellaneous.....	1,496 70
For State taxes.....	• 6,832 91
Total.....	315,816 22

Cost of transportation :

Cost per passenger per mile, proximate average.....	3 cents.
Cost per ton freight per mile, proximate average.....	<u>1½ "</u>

What express companies run on your road, and on what terms? American express company, first-class freight rates and messengers' fare.

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

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
William Phillips, President.....	Pittsburg.
F. A. Phillips, Treasurer.....	Corry.

(Ch. 14)

BUFFALO, NEW YORK AND PHILADELPHIA.

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

Personally appeared William Williams, general managing director, and H. L. Lyman, treasurer, of the Buffalo, New York and Philadelphia railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1873, are true, to the best of their knowledge and belief.

(Signed) WM. WILLIAMS, *Gen'l Managing Director.*
 H. L. LYMAN, *Treasurer.*

Sworn and subscribed before me, this)
 27th day of January, 1874.)

GEORGE MACNOE,
Notary Public for Erie Co., N. Y.

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

I, George L. Remington, clerk of said county, and of the Supreme and county courts thereof, hereby certify that George Macnoe is at this date a notary public in and for this county, duly qualified, his commission dating from March 30, 1872.

Given under my hand and the seal of said court and county, this 7th day of February, 1874.

GEORGE L. REMINGTON, *Clerk,*
 By JOB SOUTHWICK, *Dep. Clerk.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,000,000 00
Amount of stock subscribed.....	1,621,500 00
Amount paid in as by last report.....	1,600,707 74
Total amount now paid in of capital stock.....	1,615,060 00
Funded debt, as per last report.....	1,876,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1896,).....	\$2,296,000 00
2d mortgage bonds, (date of maturity, 1893,).....	281,500 00
	2,577,500 00

RAILROAD REPORT.

67

Floating debt, as by last report	\$430,605 45
The amount now of floating debt.....	1,233,944 51
Total amount now of floating and funded debt.....	3,811,444 51
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent. (gold;) 2d mortgage, 10 per cent. (currency.)	
Date and rate per cent. per annum of dividend or dividends,	None
Number of shares of stock issued.....	16,098
Par value of each share: Not quoted in the market.	
Average market value during the year: Not quoted in the market.	
Amount paid in on each share.....	\$100 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.....	\$2,799,166 09	\$4,621,328 94
Equipment	265,104 94	784,606 90
Total cost.....	<u>3,064,271 03</u>	<u>5,405,935 84</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo to Emporium, Pennsylvania	120.55 miles.
Length of main line of road laid.....	120.55 "
Length of main line of road laid in Pennsylvania.....	41.90 "
Length of double track of road.....	None.
Length of sidings.....	13.60 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track	56, 60 & 62 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	6
Number of engines.....	18
Number of first-class passenger cars, (average cost of each, \$6,000 00,).....	12
Number of second-class passenger cars, (average cost of each, \$3,500 00,).....	1
Number of baggage, mail and express cars, (average cost of each, \$2,800 00,).....	4

Number of freight cars: House and trucks, (average cost of each, \$720 00.)	296
Number of coal, ore and stone cars, (average cost of each, \$630 00.)	308
Number of caboose cars, (average cost of each, \$2,500 00.)	4
Number of iron bridges, (total length in feet, 285.)	2
Number of wooden bridges, (total length in feet, 1,416.)	14
Number of combination bridges, (total length in feet, 741.)	6
Number of culverts.	No record.
Number of railroads crossed.	2
Number of stations on main road: Passenger, 26; freight, 9; total.	35
Number of wood and water stations on main road.	10
Value of real estate held by the company exclusive of road way.	\$305,000 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.	131,576
Number of miles run by freight and coal trains.	130,324
Number of through passengers for the year on main road.	15,988
Number of passengers (all classes) carried in cars.	234,760
Number of tons of 2,000 lbs. of through freight for the year on main road.	54,191 $\frac{227}{2000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	158,836 $\frac{1252}{2000}$
Number of passengers carried one mile.	4,903,207
Number of tons of freight carried one mile.	7,752,891 $\frac{1683}{2000}$
Number of passengers carried one mile in the State of Pennsylvania.	61,037
Number of tons of freight carried one mile in the State of Pennsylvania.	2,812,873
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.	25
Average rate of speed adopted by freight trains, including stops.	12
Weight of first-class passenger engines.	35 tons.
Weight of freight engines.	<u>35 "</u>

RAILROAD REPORT.

69

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

November, 1872.....	17,284	May, 1873.....	16,073
December, 1872.....	15,531	June, 1873.....	20,133
January, 1873.....	14,788	July, 1873.....	26,528
February, 1873.....	14,858	August, 1873.....	28,172
March, 1873.....	14,948	September, 1873.....	28,837
April, 1873.....	17,156	October, 1872.....	<u>20,454</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	45,614.1800	Agricultural products.....	13,068.1529
Bituminous coal.....	4,815.390	Merchandise and manufactures,	11,411.679
Petroleum and other oils.....	397.760	Live stock.....	492
Other iron or castings.....	770.1936	Lumber.....	6,156.820
Stone and lime.....	162.1080	Other articles.....	<u>20,447.265</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: New York, 3 cents; Pennsylvania, 3½ cents.	
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 first-class through freight, per ton per mile.....	8 cents.
For second-class through freight, per ton per mile.....	7 "
For third-class through freight, per ton per mile.....	6 "
For fourth-class through freight, per ton per mile.....	4 "
For through coal, per ton per mile.....	1½ "
For first-class local freight, per ton per mile.....	12 "
For second-class local freight, per ton per mile.....	10 "
For third-class local freight, per ton per mile.....	8 "
For fourth-class local freight, per ton per mile.....	6 "
For local coal, per ton per mile.....	<u>2½ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$109,795 19	\$44,491 20	\$65,303 99
Taxes on real estate.....	26,346 45	10,538 58	15,807 87
Total.....	136,141 64	55,029 78	81,111 86
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$16,274 70	\$6,549 90	\$9,824 80
Repairs of passenger and baggage cars.....	8,704 66	8,704 66	
Repairs of freight cars.....	11,942 26		11,942 26
Repairs of tools and machinery in shops.....	706 63	282 65	423 98
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	850 28	340 13	510 15
Total.....	38,578 53	15,877 34	22,701 19
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$2,829 67	\$1,131 86	\$1,697 81
Agents and clerks.....	31,688 37	12,675 35	19,013 02
Labor—loading and unloading freight.....	3,839 22		3,839 22
Porters, watchmen and switch tenders.....	11,498 52	4,599 41	6,899 11
Wood and water station attendance.....	2,127 15	850 86	1,276 29
Conductors, baggage masters and brakemen.....	22,205 57	8,832 23	13,373 34
Engineers and firemen.....	24,838 07	9,935 22	14,902 85
Fuel and cost of preparing for use.....	20,231 34	11,692 53	17,538 81
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,237 35	2,494 94	3,742 41
Shoveling snow.....	8,576 90	2,858 99	5,718 00
Damage for injury of persons.....	3,584 21	3,584 21	
Damage to property, including damage by fire and cattle killed on road.....	1,294 61	517 85	776 76
General superintendence.....	3,235 81	1,294 32	1,941 49
Contingencies.....	23,809 79	9,523 94	14,285 85
Total.....	174,996 67	70,041 71	104,954 96

RAILROAD REPORT.

71

Receipts on construction and equipment account during the year :

From stockholders	\$14,312 20
From sale of bonds.....	781,000 00
From other sources.....	1,546,352 61
Total	2,341,664 81

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
November, 1872..	\$10,186 44	\$7,667 57	\$604 42	.....	\$952 90	\$19,411 33
December, 1872..	9,369 10	7,833 87	1,495 19	.....	831 78	19,532 94
January, 1873....	9,276 35	8,142 11	383 77	.....	659 45	18,461 68
February, 1873...	8,423 01	11,406 27	521 06	.....	1,141 67	21,492 01
March, 1873.....	10,309 98	11,660 48	1,204 61	\$79 00	945 99	24,200 06
April, 1873.....	8,341 89	12,099 07	776 80	140 00	712 50	22,070 23
May, 1873.....	10,419 52	29,086 24	1,551 32	168 00	1,055 10	42,280 18
June, 1873.....	11,335 75	32,488 00	625 74	89 00	633 82	45,170 37
July, 1873.....	14,267 30	34,166 33	944 12	10 00	853 34	50,241 14
August, 1873....	16,408 62	39,033 23	1,635 36	100 00	780 80	57,958 01
September, 1873..	13,229 65	41,356 36	1,448 43	67 66	800 33	56,902 43
October, 1873....	9,908 20	9,292 74	559 09	90 00	792 17	20,642 26
Total.....	131,475 81	244,230 38	11,749 91	743 66	10,162 85	398,362 61

SUMMARY OF PAYMENTS.

For construction and equipment	\$2,341,664 81
For maintaining the road, &c.—repairs of machinery and operating the road	349,716 84
For interest	154,392 62
For municipal, State and United States taxes: Included in expense account.	
Total	2,845,774 27

Cost of transportation :

Cost per passenger per mile, proximate average.....	2,10 ⁵ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average.....	2,16 ⁹ / ₁₀₀ "

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

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

ACCIDENTS.

	Killed.	Injured.
Passengers	1	15
Employees	2	1
Others .....	..	3
	—	—
Total	3	19
	==	==

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

1873.

February 16. Mrs. Hamlin, struck by passenger train on street crossing ; hip and spine injured ; died from effects of injuries.

July 4. Joseph Smith, struck by freight train while walking on track ; hip, leg and spine injured ; died one week after date of accident.

July 23. James Boyle, had leg taken off at East Aurora, while attempting to get on an excursion train while in motion ; survived.

July 29. Mrs. Pierce, killed by Erie railway engine running into passenger train while crossing Erie railway at crossing, near Batavia street, in the city of Buffalo. The passenger train had proper signals displayed, and no blame was attached to any employee of this company.

Mrs. Dooling received concussion of the brain from same accident, and died from effects of injuries.

The following persons were also injured by same accident, July 29, 1873, but all recovered : Philander Comstock, received slight injuries in the head ; Mr. Colstine, slightly injured in the spine ; Jeremiah Odell, seriously injured in the scalp, but recovered ; Chris. Kalbaur, skull fractured ; Allen S. Morey, injured on head and spine ; Judson Andrews, slightly wounded on leg and hip ; Wm. Chamberlain, slight scalp wound ; Abigail Gooding and Betsey E. White, both slightly wounded ; Wm. Hurd, slightly wounded on scalp ; Michael Berchtold, right arm and hand injured ; John Devine, slightly wounded on leg ; Michael Bruman, slightly wounded on head and arm, and Mrs. Howard, slightly injured.

July 30. Chris. King, brakeman, killed by passenger train at East Aurora ; supposed to have fallen asleep on track while flagging train.

August 27. Chas. Brown, laborer, killed by excursion train at Liberty, State of Pennsylvania. He was on track in front of train between stations.

August 10. Robt. Mason, had right arm crushed by freight train at Buffalo ; he was switching and got caught between cars.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Bronson C. Ramsey.....	Buffalo, N. Y.
Sherman S. Jewett.....	Buffalo, N. Y.
William Williams.....	Buffalo, N. Y.
Thomas Clark.....	Buffalo, N. Y.
James Brayley.....	Buffalo, N. Y.
Myron P. Bush.....	Buffalo, N. Y.
Cyrus Clarke.....	Buffalo, N. Y.
W. H. Glenny.....	Buffalo, N. Y.
J. F. Schollkopf.....	Buffalo, N. Y.
C. J. Hamlin.....	Buffalo, N. Y.
Jonathan Scoville.....	Buffalo, N. Y.
Walter Cary.....	Buffalo, N. Y.
Wm. G. Fargo.....	Buffalo, N. Y.
B. C. Ramsey, President.....	Buffalo, N. Y.
H. L. Lyman, Secretary and Treasurer.....	Buffalo, N. Y.
William Williams, General Managing Director.....	Buffalo, N. Y.

(Ch. 15.)
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 affirmation that the statements in the within report, for the financial year ending September 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOSHUA HUNT, *President.*

JOHN WILLIAMS, *Treasurer.*

Affirmed and subscribed before me, this }
5th day of December, 1873. }

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
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, (November 3, 1873,)	6 per cent.
Number of shares of stock issued, (17,076,)	\$426,900 00
Par value of each share	25 00
Average market value during the year	No record.
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 and equipment	\$742,156 64	\$742,156 64

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 double track of road.....	None.
Length of sidings.....	8 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length, viz:	
Trexlerstown to terminus.....	5½ miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	6
Number of first-class passenger cars, (average cost of each, \$3,000,).....	3
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$1,000,).....	2
Number of freight cars: House cars, (average cost of each, \$1,000,) 2; trucks, (average cost of each, \$800,) 61; total,	63
Number of coal, ore and stone cars: Coal, none; ore, (average cost of each, \$350,) 374; stone, (average cost of each, \$350,) 215; total.	589
Number of caboose cars.....	None.
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 culverts.....	No record.
Number of railroads crossed, (East Pennsylvania,).....	1
Number of stations on main road: Passenger and freight..	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, 5 miles with broken stones, and 1½ miles with gravel.	
Length in miles laid with steel rail.....	<u>5</u>

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 through passengers for the year on main road,	Not itemized.
Number of passengers (all classes) carried in cars.....	24,000
Number of tons of 2,000 lbs. of through freight for the year on main road.....	No account kept.
Gross amount of tonnage for the year, (2,240 lbs. per ton,)	355,030 07
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: Have no express trains.	
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first-class passenger engines.....	25 tons.
Weight of freight engines.....	30 to 35 "

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

No monthly statement kept.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	50,762.11	Agricultural products.....	2,155.15
Bituminous coal.....	2,787.15	Merchandise and manufac-	
Pig iron.....	27,000.00	tures.....	13,120.03
Railroad iron.....	305.00	Lumber.....	8,216.19
Other iron or castings.....	2,484.16	Other articles.....	5,750.00
Iron and other ores.....	133,352.12		
Stone and lime.....	107,094.16	Tons.....	355,030.07

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.....	2½ "
For second-class way passengers.....	3 "

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

For through freight, per ton per mile.....	3 cents.
For through coal, per ton per mile.....	2½ "
For local freight, per ton per mile.....	4 "
For local coal, per ton per mile.....	3½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transport'n.
Repairs or maintenance of way, including buildings	\$33,056 11		\$33,056 11
Taxes on real estate	136 04		136 04
Total	33,192 15		33,192 15
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$20,211 51	\$5,922 18	\$14,289 33
Repairs of passenger and baggage cars	1,385 31	1,385 31	
Repairs of freight cars	1,426 46		1,426 46
Total	23,023 28	7,307 49	15,715 79
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$749 55	\$557 44	\$192 11
Labor—loading and unloading freight	2,888 24	962 76	1,925 48
Porters, watchmen and switch-tenders	1,651 45		1,651 45
Conductors, baggage masters and brakemen	4,958 38	1,652 80	3,305 58
Engineers and firemen	4,245 94	1,415 32	2,830 62
Fuel and cost of preparing for use	7,691 90	3,047 03	4,644 87
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,405 47	468 50	936 97
Use of freight cars	2,706 06	1,804 03	902 03
General superintendence	4,700 00		4,700 00
Contingencies	2,838 14		2,838 14
Total	38,835 13	17,215 37	23,927 25

RAILROAD REPORT.

CATASAUQUA AND FOGELSVILLE

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
November, 1872.....	\$542 21	\$7,971 10		
December, 1872.....	638 40	7,723 31		
January, 1873.....	337 27	9,886 70		
February, 1873.....	278 80	8,949 22		
March, 1873.....	665 39	8,040 69		
April, 1873.....	587 40	8,544 71		
May, 1873.....	474 32	9,067 19		
June, 1873.....	492 15	9,155 83		
July, 1873.....	487 06	8,380 92		
August, 1873.....	480 97	7,596 34		
September, 1873.....	566 66	10,722 93		
October, 1873.....	528 35	7,813 38		
Total.....	6,076 98	103,852 32	\$20,556 91	\$130,486 21

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$90,050 56
For dividends.....	25,614 00
For interest.....	Nothing.
For miscellaneous.....	5,852 51
For municipal taxes.....	136 04
For State taxes.....	7,553 10
Total.....	129,206 21

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average:
Trains mixed ; no separate account kept.

What express companies run on your road, and on what terms? Philadelphia and Reading express company, one-third gross receipts, and Central express company, twelve cents per hundred pounds.

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

ACCIDENTS.

Employees.....	Killed.	Injured.
	..	1
	==	==

RAILROAD REPORT.

79

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 :

1873.

February 2. Alexander Geist was injured while running coal cars on trestling at Breinigsville station, he having fallen between the cars, one of which went over his leg, which had to be amputated; he lived about ten days after the accident; he was a brakeman on number twelve ore train.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
David Thomas.....	Catasaquua, Pa.
John T. Knight.....	Easton, Pa.
Benj. G. Clarke.....	New York.
B. J. Leedom.....	Philadelphia, Pa.
Samuel Thomas.....	Catasaquua, Pa.
Fisher Hazard.....	Mauch Chunk, Pa.
G. A. Wood.....	Philadelphia, Pa.
Charles S. Wurts.....	Philadelphia, Pa.
Charles E. Haven.....	Philadelphia, Pa.
John Thomas.....	Hokendauqua, Pa.
Joshua Hunt, President.....	Catasaquua, Pa.
John Williams, Secretary and Treasurer.....	Catasaquua, Pa.

(No. 18.)
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 financial year ending December 31, 1873, are true, to the best of his knowledge and belief.

(Signed) M. P. HUTCHINSON, *President and Treasurer.*

Affirmed and subscribed before me, this }
10th day of January, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Amount of stock subscribed	\$4,359,500 00
Amount paid in as by last report	4,359,500 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
	1,740,350 00
Floating debt, as by last report	None,
The amount now of floating debt	None.
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, 1873, 3½ per cent.; November, 1873, 3½ per cent.	
Number of shares of stock issued: Preferred, 44,000; new preferred, 20,000; common, 23,190	87,190

RAILROAD REPORT.

81

Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared	<u>2,178,900 00</u>

COST OF ROAD AND EQUIPMENT.

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

CHARACTERISTICS OF ROAD.

Length of main line of road, from Tamanend to Williamsport	94 miles.
Length of main line of road laid.....	94 "
Length of main line of road laid in Pennsylvania.....	94 "
Length of double track of road and sidings	7 "
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	56 to 68 lbs.
Branch roads owned by the company, and their length, viz:	4½ miles.
Roads worked or leased by the company	1
Number of engine houses and shops: 2 engine houses and 2 shops.	
Number of iron bridges.....	2
Number of wooden bridges.....	22
Number of stone bridges.....	None.
Number of culverts	No record.
Number of railroads crossed.....	4.
Number of stations on main road: Passenger and freight,	19.
Number of wood and water stations on main road.....	15.
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? On hard wood cross-ties, earth, coal dirt and stone.	
Length in miles laid with steel rail.....	<u>10 miles.</u>

CATAWISSA

SUMMARY OF PAYMENTS.

For dividends	\$152,523 00
For interest	124,945 00
For State taxes	12,541 01
Total	<u>190,009 01</u>

This road is leased to the Philadelphia and Reading railroad company from November 1, 1872, for 999 years, and operated as a branch of that road. See their report for receipts, expenses, &c.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
I. V. Williamson.....	Philadelphia, Pa.
Ellwood Shannon.....	Philadelphia, Pa.
F. K. Shipper.....	Philadelphia, Pa.
E. Weaver.....	Philadelphia, Pa.
Jos. C. Harris.....	Philadelphia, Pa.
Chas. Camblos.....	Philadelphia, Pa.
M. P. Hutchinson, President and Treasurer.....	Philadelphia, Pa.
R. M. Elliott, Secretary.....	Philadelphia, Pa.

(No. 17.)

CHARTIERS.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared G. 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, 1873, 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, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$800,000 00
Amount of stock subscribed	667,155 00
Amount paid in as by last report	638,060 01
Total amount now paid in of capital stock	644,110 01
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, October 1, 1901.)	500,000 00
Floating debt, as by last report	None.
The amount now of floating debt	4,298 03
Total amount now of floating and funded debt	504,298 03
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	12,871
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	\$1,127,312 66	\$1,128,690 01

CHARTIERS

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mansfield to Washington.....	22 $\frac{5}{10}$ miles.
Length of main line of road laid	22 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania	22 $\frac{5}{10}$ "
Length of double track of road.....	None.
Length of sidings.....	2 $\frac{3}{10}$ miles.
Gauge of road	4 $\frac{1}{4}$ feet.
Weight of rail per yard on main track	56 pounds.
Number of iron bridges, (total length in feet, 40,).....	2
Number of wooden bridges, (total length in feet, 2, 165,)..	22
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 233,)	52
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight combined	13
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of roadway.....	\$3, 390 70
Number of tunnels, (length of each, 300 feet and 500 feet,)	2
How is track laid, and on what foundation? Stone ballast.	
Length in miles laid with steel rail.....	None.

This road was leased January 1, 1872, for 99 years from that date, to the Pittsburg, Cincinnati and St. Louis railway company, and the returns will be embraced in the annual report of that company.

JOS. LESLEY, *Secretary.*

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.
Wm. J. Howard.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Strickland Kneass	Philadelphia, Pa.
George B. Roberts, President.	Philadelphia, Pa.
Joseph Lesley, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 18.)

CHARTIERS RAILWAY COMPANY.

[Pittsburg, Cincinnati and St. Louis railway company, lessees.]

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared W. Thaw, vice president, and Thos. D. Messler, comptroller, of the Pittsburg, Cincinnati and St. Louis railway company, (lessees of Chartiers railway,) 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) W. THAW, *Vice President.*THOS. D. MESSLER, *Comptroller.*Sworn and subscribed before me, this }
14th day of February, 1874. }FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

See report of Chartiers railway company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mansfield, Pa., to Washington, Pa.....	22 $\frac{3}{10}$ miles.
Length of main line road laid	22 $\frac{3}{10}$ "
Length of main line of road laid in Pennsylvania.....	22 $\frac{3}{10}$ "
Length of double track of road.....	None.
Length of sidings.....	2 $\frac{3}{10}$ miles.
Gauge of road	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	None.
Number of first and second-class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars: Equipment owned by Pittsburg, Cincinnati and St. Louis railway company, and included in their report.	
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 culverts, (total length in feet, 233,).....	52

CHARTIERS

Number of railroads crossed	None.
Number of stations on main road: Passenger and freight combined	13
Number of wood and water stations on main road	2
Value of real estate held by the company, exclusive of road way: See report of Chartiers railway company.	
Number of tunnels, (length of each, 300 and 500 feet,) ...	2
How is track laid, and on what foundation? 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 and freight trains	39,119
Number of miles run by coal trains	None.
Number of through passengers for the year on main road,	All local.
Number of passengers (all classes) carried in cars	107,209
Number of passengers (all classes) carried in cars one mile,	1,240,208
Number of tons of 2,000 lbs. of through freight for the year on main road	All local.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	14,548
Number of tons of freight carried one mile	214,612
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops	12
Weight of first-class passenger engines	None.
Weight of freight engines	None.

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

January, 1873	7,573	July, 1873	10,392
February, 1873	6,767	August, 1873	10,573
March, 1873	7,344	September, 1873	10,069
April, 1873	8,556	October, 1873	10,441
May, 1873	9,064	November, 1873	8,156
June, 1873	8,084	December, 1873	10,200

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal,	2,188	Merchandise and manufactures..	3,729
Petroleum and other oils	100	Live stock	2,302
Other iron or castings	185	Lumber	8,872
Stone and lime	1,340	Other articles	342
Agricultural products	1,540		

RAILROAD REPORT

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	3 ⁴ / ₁₀ 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, (principally wool,) per ton per mile.....	7 ⁸ / ₁₀ cents.
For local coal, per ton per mile	1 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transpo'n.
Repairs or maintenance of way, including buildings.....	\$14,762 06	\$10,333 44	\$4,428 62
Taxes on real estate: Included in State and municipal.			
Total	14,762 06	10,333 44	4,428 62
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$6,920 78	\$4,844 55	\$2,076 23
Total	6,920 78	4,844 55	2,076 23
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$240 11	\$168 68	\$72 03
Agents and clerks.....	3,259 78	2,281 85	977 93
Labor—loading and unloading freight	569 51		569 51
Porters, watchmen and switch tenders.....	214 49	150 14	64 35
Wood and water station attendance.....	457 46	306 22	151 24
Conductors, baggage masters and brakemen.....	4,134 47	3,025 46	1,109 01
Engineers and firemen.....	1,800 00	1,260 00	540 00
Fuel and cost of preparing for use	1,783 68	1,513 31	270 37
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	306 11	198 34	107 77
Telegraph, mail and station expenses.....	1,247 21	977 85	269 36
Loss and damage of goods and baggage.....	77 67	2 70	74 97
Use of freight and passenger cars.....	5,727 88	4,906 06	761 82
Damage to property, including damage by fire and cattle killed on road.....	130 00	91 00	39 00
Contingencies.....	426 95	296 87	128 08
Total	20,355 32	15,239 86	5,115 44

RAILROAD REPORT.

89

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources Nothing.

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Miscella- neous.	Total.
January, 1873	\$2,829 53	\$1,337 22	\$114 00	\$8 15	\$4,268 90
February, 1873	2,706 81	860 44	114 00	1 25	3,702 63
March, 1873	2,898 23	888 49	114 00	2 20	3,902 92
April, 1873	3,157 13	1,106 87	114 00	1 25	4,379 25
May, 1873	3,425 63	1,348 89	155 91	.....	4,930 33
June, 1873	3,257 59	1,592 91	136 91	1 70	4,989 11
July, 1873	4,148 31	1,605 30	137 60	4 90	5,898 11
August, 1873	3,998 10	1,753 16	138 90	2 85	5,885 01
September, 1873	4,022 45	1,979 12	154 73	2 85	6,159 15
October, 1873	4,184 68	1,433 25	668 58	2 00	6,288 51
November, 1873	3,202 89	1,549 12	158 79	8 20	5,019 00
December, 1873	4,112 46	1,356 06	384 00	1 65	5,854 17
Total	41,988 81	16,830 86	2,391 42	32 00	61,293 09

SUMMARY OF PAYMENTS.

For construction and equipment	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road	\$42,038 16
For dividends	None.
For interest	None.
For miscellaneous—amount paid Chartiers railway com- pany for net earnings	18,028 86
For surplus funds	None.
For municipal and State taxes	1,226 07
Total	<u><u>61,293 09</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average	2 ⁵ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average	<u>5 ⁵/₁₀₀ "</u>

What express companies run on your road, and on what terms? The Adams, at \$10 per diem.

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

ACCIDENTS.

Employees	Injured. 1 <u> </u>
-----------------	------------------------------

CHARTIERS

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, 1873. James Ward, brakeman, fell from top of car, one-half mile east of Woodville station ; back and shoulder bruised.

NAMES AND RESIDENCE OF OFFICERS.

See report of Charters railway company.

(No. 19.)
CHESTER CREEK.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared Samuel M. Felton, president, and Joseph Huddell, treasurer, of the Chester Creek railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }
8d day of February, 1874. }

SAMUEL P. HULL, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$185,000 00
Amount paid in as by last report.....	185,000 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
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, 1873, and July 1, 1873.....	6 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.....	<u>185,000 00</u>

COST OF ROAD AND EQUIPMENT.

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

CHESTER CREEK

CHARACTERISTICS OF ROAD.

Length of main line of road, from junction of Philadelphia, Wilmington and Baltimore railroad, at Lamoken, to junction of Philadelphia and Baltimore Central railroad, near Lenni.....	7½ miles.
Length of main line of 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 in feet, 450,)....	3
Number of stone bridges.....	None.
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, sand and stone.	.
Length in miles laid with steel rail.....	None.

The road is leased to the Philadelphia and Baltimore Central railroad company from January 13, 1868, for 999 years, and is worked by said company as part of its road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley	Philadelphia, Pa.
David Woelpper	Chadd's Ford, Delaware Co., Pa.
Joseph Bringham	Wilmington, Del.
Ames Gartsale.....	Chester, Pa.
A. P. Morgan.....	Village Green, Delaware Co., Pa.
Samuel M. Felton, President.....	Philadelphia, Pa.
William Ward, Secretary	Chester, Pa.
Joseph Huddell, Treasurer.....	Philadelphia Pa.

(Ch. 28.)
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, 1873, are true, to the best of their knowledge and belief.

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

Sworn, affirmed and subscribed before me, }
this 27th day of October, 1873. }

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,)..	507,500 00
The amount now of unpaid interest.....	507,500 00
Total amount now of unpaid interest and funded debt....	1,007,500 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,	No dividends.
Number of shares of stock issued.....	17,438
Par value of each share.....	\$50 00
Average market value during the year: No reported market value.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,371,000 00	\$1,371,000 00

CHESTER VALLEY

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bridgeport to Downingtown	21½ miles.
Length of main line of 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 feet 8½ in.
Weight of rail per yard on main track	60 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 iron bridges	None.
Number of wooden bridges, (total length in feet, 1,441,) ..	32
Number of stone bridges, (total length in feet, 1,556,)	26
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight,	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	None.

The Chester Valley railroad is operated by the Philadelphia and Reading railroad company, and by them worked as a branch road; it is leased from year to year.

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.
William H. Holstein	Bridgeport, Pa.
John F. Gilpin, President	Philadelphia.
William H. Holstein, Secretary and Treasurer	Bridgeport, Pa.

(No. 27.)
CHESTNUT HILL.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared C. 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, 1873, are true, to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*
. H. C. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
22d day of January, 1874. }

J. R. MASSEY, *Alderman and J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$120,650 00
Amount of stock subscribed	120,650 00
Amount paid in as by last report	120,650 00
Total amount now paid in of capital stock	120,650 00
Funded debt, as per last report	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, March 3, June 3, September 2, and December 2,	
each	3 per cent.
Number of shares of stock issued	2,413
Par value of each share	\$50 00
Average market value during the year	No record.
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	None.	None.
Total cost	<u>120,650 00</u>	<u>120,650 00</u>

CHESTNUT HILL

CHARACTERISTICS OF ROAD.

Length of main line of road, from Germantown to Chestnut Hill.....	4 $\frac{1}{8}$ miles.
Length of main line of 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.....	$\frac{1}{2}$ "
Length of sidings.....	$\frac{1}{2}$ "
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.....	None.
Number of engine houses and shops.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 150,)....	3
Number of stone bridges, (total length in feet, 50,).....	1
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 2 feet apart.	
Length in miles laid with steel rail.....	<u>None.</u>

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.

The returns are embraced in the annual report of the Philadelphia and Reading railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joseph Patterson.....	Philadelphia.
W. L. Schaffer.....	Philadelphia.
H. M. Phillips.....	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.
Chas. S. Gross.....	Philadelphia.
J. C. Audenried.....	Washington, D. C.
C. Colket, President.....	Philadelphia.
H. C. Colket, Secretary and Treasurer.....	Philadelphia.

(No. 22.)
CHESTER CREEK AND BRANDYWINE.

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

Personally appeared George W. M'Pherran, president, and George W. Irwin, treasurer, of the Chester Creek and Brandywine railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

G. W. M'PHERRAN, *President.*

GEO. W. IRWIN, *Treasurer.*

Sworn and subscribed before me, this }
9th day of October, 1873. }

J. M'COLGAN, *Alderman.*

PHILADELPHIA, October 9, 1873.

HON. HARRISON ALLEN, *Auditor General, Harrisburg, Pa.:*

DEAR SIR:—In answer to your communication of the 8th inst., I will state that the Chester Creek and Brandywine railroad company was organized on the 9th day of August last, under the provisions of the act of Assembly, approved the 4th day of April, 1868, to authorize the formation and regulation of railroad corporations, and the supplement thereto, approved the 25th day of April, 1871, for the purpose of constructing a railroad from Street Road station, on the West Chester and Philadelphia railroad, in Chester county, to the mouth of Pocopson creek, in said county, five miles in length; capital stock, \$150,000, \$45,000 of which was subscribed, and ten per cent. paid thereon in cash to the directors at the time of organization. The company have since been engaged in surveying and locating the road bed and procuring the right of way, which has not yet been completed. Nothing else has been done that would enable me to make out a more formal report. The road will be the ordinary gauge, four feet eight and one-half inches. There is no floating or funded debt at the present time.

Very respectfully yours,

G. W. M'PHERRAN, *President.*

CHESTER CREEK AND BRANDYWINE

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. J. M'Pherran.....	Philadelphia.
John F. Forrest.....	Philadelphia.
George M. Irwin.....	Philadelphia.
George W. M'Pherran, President.....	Philadelphia.
Chas. H. Irwin, Secretary.....	Philadelphia.
George W. Irwin, Treasurer.....	Philadelphia.

No. 23.)

CLEVELAND AND PITTSBURG.

STATE OF OHIO, }
 Cuyahoga County, } ss:

Personally appeared R. F. Smith, assistant general manager, and Geo. A. Ingersoll, treasurer, of the Cleveland and Pittsburg railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

R. F. SMITH, *Asst. Gen. Manager.*G. A. INGERSOLL, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1874. }

JAMES WADE, JR.,

Commissioner for the State for Penn'a, in Cleveland, Ohio.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$11,253,500 00
Amount of stock subscribed.....	11,253,500 00
Amount paid in as by last report.....	11,223,200 00
Total amount now paid in of capital stock.....	11,230,500 00
Funded debt, as per last report.....	3,825,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bond, outstanding.	
2d mortgage bonds, (date of maturity, September 1, 1873,).....	\$18,000 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,).....	1,499,000 00
Construction and equipment sinking fund bonds, (date of maturity, January 1, 1913,).....	600,000 00
	4,465,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.

CLEVELAND AND PITTSBURG

Total amount now of floating and funded debt.....	\$4,465,000 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.; construction and equipment sinking fund bonds, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends: Cash, December 1, 1872, March 1, 1873, June 1, 1873, September 1, 1873. 7 per cent.; December 1, 1872, March 1, 1873. June 1, 1873. September 1, 1873. 10 per cent.	
Number of shares of stock issued.....	224,610
Par value of each share	\$50 00
Average market value during the year.....	43 00
Amount paid in on each share	50 00
Amount of capital stock on which the respective dividends were declared: December 1, 1872, \$11,201,900. 7 per cent.; \$25,850, 10 per cent.: March 1, 1873, \$11,202,400, 7 per cent.; \$25,700, 10 per cent.; June 1, 1873, \$11,208,850, 7 per cent.; \$21,550, 10 per cent.; September 1, 1873, \$11,209,260. 7 per cent.: \$21,300, 10 per cent.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$12,337,287 73	\$12,687,159 28
Equipment.....	2,538,643 99	2,884,140 50
Total cash.....	<u>14,875,931 72</u>	<u>15,571,299 78</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cleveland, Ohio, to Rochester Pa., and Bellaire, Ohio.....	167 miles
Length of main line of 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, 61 miles; private sidings, 20½ miles; total.....	81½ "
Gauge of road	41½ feet
Weight of rail per yard on main track.....	60 pounds
Branch roads owned by the company, and their length, viz: Bayard, Ohio, to New Philadelphia, Ohio	32 miles.

RAILROAD REPORT.

101

Roads worked or leased by the company, viz : Lease of 26 miles of the Pittsburg, Fort Wayne and Chicago railway for joint occupancy of track from Rochester, Pa., to Pittsburg, Pa.

Number of engine houses and shops	13
Number of engines.....	97
Number of first-class passenger cars, (average cost of each, \$3,875,).....	38
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 cars: House cars, (average cost of each, \$780,).....	600
Number of coal, ore and stone cars: Coal, ore and stone, (average cost of each, \$586,).....	2,370
Number of caboose cars, (average cost of each, \$1,060,)...	45
Number of iron bridges, (total length in feet, 278,).....	2
Number of wooden bridges, (total length in feet, 6,054,)..	65
Number of stone bridges, (total length in feet, 1,405,)....	15
Number of culverts, (total length in feet, 1,742,).....	35
Number of railroads crossed	3
Number of stations on main road: Passenger, 13; freight, 8; combined, 39; total.....?	60
Number of wood and water stations on main road.....	26
Value of real estate held by the company exclusive of road way	None
Number of tunnels, (length in feet, 1,010,)	1
How is track laid, and on what foundation? T rail, cross-ties, gravel substructure.	
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.....	379,130
Number of miles run by freight and coal trains.....	1,415,630
Number of miles run by other trains.....	73,342
Number of through passengers for the year on main road..	57,493
Number of passengers (all classes) carried in cars.....	703,829
Number of tons of 2,000 lbs. of through freight for the year on main road	598,962
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,981,538
Number of passengers carried one mile	21,571,735

Number of tons of freight carried one mile.....	167,482,871
Number of passengers carried one mile in the State of Pennsylvania	5,482,536
Number of tons of freight carried one mile in the State of Pennsylvania	30,905,585
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	30
Average rate of speed adopted by freight trains, including stops	12
Weight of first-class passenger engines.....	28 tons.
Weight of freight engines.....	31 "

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

December, 1872.....	54,031	June, 1873.....	57,257
January, 1873.....	48,688	July, 1873.....	68,205
February, 1873.....	46,779	August, 1873.....	65,460
March, 1873.....	55,791	September, 1873.....	67,915
April, 1873.....	60,392	October, 1873.....	67,883
May, 1873.....	62,326	November, 1873.....	49,102

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	987,481	Agricultural products.....	39,000
Petroleum and other oils.....	32,044	Merchandise and manufactures	194,477
Pig iron.....	70,605	Live stock.....	17,964
Railroad iron.....	55,805	Lumber.....	55,069
Other iron or castings.....	55,308	Other articles.....	43,304
Iron and other ores.....	373,073		
Stone and lime.....	57,087	Total.....	1,981,538

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 "

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

1 $\frac{84}{100}$ 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 buildings, taxes on real estate	\$596,969 52
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RAILROAD REPORT.

103

Repairs of machinery :

Repairs of engines and tenders	\$87,498 22
Repairs of passenger and baggage cars	36,650 33
Repairs of freight cars	88,204 77
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	73,687 23
Total	<u>286,040 55</u>

Operating the road :

Office expenses, stationery, &c.	\$29,344 85
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders	172,590 49
Car cleaning and inspecting, furniture and fixtures	14,560 85
Wood and water station attendance	21,213 39
Conductors, baggage masters and brakemen	180,479 44
Engineers and firemen	169,845 42
Fuel and cost of preparing for use	150,738 19
Oil and waste for engines and tenders, passenger, baggage and freight cars	30,199 88
Telegraph, mail and station expenses	22,600 10
Loss and damage of goods and baggage	2,904 79
Damage for injury of persons	3,297 94
Damage to property, including damage by fire and cattle killed on road	21,396 21
General superintendence	96,122 30
Contingencies	17,426 69
Total	<u>932,720 54</u>

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds	Nothing.
From other sources	<u>\$695,368 06</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
December, 1872.....	\$46,055 01	\$182,919 26	\$8,409 70	\$2,441 13	\$239,825 10
January, 1873.....	42,998 75	190,903 16	6,956 56	986 72	241,795 19
February, 1873.....	41,402 86	196,727 61	6,410 83	1,414 34	245,955 64
March, 1873.....	48,539 86	217,775 93	6,556 62	1,845 14	274,717 55
April, 1873.....	55,802 25	247,847 03	7,537 89	2,756 19	313,943 36
May, 1873.....	56,982 81	289,765 26	7,678 58	2,519 39	356,946 04
June, 1873.....	57,277 85	290,999 92	6,790 59	2,014 53	357,112 89
July, 1873.....	69,670 21	274,776 15	6,458 06	2,164 09	353,068 51
August, 1873.....	66,602 14	291,927 10	6,298 06	2,315 87	367,143 17
September, 1873.....	69,556 91	318,331 14	4,992 22	2,233 41	395,163 68
October, 1873.....	63,510 87	298,032 47	9,160 98	1,678 42	372,382 74
November, 1873.....	48,797 36	169,761 60	7,408 91	1,362 41	222,330 28
Total.....	662,196 88	2,969,816 63	84,659 00	23,711 64	3,740,384 15

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$695,368 06
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,815,730 61
For dividends.....	786,751 13
For interest.....	295,185 00
For miscellaneous.....	53,976 51
For municipal and State taxes.....	90,453 62
For United States taxes.....	11 20
Total.....	<u>3,737,476 13</u>
Total amount of surplus fund.....	<u>\$473,230 42</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	1.55 cents.
Cost per ton freight per mile, proximate average.....	.94 "

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
Others.....	3	4
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.

December 11. L. S. Crisswell, brakeman, Manchester; arm crushed while coupling cars.

1873.

January 15. James A. Glenn, boy, near Remington; leg broken while attempting to get on train in motion.

March 7. ——— Shook, boy, Allegheny, fell under train getting off; one leg cut off.

April 8. Dornie Lorenzi; walking in yard, Manchester; struck by backing engine; skull fractured.

April 28. J. H. Craford, boy, Allegheny; caught foot in brake while getting off; dragged under train and killed.

June 26. ——— ———, child about two years old, Verner's Station killed while playing on track.

July 11. John Lowry, Vanport; struck while sitting on track; supposed to have been intoxicated; injuries severe but not fatal.

August 9. Geo. Baehr, Glendale; struck while walking on track and killed.

NAMES AND RESIDENCE OF OFFICERS.

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

(Ch. 24.)
COLEBROOKDALE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

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, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOSEPH L. BAILEY, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
13th day of February, 1874. }

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 amount 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,)...	587,200 00
Floating debt, as by last report.....	89,009 84
The amount now of floating debt.....	123,354 16
Total amount of floating and funded debt.....	710,554 16
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 declared.
Number of shares of stock issued, full paid.....	917
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.....	\$663,976 78	\$667,126 78

Equipment furnished by Philadelphia and Reading railroad company, lessees.

RAILROAD REPORT.

107

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pottstown to Housen-sack	18.8 miles.
Length of main line of 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.....	1.85 miles.
Gauge of road.....	4 feet 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, 436,)....	9
Number of stone bridges.....	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	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>

RECEIPTS ON LEASE ACCOUNT.

MONTHS.	Passengers.	Freight.	Express.	Miscellaneous.	Total.
December, 1872.....	\$324 93	\$462 71	\$18 61	\$18 25	\$824 50
January, 1873.....	223 73	463 47	34 28	19 01	740 49
February, 1873.....	245 62	421 22	14 55	17 11	698 50
March, 1873.....	337 48	598 69	16 79	18 25	971 21
April, 1873.....	340 72	488 18	16 74	18 46	864 10
May, 1873.....	330 75	457 78	17 88	20 51	826 92
June, 1873.....	326 00	465 24	14 39	18 46	764 09
July, 1873.....	385 60	425 08	18 27	18 36	847 40
August, 1873.....	714 33	444 50	20 66	17 79	1,197 28
September, 1873.....	342 80	564 18	18 56	18 60	944 14
October, 1873.....	303 79	537 37	17 37	20 87	879 40
November, 1873.....	281 51	384 86	13 81	21 10	701 28
Total.....	4,157 35	5,653 28	221 91	226 77	10,259 31

SUMMARY OF PAYMENTS.

For construction	\$3,150 00
For interest on bonded debt.....	35,391 00
For miscellaneous	1,066 39

For discount and interest	\$7,013 25
For State taxes	2,648 65
Total	<u>49,269 99</u>

Receipts on construction and equipment account during the year :

From stockholders	Nothing.
From sale of bonds	\$2,500 00
From other sources	<u>Nothing.</u>

All returns not given in this report will be included in the return made by the Philadelphia and Reading railroad company, lessees.

Date of lease, January 1, 1870, for a term of twenty years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. Y. Brenglinger.....	New Berlin, Berks co. Pa.
John C. Smith.....	Pottstown, Montgomery co. P
R. B. Cabeen.....	Philadelphia,
J. Lowrie Bell.....	Philadelphia.
David J. Brown.....	Philadelphia.
Wm. A. Church.....	Philadelphia.
Joseph L. Bailey, President.....	Pine Iron Works P. O., Berks co., Pa.
Howard Hancock, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
Wm. Lorenz, Chief Engineer.....	Philadelphia.

(No. 25.)

COLUMBIA AND PORT DEPOSIT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Jos. 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, 1873, 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, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$225,000 00
Amount paid in as by last report	208,172 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
Floating debt, as per last report	500,457 52
The amount now of floating debt	727,870 36
Total amount now of floating and funded debt	887,870 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,	None.
Number of shares of stock issued	4,129
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>

COLUMBIA AND PORT DEPOSIT

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$868,629 63	\$1,096,042 47
Equipment.....	Leased.	Leased.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia to Port Deposit,	39 $\frac{5}{8}$ miles.
Length of main line of road laid	5 "
Length of main line of road laid in Pennsylvania.....	$\frac{1}{4}$ mile.
Length of double track of road.....	None.
Length of sidings	$\frac{1}{10}$ mile.
Gauge of road	4 ft. 9 inches.
Weight of rail per yard on main track	64 pounds.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 35,).....	1
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger 1, at Port Deposit; freight, 1, at Port Deposit; total.....	2
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road way: \$31,316 $\frac{4}{100}$, to Nov. 30, 1873.	
Number of tunnels.....	None.
How is track laid, and on what foundation? With fish-splice, on tie, 7x7x8; laid on broken stone ballast.	
Length in miles laid with steel rail.....	None.

That portion of the company's road built, lying between the terminus in Port Deposit and a point near the mouth of Octorara creek, is leased to the Philadelphia, Wilmington and Baltimore railroad company from year to year.

JOS. LESLEY, *Secretary.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edgar Thomson.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
J. D. Cameron.....	Harrisburg, Pa.
Maris Hoopes.....	Colemanville, Pa.
W. J. Howard.....	Philadelphia, Pa.
C. S. Kauffman.....	Columbia, Pa.
G. B. Roberts.....	Philadelphia, Pa.
Wisar Morris.....	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. 26.)

CONNECTING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Edmund Smith, treasurer, of the Connecting 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 their knowledge and belief.

(Signed)

J. EDGAR THOMSON, *President.*EDMUND SMITH, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,080,000 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.....	991,000 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
	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: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
June 30, 1873, December 30, 1873, cash, each.....	3 per cent.
Number of shares of stock issued.....	25,666
Par value of each share.....	\$50 00

RAILROAD REPORT.

113

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	1,278,300 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,278,300 00	\$2,278,300 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from eastern connection with Pennsylvania railroad to connection with Philadelphia and Trenton railroad.....	6, ⁷⁸¹ / ₁₀₀₀ miles.
Length of main line of road laid.....	6, ⁷⁸¹ / ₁₀₀₀ "
Length of main line of road laid in Pennsylvania	6, ⁷⁸¹ / ₁₀₀₀ "
Length of double track of road.....	6, ⁷⁸¹ / ₁₀₀₀ "
Length of sidings.....	2, ⁷⁵³ / ₁₀₀₀ "
Gauge of road.....	4 ft. 9 ¹ / ₂ inches.
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.

This road is leased to the Philadelphia and Trenton railroad company from January 1, 1868, for 999 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A Scott.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
Alexander J. Derbyshire.....	Philadelphia, Pa.
John Edgar Thomson, President.....	Philadelphia, Pa.
Edmund Smith, Secretary and Treasurer.....	Philadelphia, Pa.

CORNWALL.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss:

Personally appeared Artemas Wilhelm, president, and David S Hammond, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) A. WILHELM, *President.*
 D. S. HAMMOND, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of February, 1874. }

ADAM GRITTINGER, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$150,000 00
Amount of stock subscribed.....	150,000 00
Amount paid in as by last report.....	300,000 00
Total amount now paid in of capital stock.....	300,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January and July, 1873.....	8 per cent.
Number of shares of stock issued.....	6,000
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>300,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$335,206 14	\$345,098 44
Equipment.....	79,671 35	76,394 41
Total cost.....	<u>414,877 49</u>	<u>421,492 85</u>

RAILROAD REPORT.

115

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cornwall to Union canal,	7 $\frac{47}{100}$ miles
Length of main line of road laid.....	7 $\frac{47}{100}$ "
Length of main line of road laid in Pennsylvania.....	Entire.
Length of double track of road.....	None.
Length of sidings.....	2 $\frac{1}{2}$ miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	64 and 68 lbs.
Branch roads owned by the company, and their length, viz:	
3; one of 1,000 feet; one of 4,600, and one of 1,743 feet.	
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.....	None.
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars: House cars, 1; trucks, 42; (average cost of each: House cars, \$300; trucks, \$250;) total.....	43
Number of ore and stone cars: Ore, 107; stone, 10; (average cost of each, \$250;) total.....	117
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 61,).....	2
Number of wooden bridges, (total length in feet, 118,)....	8
Number of stone bridges, (total length in feet, 19,).....	2
Number of stone and brick bridges, (total length in feet, 18,).....	2
Number of culverts, (total length in feet, 40,).....	18
Number of railroads crossed.....	1
Number of stations on main road: Passenger, none; freight, 12; total.....	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
Number of tunnels.....	None.
How is track laid, and on what foundation? Broken limestone and furnace cinder.	
Length in miles laid with steel rail.....	<u>1,400 yards.</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.....	10, 727
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars.....	None.
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,).....	301, 794.15
Average rate of speed adopted by freight trains, including stops.....	10 miles.
Weight of freight engines: 18, 32 and 35 tons.	

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

None carried.

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	54, 870	Stone and lime.....	15, 250.61
Bituminous coal: Included in miscellaneous.		Agricultural products: Included in miscellaneous.	
Petroleum and other oils: Included in miscellaneous.		Merchandise and manufactures: Included in miscellaneous.	
Pig iron.....	30, 091	Live stock: Included in miscellaneous.	
Railroad iron: Included in miscellaneous.		Lumber: Included in miscellaneous.	
Other iron or castings: Included in miscellaneous.		Other articles, miscellaneous,	9, 463
Iron and other ores.....	192, 618.40		

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

For through freight per ton per mile, including car service:	
From 4 to 5 cents.	
For through coal per ton per mile.....	4 cents.
For local freight per ton per mile: From 5 to 10 cents.	
For local coal per ton per mile: From 3 to 10 cents.	

EXPENSES

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$10, 357 57
<i>Repairs of machinery:</i>	
Repairs of engines and tenders, freight cars, tools and machinery in shops.....	\$5, 572 17
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	468 00
Total.....	6, 040 17

RAILROAD REPORT.

Operating the road :

Office expenses, stationery, &c.....	\$3,168 66
Agents and clerks.....	600 00
Labor—loading and unloading freight: Included in above.	
Porters, watchmen and switch tenders: Included in above.	
Car cleaning and inspecting, furniture and fixtures: Included in above.	
Wood and water station attendance: Included in above.	
Conductors and brakemen.....	1,851 20
Engineers and firemen.....	1,760 04
Fuel and cost of preparing for use.....	3,472 96
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	172 61
Telegraph, mail and station expenses.....	None.
Loss and damage of goods and baggage: Included in above.	
Tolls over other roads.....	None.
Use of freight cars: Keep no separate account; included in freight charges.	
General superintendence: Included in above.	
Contingencies: Included in above.	
Total.....	<u>11,025 47</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—FREIGHT.

January, 1873.....	\$6,319 15	August, 1873.....	\$7,193 82
February, 1873.....	5,994 42	September, 1873.....	7,415 68
March, 1873.....	6,533 38	October, 1873.....	5,404 70
April, 1873.....	7,208 67	November, 1873.....	3,993 89
May, 1873.....	7,673 45	December, 1873.....	4,461 28
June, 1873.....	7,687 01		
July, 1873.....	6,974 16	Total.....	<u>76,839 61</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$6,615 93
For maintaining the road, &c.—repairs of machinery and operating the road.....	27,423 21
For dividends.....	24,000 00
For State taxes.....	5,066 68
Total.....	63,105 82
Total amount of surplus fund.....	\$13,733 79

Cost of transportation:

Cost per passenger per mile, proximate average.....	1 to 8 cents.
Cost per ton freight per mile, proximate average.....	1 to 8 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.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Small.....	York, Pa.
William C. Freeman.....	Cornwall Pa.
A. Wilhelm.....	Lebanon, Pa.
John W. Mish.....	Lebanon, Pa.
D. S. Hammond.....	Lebanon, Pa.
A. Wilhelm, President.....	Lebanon, Pa.
John W. Mish, Secretary.....	Lebanon, Pa.
D. S. Hammond, Treasurer.....	Lebanon, Pa.

(Ch. 28.)
CORNING, COWANESQUE AND ANTRIM RAILWAY.

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

Personally appeared George J. Magee, president of the Corning, Cowanesque and Antrim railway company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1873, are true, to the best of his knowledge and belief.

GEO. J. MAGEE, *President.*

Sworn and subscribed before me, this }
17th day of January, 1874. }

J. H. LANG,
Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	1,600,000 00
Total amount now paid in of capital stock.....	1,600,000 00
Funded debt as per last report.....	None.
The amount now of funded debt.....	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, October 31, 1873.....	3½ per cent.
Number of shares of stock issued.....	32,000
Par value of each share.....	\$50 00
Average market value during the year.....	None in market.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	1,600,000 00

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$1,600,000 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Corning, N. Y., to Antrim, Pa.....	53 miles.
Length of main line of road laid.....	53 "
Length of main line of road laid in Pennsylvania.....	37.16 "

120 CORNING, COWANESQUE AND ANTRIM VALLEY

Length of double track of road.....	None.
Length of sidings.....	8.11 miles.
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	59 and 62 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz: The Cowanesque Valley railroad company.....	1
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,)....	150
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight used for both.....	14
Number of wood and water stations on main road.....	7
Value of real estate held by the company exclusive of road way: In Pennsylvania, \$37,940 46; in New York, mainly in the village of Corning, \$100,000 00.....	\$137,940 46
Number of tunnels.....	None.
How is track laid, and on what foundation? Hard wood and hemlock ties on road-bed of gravel; rail joints are fish plates; no chairs.	
Length in miles laid with steel rail.....	None.

Road leased and cars furnished by lessee.

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

Number of miles run by passenger trains.....	81,350
Number of miles run by freight and coal trains, mixed...	204,584
Number of through passengers for the year on main road,	928
Number of passengers (all classes) carried in cars.....	93,092
Number of tons of 2,000 pounds of through freight for the year on main road.....	96,210
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,089,222
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 miles.
Average rate of speed adopted by freight trains, including stops.....	12 "
Weight of first-class passenger and freight engines: Equipment furnished by lessee.	

RAILROAD REPORT.

121

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

December, 1872.....	6,298	June, 1873.....	7,735
January, 1873.....	5,851	July, 1873.....	8,993
February, 1873.....	5,200	August, 1873.....	8,700
March, 1873.....	7,057	September, 1873.....	10,785
April, 1873.....	8,031	October, 1873.....	8,889
May, 1873.....	8,048	November, 1873.....	7,507

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	8,377	Agricultural products.....	4,555
Bituminous coal.....	1,020,370	Merchandise and manufactures,	10,360
Petroleum and other oils.....	330	Live stock.....	85
Pig iron.....	2,025	Lumber.....	26,480
Railroad & other iron or castings.	2,394	Other articles.....	10,541
Iron and other ores.....	228		
Stone and lime.....	3,479	Total.....	<u>1,080,222</u>

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

For first-class through passengers	3½ cents.
For second-class way passengers	<u>3¼ "</u>

ACCIDENTS.

	Killed.	Injured.
Employees .....	..	3
Others	1	..
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 :

1872.

December 6. John H. Way, conductor, arm broken by cars being thrown from track, near Mulhollon.

1873.

May 19. Frank White, fireman, broken leg, fell from engine in motion, near Wellsboro'.

July 16. Michael Harris, brakeman, fell from Corning Trestle while coaling engine, and received a broken arm.

November 13. James Bowen, was run over by engine in Corning yard, after dark, and killed; he was intoxicated.

This road was leased January 1, 1873, for 49 years, to the Fall Brook coal company, who furnish cars and motive power, and operate and maintain the road.

122 CORNING, COWANESQUE AND ANTRIM VALLEY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George J. Magee.....	Watkins, N. Y.
John Lang.....	Watkins, N. Y.
Daniel Beach.....	Watkins, N. Y.
S. S. Ellsworth.....	Penn Yan, N. Y.
Daniel C. Howell.....	Bath, N. Y.
Henry Sherwood.....	Wellsboro', Pa.
One vacancy by death of John Magee, to be filled at next meeting.	
George J. Magee, President.....	Watkins, N. Y.
Daniel Beach, Secretary.....	Watkins, N. Y.

(No. 29.)
CORNING, COWANESQUE AND ANTRIM RAILWAY.

[By the Fall Brook Coal Company, Lessees.]

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

Personally appeared George J. Magee, president, and John Lang, treasurer, of the Fall Brook coal company, lessees of C. C. and A. 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)

GEO. J. MAGEE, *President.*

JOHN LANG, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of February, 1874. }

J. H. LANG,

Commissioner for Pennsylvania.

CHARACTERISTICS OF ROAD.

Number of engine houses and shops.....	3
Number of engines.....	12
Number of first-class passenger cars, (average cost of each, \$4,500,).....	4
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	3
Number of freight cars: House cars, 24, (average cost of each, \$800;) trucks, 72, (average cost of each, \$550,)...	96
Number of coal cars, (average cost of each, \$300,).....	591
Number of caboose cars, (average cost of each, \$700,)....	8
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/>

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

For through freight, average, per ton per mile.....	8 cents.
For through coal, trackage rates, per ton per mile.....	1½ "
For local freight, average, per ton per mile.....	10 "
For local coal, per ton per mile.....	2½ "
	<hr style="width: 10%; margin-left: auto; margin-right: 0;"/>

124 CORNING, COWANESQUE AND ANTRIM VALLEY

EXPENSES.

<i>Maintaining the road or real estate of the corporation :</i>	\$47,827 79
Repairs or maintenance of way, including buildings.....	106,921 23
Taxes on real estate.....	9,468 49

Total.....	<u>164,217 51</u>
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Repairs of machinery :

Repairs of engines and tenders.....	\$30,606 98
Repairs of passenger, baggage and freight cars.....	36,711 17

Total.....	<u>67,318 15</u>
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Operating the road :

Office expenses, stationery, &c.....	\$674 78
Agents and clerks.....	9,000 00
Conductors, baggage masters and brakemen.....	23,181 58
Engineers and firemen, wipers and watchmen.....	25,231 26
Fuel and cost of preparing for use.....	18,015 46
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	3,086 81
Telegraph, mail and station expenses.....	4,383 82
Loss and damage of goods and baggage.....	48 00
Damage to property, including damage by fire and cattle killed on road.....	210 00
General superintendence.....	4,112 75

Total.....	<u>87,944 46</u>
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Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	<u>Nothing.</u>
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RAILROAD REPORT.

125

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail.	Use of cars.	Miscellaneous.	Total.
January, 1873.....	\$3,175 63	\$15,895 11	.....	\$4,323 30	.....	.....
February, 1873.....	2,891 03	14,205 54	.....	5,066 34	.....	.....
March, 1873.....	3,711 46	17,224 81	.....	4,279 46	\$100 00	.....
April, 1873.....	4,255 09	18,659 78	\$1,895 19	4,160 76	171 87	.....
May, 1873.....	4,282 11	25,976 43	347 37	5,257 86	49 70	.....
June, 1873.....	4,377 05	31,077 86	.....	10,144 78	.....	.....
July, 1873.....	5,285 10	35,659 19	.....	11,971 26	58 70	.....
August, 1873.....	4,843 10	37,930 63	610 62	11,300 80	214 85	.....
September, 1873.....	6,330 59	35,335 33	.....	9,589 70	.....	.....
October, 1873.....	5,097 37	28,735 13	.....	6,750 84	.....	.....
November, 1873.....	4,262 52	19,444 57	610 62	3,923 22	343 75	.....
December, 1873.....	4,416 42	11,590 42	.....	2,959 94	.....	.....
Total.....	53,027 47	291,734 80	3,463 80	79,728 26	938 87	428,893 20

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$89,194 90
For maintaining the road, &c.—repairs of machinery and operating the road.....	319,480 12
For dividends: Reported by C. C. and A. railway co.	
For municipal taxes: Included in expense account.	
For State taxes.....	1,650 00
Total.....	<u>410,325 02</u>

Cost of transportation:

Cost per passenger and per ton freight per mile, proximate average:
Passenger can run with freight and coal trains; account not kept separate;
impossible to tell cost of each item.

What express companies run on your road, and on what terms? United
States express company, 18 cents per hundred to all points on road.

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

The foregoing statement embraces the cost of operating and maintaining
the road; also the receipts of the Cowanesque Valley railroad, operated by
this company, since the opening of said road, September 15, 1873.

OFFICERS OF THE FALL BROOK COAL COMPANY.

Officers.	Post office address.
George J. Magee, President.....	Watkins, N. Y.
John Lang, Treasurer.....	Watkins, N. Y.

(No. 30.)
COWANESQUE VALLEY.

STATE OF PENNSYLVANIA, }
Tioga County, } ss:

Personally appeared Joel Parkhurst, president, and C. L. Pattison, treasurer, of the Cowanesque 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, 1873, are true, to the best of their knowledge and belief.

(Signed) JOEL PARKHURST, *President.*
C. L. PATTISON, *Treasurer.*

Sworn and subscribed before me, this }
9th day of January, 1874. }

BENJ. DORRANCE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed	89,450 00
Total amount now paid in of capital stock.....	87,795 22
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1902,).....	\$95,000 00
2d mortgage bonds, (date of maturity, November 1, 1882,).....	100,000 00
	<u>195,000 00</u>
The amount now of floating debt.....	35,718 08
Total amount now of floating and funded debt.....	230,718 08
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent. gold; 2d mortgage, 7 per cent. currency.	
Number of shares of stock issued.....	1,613
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. <u>\$318,513 30</u>
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CHARACTERISTICS OF ROAD

Length of main line of road, from Lawrenceville to Elk-land, Pa	11 miles.
Length of main line of road laid.....	11 "
Length of main line of road laid in Pennsylvania.....	11 "
Length of double track of road.....	None.
Length of sidings.....	$\frac{1}{2}$ mile.
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	56 lbs.
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, $220\frac{3}{5}$)..	1
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	3
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road way	\$3,283 25
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak and hemlock ties, fish plates, ballasted with gravel.	
Length in miles laid with steel rail.....	None.
This road is operated and returns made by the Corning, Cowanesque and Antrim railway company.	

REMARKS.

This road was leased to the Wellsboro' and Lawrenceville railroad company for twenty-one years, from September 15, 1873.

COWANESQUE VALLEY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Parkhurst.....	Elkland, Pa.
Benj. Dorrance.....	Elkland, Pa.
R. Hammond.....	Osceola, Pa.
J. Johnson.....	Knoxville, Pa.
G. H. Baxter.....	Nelson, Pa.
E. F. Branch.....	Lawrenceville, Pa.
A. H. Gorton.....	Corning, N. Y.
J. N. Hungerford.....	Corning, N. Y.
S. T. Hayt.....	Corning, N. Y.
C. C. B. Walker.....	Corning, N. Y.
H. Goff.....	Corning, N. Y.
A. Hardt.....	Wellsboro', Pa.
Joel Parkhurst, President.....	Elkland, Pa.
C. L. Pattison, Secretary and Treasurer.....	Elkland, Pa.

(No. 31.)
CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA, }
Cumberland County, } SS :

Personally appeared Thomas B. Kennedy, president, and Edward M. Biddle, treasurer, of the Cumberland Valley railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending 30th September, 1873, are true, to the best of their knowledge and belief.

(Signed) T. B. KENNEDY, *President.*
 E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1874. }

JAMES M. ALLEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,110,000 00
Amount of stock subscribed	1,777,850 00
Amount paid in as by last report	1,494,250 00
Total amount now paid in of capital stock	1,774,612 50
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
3d mortgage bonds, (date of maturity, 1st January, 1884,)	81,800 00
	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.; 3d mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Cash, April 1, October 1	8 per cent.
Number of shares of stock issued	35,557

CUMBERLAND VALLEY

Par value of each share	\$50 00
Average market value during the year	57 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: \$1,578,050 00, \$1,774,612 50.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$1,725,142 63	\$1,753,613 46

CHARACTERISTICS OF ROAD.

Length of main line of road, from Harrisburg to Virginia shore of Potomac river, and four miles in addition allowed by law for bridge over the Susquehanna.....	82 $\frac{2}{3}$ miles.
Length of main line of road laid.....	82 $\frac{2}{3}$ "
Length of main line of road laid in Pennsylvania.....	68 $\frac{3}{8}$ "
Length of double track of road.....	7 "
Length of sidings.....	11 $\frac{3}{4}$ "
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	50 to 56 lbs.
Branch roads owned by the company	None.
Roads worked or leased by the company, viz: Southern Pennsylvania railway, 26 miles in length; Martinsburg and Potomac railroad, 11 $\frac{8}{10}$ miles in length; Dillsburg and Mechanicsburg, 8 miles in length.	
Number of shops	1
Number of engine houses	5
Number of engines	20
Number of first-class passenger cars, (average cost of each, \$4,000,).....	17
Number of second-class passenger cars, (average cost of each, \$2,000,).....	2
Number of baggage, mail and express cars, (average cost of each, \$1,500,).....	6
Number of freight cars: House cars, (average cost of each, \$700,) 146; trucks, (average cost of each, \$550,) 63; total, stock cars, 22; four wheeled cars, 20; total.....	251
Number of coal, ore and stone cars.....	None.
Number of caboose cars, (average cost of each, \$600.)....	3
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

RAILROAD REPORT.

131

Number of culverts.....	No. record.
Number of railroads crossed: The Northern Central railway at Bridgeport, and Western Maryland at Hagerstown.....	2
Number of stations on main road: Passenger, 18; freight, 15; total.....	33
Number of wood and water stations on main road.....	9
Value of real estate held by the company exclusive of road way.....	\$18,100 00
Number of tunnels.....	None.
How is track laid, and on what foundation? On sills ballasted with stone.	
Length in miles laid with steel rail.....	<u>6</u>

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

Number of miles run by passenger trains.....	150,530
Number of miles run by freight trains.....	175,090
Number of miles run by construction and special trains ..	18,330
Number of passengers for the year on main road.....	321,815
Number of passengers (all classes) carried in cars.....	321,515
Number of tons of 2,000 lbs. of freight for the year on main road.....	393,128
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	393,128
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.....	24 miles.
Average rate of speed adopted by freight trains, including stops.....	10 "
Weight of first-class passenger engines: 34,000 and 40,000 pounds.	
Weight of freight engines: 50,000 and 60,000 pounds.	

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

October, 1872.....	23,694	May, 1873.....	24,630
November, 1872.....	24,325	June, 1873.....	26,154
December, 1872.....	21,882	July, 1873.....	32,078
January, 1873.....	21,412	August, 1873.....	42,250
February, 1873.....	17,994	September, 1873.....	36,636
March, 1873.....	23,632		
April, 1873.....	26,978	Total.....	<u>321,815</u>

CUMBERLAND VALLEY

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	101,088	Merchandise and manufactures...	20,628
Petroleum and other oils.....	434	Live stock.....	6,856
Pig iron	6,688	Lumber.....	19,191
Railroad and other iron or castings,	12,428	Other articles.....	57,558
Iron and other ores.....	101,000		
Stone and lime.....	1,375	Total	393,128
Agricultural products.....	35,914		

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

For first-class passengers about	3 cents.
For first-class way passengers.....	3 "

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

For freight, per ton per mile, approximate average.....	4 cents.
For coal per ton per mile, approximate average.....	2.4 "
For local freight per ton per mile, approximate average...	4 "
For local coal per ton per mile, approximate average.....	2.4 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$85,522 32
Taxes on real estate.....	1,631 82
Total.....	87,154 14

Repairs of machinery :

Repairs of engines and tenders	\$24,960 57
Repairs of passenger and baggage cars	3,838 40
Repairs of freight cars.....	6,535 65
Repairs of tools and machinery in shops.....	2,284 02
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	9,788 68
Total.....	47,407 32

Operating the road :

Office expenses, stationery, &c.....	\$5,710 06
Agents and clerks.....	15,498 74
Labor—loading and unloading freight	4,568 05
Porters, watchmen and switch tenders.....	2,447 17
Car cleaning and inspecting, furniture and fixtures.....	4,731 19

RAILROAD REPORT.

133

Wood and water station attendance.....	\$794 59
Conductors, baggage masters and brakemen.....	30,343 54
Engineers and firemen.....	18,761 63
Fuel and cost of preparing for use.....	19,903 65
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,078 61
Telegraph, mail and station expenses.....	13,051 57
Loss and damage of goods and baggage.....	109 66
Use of freight and passenger cars.....	4,078 61
Shoveling snow.....	2,206 90
Damage for injury of persons.....	600 00
General superintendence.....	3,150 00
Contingencies.....	1,144 00
Total.....	132,177 97

Receipts on construction and equipment account during the year:

From stockholders..... \$280,662 50

RECEIPTS.

MONTHS.	Passenger.	Freight.	Mall.	Express.	Miscellane- ous.	Total.
October, 1872.....	\$16,007 14	\$33,178 92	\$525 00	\$719 54	\$1,379 40	\$51,810 00
November, 1872...	15,186 78	29,896 16	525 00	690 71	404 66	46,703 29
December, 1872...	13,920 90	25,540 46	525 00	823 97	409 40	41,219 73
January, 1873.....	17,336 57	25,629 79	525 00	700 62	457 51	44,649 49
February, 1873....	11,087 88	29,068 26	525 00	573 03	129 46	41,383 63
March, 1873.....	15,240 23	36,886 39	525 00	628 68	1,052 17	54,332 47
April, 1873.....	16,835 56	34,792 06	525 00	590 42	118 83	52,961 87
May, 1873.....	16,446 87	35,531 30	525 00	532 63	140 07	53,175 87
June, 1873.....	17,300 20	31,359 73	525 00	606 28	229 09	50,020 30
July, 1873.....	18,679 69	26,722 61	525 00	539 22	44 94	46,511 46
August, 1873.....	23,961 25	28,786 06	525 00	572 98	2,445 15	56,290 44
September, 1873...	27,990 14	45,628 40	525 00	663 48	310 42	75,126 44
Total.....	210,002 19	383,020 14	6,800 00	7,641 56	7,221 10	614,184 99

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$28,470 83
For maintaining the road, &c.—repairs of machinery and operating the road.....	266,739 43
For dividends.....	119,288 76
For interest.....	26,378 90
For miscellaneous.....	304,738 48
For surplus funds.....	284,682 95
For State taxes.....	15,803 01
Total.....	1,046,102 36

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 ⁵² / ₁₀₀ cents
Cost per ton freight per mile, proximate average.....	<u>1 ³⁸/₁₀₀ "</u>

What express companies run on your road, and on what terms? Adams express, at a cost of \$7,641 56, for fiscal year.

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

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	1
Employees.....	1	5
Others.....	1	..
Total.....	<u>3</u>	<u>6</u>

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

1872.

October 2. Ed. Reichter, brakeman, hand crushed coupling cars.

November 22. Adam Gable, brakeman, hand crushed coupling cars at Middlesex station.

December 10. Aaron Bergonier, passenger, while attempting to get on the accommodation train west, at Shippensburg, slipped, one foot was thrown under the cars, one wheel passing over it crushing it badly; he was cared for, and sent to his home at Hagerstown, in mail train, same evening.

1873.

February 15. Charles T. King, passenger on Express train west, when train was near Newville, fell from platform of baggage car, and had his left leg cut off; when discovered he was taken to the hotel at that station and cared for, but died soon after.

April 8. James Musgrave, brakeman, arm crushed coupling cars at Chambersburg.

May 1. R. J. Beatty, brakeman, hand crushed coupling cars at Chambersburg.

May 16. James Shenabrook, brakeman, part of hand crushed coupling cars at Shippensburg.

September 3. John Aughinbaugh, brakeman, fell from freight train near Kingston station; both legs were crushed and he was otherwise injured; he was taken to Carlisle and cared for, but died in about three hours after

September 22. Oliver G. Myers, conductor of individual cars was killed near Kingston station, by the cabin car in which he was riding becoming detached while descending a grade, and running into the forward part of the train.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas B. Kennedy.....	Chambersburg, Pa.
Frederick Watts.....	Washington, D. C.
Thomas A. Biddle.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
J. Edgar Thomson.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
D. O. Gehr.....	Chambersburg, Pa.
Josiah Bacon.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
Thomas B. Kennedy, President.....	Chambersburg, Pa.
E. M. Biddle, Secretary and Treasurer.....	Chambersburg, Pa.
J. F. Boyd, Superintendent.....	Chambersburg, Pa.
O. N. Lull, Chief Engineer.....	Chambersburg, Pa.

(Ch. 33.)

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, 1873, 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 }
 17th day of March, 1874. }

ABRAHAM SHIPMAN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$800,000 00
Amount of stock subscribed, (\$129,950 00 in litigation,)..	685,450 00
Amount paid in as by last report.....	684,235 00
Total amount now paid in of capital stock, (including \$128,735 00 in litigation,).....	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 1, 1887,).....	\$1,400,000 00
2d mortgage bonds, (date of maturity, October 1, 1885,).....	300,000 00
	1,700,000 00
Floating debt as by last report: About \$160,000.	
The amount now of floating debt: About \$118,000.	
Total amount now of floating and funded debt.....	1,818,000 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,	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.

RAILROAD REPORT.

137

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, estimated.....	\$1,072,350 00	\$1,072,350 00
Equipment, estimated.....	30,250 00	30,250 00
Total cost.....	1,102,600 00	1,102,600 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury to Tomhicken,	45 miles.
Length of main line of road laid.....	45 "
Length of main 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....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of passenger cars, (average value of each, \$5,000,)	2
Number of baggage cars, (average value of each, \$3,000,)	2
Number of gondola cars, (average value of each, \$650,)...	7
Number of coal cars, (average value of each, \$140,).....	10
All of the remainder of the rolling stock is furnished by the Pennsylvania railroad company, lessees.	
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 roadway: Estimated \$350,000.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Stone, earth and gravel.	
Length in miles laid with steel rail.....	½ mile.

Receipts on construction and equipment account during the year:
 From stockholders, sale of bonds and other sources..... Nothing.

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For dividends.....	None.
For interest on first mortgage bonds: Paid by Pennsylvania railroad company.	

The Danville, Hazleton and Wilkesbarre railroad was leased to the Pennsylvania railroad company from March 1, 1872, and all the operations are included in the report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Benjamin Hendricks.....	Sunbury, Pa.
J. H. Kase.....	Danville, Pa.
S. P. Wolverton.....	Sunbury, Pa.
M. W. Kase.....	Danville, Pa.
H. W. M' Reynolds.....	Buck Horn, Pa.
I. 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. 33.)

DELAWARE AND HUDSON CANAL.

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, 1873, are true, to the best of their knowledge and belief.

(Signed)

THOMAS DICKSON, *President.*J. C. HARTT, *Treasurer.*

Sworn and subscribed before me, this)
 31st day of January, 1874.)

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.....	\$3,404,498 37	\$3,503,970 73
Equipment.....	926,638 52	1,072,155 00
Total cost.....	<u>4,331,136 89</u>	<u>4,576,125 73</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.....	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.
Branch roads owned by the company.....	None.
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: 22 locomotives and 30 stationary engines.	
Number of first-class passenger cars, (average cost of each, \$4,500,)	4
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	2
Number of freight cars: House cars, (average cost of each, \$400,) 64; trucks, (average cost of each, \$400,) 117; total.....	181
Number of coal, ore and stone cars: Coal, 4,060; ore, 77; stone, 28; (average cost of each, \$225,) total,.....	4,165
Number of caboose cars, (average cost of each, \$500,)....	3
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,240,)..	19
Number of stone bridges.....	None.
Number of culverts, 346 feet.....	3
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight, 9; freight, 4; total.....	13
Number of coal and water stations on main road: 3 coal and 5 water; total.....	8
Value of real estate held by the company exclusive of road way.	\$144,411 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Earth, gravel, cinder and culm.	
Length in miles laid with steel rail.....	<u>About 45</u>

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

Number of miles run by passenger trains.....	31,926
Number of miles run by freight trains.....	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..	34,605
Number of passengers (all classes) carried in cars.....	144,561
Number of tons of 2,000 lbs. of through freight for the year on main road.....	1,344,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,811,594

RAILROAD REPORT.

141

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, 1873.....	9,645	July, 1873.....	16,857
February, 1873.....	8,140	August, 1873.....	12,817
March, 1873.....	11,828	September, 1873.....	14,148
April, 1873.....	12,014	October, 1873.....	13,336
May, 1873.....	10,979	November, 1873.....	11,505
June, 1873.....	10,361	December, 1873.....	12,931

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,771,231	Merchandise and manufactures..	52,535
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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.....	About 5 "

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

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

EXPENSES.

[Including expenses of Baltimore Coal and Union railroad.]

Maintaining the road or real estate of the corporation :

Repairs of maintenance of way, including buildings.....	\$246,363 96
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Repairs of machinery :

Repairs of engines and tenders, and wire ropes.....	\$147,462 86
Repairs of freight and coal cars.....	86,855 29

Total.....	234,318 15
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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 water station attendance, conductors, baggage masters and brakemen, engineers and firemen	\$382,451 29
Fuel and cost of preparing for use	70,300 50
Oil and waste for engines and tenders, passenger, baggage and freight cars	15,369 34
Tolls over other roads	9,817 90
Damage for injury of persons	None.
Total	<u>477,939 03</u>
Grand total	<u>\$958,621 14</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.	Passengers.	Freight.	Mail and express.	Total.
January, 1873.....	\$3,862 97	\$3,492 16	\$180 10	
February, 1873.....	3,257 15	4,532 30	56 51	
March, 1873.....	4,555 75	4,459 54	748 67	
April, 1873.....	4,679 47	5,134 49		
May, 1873.....	4,305 00	5,910 00	150 67	
June, 1873.....	4,456 96	5,997 23	359 13	
July, 1873.....	6,970 65	5,892 24		
August, 1873.....	5,139 93	5,407 13	176 53	
September, 1873.....	5,840 86	5,550 35	473 24	
October, 1873.....	5,551 63	6,703 33	58 54	
November, 1873.....	4,548 78	6,736 44	192 69	
December, 1873.....	5,155 46	5,012 06	108 29	
Total.....	58,324 61	64,827 36	2,504 37	\$125,656 34

Summary of payments :

None of these items 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 report.

Cost of transportation :

Cost per ton freight per mile, proximate average: Merchandise, 2 cents; coal, 1½ cents.

Cost per passenger per mile, proximate average..... 2¹/₁₀ cents.

What express companies run on your road, and on what terms? Delaware, Lackawanna and Western and Central express companies; once and a-half first-class, and \$25 per month for messengers.

What transportation or freight companies run on your road, and on what terms? Central railroad company, of New Jersey, on the Baltimore Coal and Union railroad, at 1½ cents per ton a mile for freight, and 1 cent a mile for passengers.

ACCIDENTS.

	Killed.	Injured.
Employees	6	6
Others	5	2
Total	<u>11</u>	<u>8</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 :

1873.

January 1. Mary Walker, killed near Powderly Mines; was walking on track while intoxicated.

January 2. Henry Mills had an arm taken off at the wrist by engine, in Carbondale yard.

January 4. John Brink, headman, at No. 7. plane, had one arm run over and crushed.

January 7. Thomas Hoban had a leg broken by slide in a culm bank while working on track, at Ninorka.

March 24. William Wilcox, brakeman, had his leg broken and foot crushed at head of plane C.

April 8. Mrs. Patrick M'Laughlin run over and killed by freight train, near Suleyville.

June 5. Isaac Gilkey, not an employec, had his leg badly cut and broken by trying to get on cars, in Carbondale yard.

July 15. Mrs. Henry Soldsman run over and killed. at Honesdale.

July 15. John Wagner, footman, at No. 6 plane, had his knee crushed by the cars and died in a few days.

July 21. Thomas Casey, a laborer, run over and killed near transfer chutes, Carbondale.

August 7. Charles Helmes, a laborer, fell off cars going around Shepherd's Crook, injuring both ankles badly.

September 18. John Dunn, a laborer, struck by a bar of railroad iron, at excavator, Honesdale, and instantly killed.

September 22. Thomas Forth, riding on cars while intoxicated, fell off at foot of No. 8 plane, and was seriously bruised.

September 23. Pat Moffit, an employee, while walking on track at Middle Branch, was run over and killed.

September 29. Thomas Nealon, a laborer, at Honesdale, had ankle caught between two car bumpers and so badly crushed that he died in a few days.

October 2. Patrick Skelley, a laborer, had a leg run over and broken badly, at Honesdale Pockets.

October 8. John Gilday was run over and killed while walking on track near Suleyville.

October 25. James Loftus found dead on track, at Mt. Vernon; supposed to have been run over by passenger train.

October 30. John Glenn, riding on cars, was crushed and instantly killed by a runaway, on No. 9 plane.

NAMES AND RESIDENCE OF OFFICERS.

See report of Delaware and Hudson canal company.

(Ch. 84.)
DELAWARE, LACKAWANNA AND WESTERN.

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

Personally appeared Samuel Sloan, president, and Andrew J. Odell, treasurer, of the Delaware, Lackawanna and Western railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }
10th day of February, 1874. }

FRED. F. CHAMBERS,
Commissioner for the State of Pennsylvania in New York.

STOCK AND DEBT.

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

Amount of stock subscribed.....	\$23,500,000 00
Amount paid in of capital stock per last report.....	20,000,000 00
Total amount now paid in of capital stock	23,500,000 00
Funded debt as per last report.....	5,744,000 00
Amount now of funded debt, as follows:	
1st mortgage bonds, (mature April 1, 1875,).....	\$1,111,000 00
2d mortgage bonds, (mature March 1, 1881,)	1,633,000 00
Convertible bonds, (mature June 1, 1892,).....	2,650,000 00
L. & B. 1st mortgage bonds, (mature January 1, 1875,).....	655,000 00
L. & B. 1st mortgage, extension bonds, (mature March 1, 1885,).....	398,900 00
L. & B. 2d mortgage bonds, (mature April 15, 1880,).....	417,300 00
L. & B. 2d mortgage bonds, mature May 15, 1890,).....	7,000 00
	6,872,200 00

10 RAILROAD REP.

Floating debt, as per last report.....		\$4,319,917 90
The amount now of debt, as follows:		
Payable on demand Dec. 31, (vouchers, pay rolls, &c.).....	\$1,377,451 85	
Taxes payable in January.....	330,468 10	
Interest payable on and after Jan. 1, 1874.....	1,049,380 33	
Items payable hereafter at indefinite times, but not soon.....	602,705 23	
	<hr/>	
	3,360,005 51	
Less assets available to reduce above items.....	2,399,882 76	
Balance.....	<hr/>	960,122 75
Total amount now of floating and funded debt.....		7,832,322 75
Rate per cent. per annum of interest on funded debt....		7 per cent.
Date and rate per cent. per annum of dividend: July 15, 1873, 5 per cent., cash.		
Number of shares of stock issued.....		470,000
Par value of each share.....		\$50 00
Average market value during the year: Lowest, \$81; high- est, \$105.		
Amount paid in on each share.....		50,00
Amount of capital on which dividend was declared.....		23,500,000 00
		<hr/> <hr/>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$10,756,339 74	\$15,541,031 40
Equipment.....	4,756,427 64	5,680,322 72
	<hr/>	<hr/>
Total cost.....	15,512,767 38	*21,221,354 12
	<hr/> <hr/>	<hr/> <hr/>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Delaware river to New York State line.....	115 miles.
Length of main line of road laid.....	115 "
Length of main line of road laid in Pennsylvania.....	115 "
Length of double track of road.....	99 "
Length of sidings.....	20 "

*The increase is occasioned by the addition of the cost and equipment of the Lackawanna and Bloomsburg railroad company, merged and consolidated into this company on June 19, 1873.

RAILROAD REPORT.

147

Gauge of road.....	6 feet.
Weight of rail per yard on main track	60 & 65 pounds.
Branch roads owned by the company, viz: The Bloomsburg division, 80 miles, formerly the Lackawanna and Bloomsburg railroad company, consolidated with this company June 19, 1873.	
Roads worked or leased by the company: None in the State.	
Number of engine houses and shops.....	11
Number of engines.....	153
Number of first-class passenger cars, (average cost of each, \$4,500,).....	26
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, \$2,150,).....	14
Number of freight cars: House cars, (average cost of each, \$650,) 418; trucks, (average cost of each, \$500,) 703; total.....	1,121
Number of coal, ore and stone cars: Coal, (average cost of each, \$200,) 11,404; total.....	11,404
Number of caboose cars, (average cost of each, \$500,)...	76
Number of iron bridges, (total length in feet, 1,504,)....	4
Number of wooden bridges, (total length in feet, 1,583,)...	15
Number of stone bridges, (total length in feet, 280,).....	5
Number of culverts, (total length in feet, 1,690,).....	127
Number of railroads crossed.....	4
Number of stations on main road, passenger, and freight,	23
Number of wood and water stations on main road.....	42
*Value of real estate held by the company exclusive of road-way: Estimated about \$10,000.	
Number of tunnels, (length of each, 2,280, 560 and 700 feet	3
How is track laid, and on what foundation? 100 miles ballast; balance natural earth.	
Length in miles laid with steel rails.....	<u>105$\frac{3}{4}$ miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	436,759
Number of miles run by freight trains.....	665,899

*Exclusive of that actually occupied by road bed, shops and depots, and exclusive of coal lands.

Number of miles run by coal trains.....	3, 150, 773
Number of through passengers for the year on main road,	7, 659
Number of passengers (all classes) carried in cars.....	223, 143
Number of passengers carried one mile in Pennsylvania, (including Lackawanna and Bloomsburg railroad.....	12, 204, 795
Number of tons of 2,000 lbs. of through freight for the year on main road.....	65, 729
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	4, 448, 739
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	25
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first-class passenger engines.....	68, 000 pounds.
Weight of freight engines.....	<u>80, 000 "</u>

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

January, 1873.....	41, 868	August, 1873.....	61, 552
February, 1873.....	37, 564	September, 1873.....	61, 868
March, 1873.....	41, 249	October, 1873.....	64, 162
April, 1873.....	47, 724	November, 1873.....	46, 685
May, 1873.....	48, 798	December, 1873.....	53, 375
June, 1873.....	47, 082		
July, 1873.....	60, 578	Total.....	<u>612, 505</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	3, 785, 044	Agricultural products.....	67, 678
Bituminous coal.....	15, 599	Merchandise and manufactures	72, 119
Petroleum and other oils.....	2, 652	Live stock.....	8, 446
Pig iron.....	34, 551	Lumber.....	152, 095
Railroad iron.....	68, 240	Other articles.....	11, 154
Other iron or castings.....	17, 964		
Iron and other ores.....	109, 841	Total.....	<u>4, 448, 739</u>
Stone and lime.....	103, 356		

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.....	<u>3½ "</u>

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

For through freight per ton per mile: Average about 2 cents.
For local freight per ton per mile: Average about 3 cents.

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$739,245 71	\$184,811 42	\$554,434 29
Taxes on real estate.....	50,522 80	12,631 45	37,891 35
Total	789,768 51	197,442 87	592,325 64
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$310,694 76	\$77,673 85	\$233,020 91
Repairs of passenger and baggage cars.....	52,367 18	52,367 18	.....
Repairs of freight and coal cars.....	495,725 50	.....	495,725 50
Repairs of tools and machinery in shops.....	1,755 37	438 26	1,317 11
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	13,088 05	3,272 00	9,816 05
Total.....	873,630 84	133,751 27	739,879 57
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$27,145 04	\$6,786 26	\$20,358 78
Agents and clerks.....	74,192 87	18,548 21	55,644 66
Labor—loading and unloading freight.....	24,282 75	.....	24,282 75
Porters, watchmen and switch tenders.....	23,295 04	7,073 76	21,221 28
Car cleaning and inspecting, furniture and fixtures.....	3,822 33	3,822 33	.....
Wood and water station attendance.....	8,173 30	2,043 32	6,129 98
Conductors, baggage masters and brakemen.....	213,394 84	42,678 96	170,715 88
Engineers and firemen.....	221,942 25	44,480 36	177,461 89
Fuel and cost of preparing for use.....	287,164 02	57,432 80	229,731 22
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	100,104 68	20,020 93	80,083 75
Telegraph, mail and station expenses.....	2,666 99	1,333 44	1,333 55
Loss and damage of goods and baggage.....	7,767 20	.....	7,767 20
Tolls over other roads.....	14,626 96	.....	14,626 96
Use of freight cars.....	23,808 00	.....	23,808 00
Shoveling snow.....	1,601 20	800 60	800 60
Damage for injury of persons.....	3,532 20	1,766 10	1,766 10
Damage to property, including damage by fire and cattle killed on road.....	2,671 75	1,335 87	1,335 88
General superintendence.....	9,149 96	4,574 98	4,574 98
Contingencies.....	30,421 73	7,605 43	22,816 30
Total.....	1,084,763 11	220,303 35	864,459 76

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
January, 1873....	\$26,186 10	\$349,932 75	\$3,714 38	\$20,923 26	\$456 03	\$401,212 52
February, 1873...	23,031 09	337,486 49	3,714 37	21,850 57	463 73	386,546 25
March, 1873.....	27,933 85	424,299 73	3,714 37	24,499 62	442 29	490,829 86
April, 1873.....	30,157 30	493,288 06	3,714 38	29,526 07	493 44	557,179 25
May, 1873.....	32,542 93	552,840 25	3,714 37	32,320 76	504 36	621,422 67
June, 1873.....	32,455 84	515,274 01	3,713 75	25,010 71	452 71	576,907 02
July, 1873.....	42,196 84	428,583 42	3,713 75	20,485 09	428 20	495,397 30
August, 1873....	42,839 12	484,444 47	3,713 75	20,528 27	442 45	551,968 06
September, 1873..	45,860 31	533,130 74	3,713 75	22,330 13	445 45	605,480 38
October, 1873....	39,389 57	540,737 91	3,713 75	27,075 58	431 58	611,348 39
November, 1873..	28,704 70	418,405 60	3,713 75	20,862 91	398 45	472,085 41
December, 1873..	32,793 42	429,464 75	3,713 75	21,615 09	501 21	488,088 22
Total.....	404,081 07	5,507,388 18	44,568 12	286,968 06	5,459 90	6,248,465 33

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$435,161 84
For maintaining the road, &c.—repairs of machinery and operating the road.....	2,748,162 46
For dividends, (payable July 15, 1873, at 5 per cent. cash.)	1,175,000 00
For interest on bonded debt.....	531,871 67
For municipal taxes: Included in maintenance of real estate.	
State taxes.....	130,485 19
Total.....	<u>6,195,681 16</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	1.75 cents.
Cost per ton freight per mile, proximate average.....	1.50 "

What express companies run on your road, and on what terms? Delaware, Lackawanna and Western express company, at \$31,200 per annum.

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

ACCIDENTS.

	Killed.	Injured.
Employees.....	15	8
Others.....	8	9
Total.....	<u>23</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 :

1873.

January 8. William Johnson, colored, found dead on track between Moscow and Lehigh; supposed to have been run over by a train.

January 9. Joseph T. Snover, engineer, out on foot-board of engine regulating the pump, was struck by a bridge and thrown off his engine, severely injuring his head; train was Summit train.

January 18. Michael M'Guire, walking on the track between New Milford and Great Bend, was run over by mail train and instantly killed.

January 29. Isaac Maquam, brakeman, in attempting to jump on a coal train at Moscow, fell under the cars and was instantly killed.

February 21. Edward Fleming, laborer on track at Scranton, shoveling snow from track, was run over by engine, losing both his legs.

February 24. Jessie Davidson, twelve years of age, while picking up coal under cars at Scranton, was run over, causing amputation and death.

March 15. John A. Houser, brakeman, uncoupling cars in Scranton yard, caught his foot in a frog, was run over by an engine approaching him, and instantly killed.

March 19. Ambrose Hotchkiss, was found dead on the track near Bell's Bridge; supposed to have been run over by a train during the night.

March 31. Samuel A. Houser, dispatcher at Scranton, coupling cars, caught his hand between bumpers and injured it badly.

April 17. James M'Donald, section man, at work on track between Moscow and Lehigh, was killed by a train.

April 17. David Adams, employee, supposed to have been coupling; killed at Northumberland.

April 28. Jacob Rover, intoxicated, lost both legs at Stroudsburg in attempting to jump on coal train.

May 5. David France was badly injured at Portland, in attempting to jump on passing coal train.

May 5. John Flynn, laborer on track, was run over at Stone Switch by a coal train, severing both legs; died soon.

May 19. William Connell, 13 years of age, in attempting to jump on coal train near rolling mill, fell under cars and had one leg cut off.

June 3. Henry Scalten, telegraph repairer, leaning far out of car near Tobyhanna, was struck by bridge and instantly killed.

June 11. ——— Edwards, in attempting to jump on coal train at Dunning's, fell under cars and lost one leg.

June 12. Willis Depuy, brakeman on freight train, coupling cars at Stroudsburg, mashed his hand; amputated.

June 12. W. M. Reid, employee, was run over at Pittston while working on track and fatally injured.

June 17. John Howard, brakeman on coal train, coupling cars at Dunning, was badly squeezed between cars.

June 18. John H. Mee, brakeman on coal train, in trying to get on engine in Scranton yard, slipped under the wheels which run over part of his foot causing amputation.

June 18. Joseph Shaffer, brakeman, was badly bruised by being caught under pilot of an engine.

July 15. John Loaden, employee, supposed to have been coupling; killed at Hunlocks.

July 16. Hugh Fury, employee, while pushing a truck, was killed at Danville.

July 18. William Durkin, 15 years of age, in attempting to jump on mine train at Diamond mines, was run over and killed.

July 19. Horace Stevens, brakeman, in jumping on front end of caboose at South Branch, fell and was run over, mangling one leg and breaking the the other; died same night.

July 24. Myron Staples, brakeman, while disconnecting cars in Scranton yard, was run over and killed.

July 30. James Cummings, brakeman, in coupling cabooses in Scranton yard, had an arm mashed, causing amputation.

August 4. John Beecher, 10 years old, had his right leg taken off at Nayaug, by attempting to jump on way freight train.

August 4. A boy, name unknown, was run over in Scranton yard by switching engine, cutting off both legs and arms and crushing his head. It appears he got his foot fast in a frog and could not extricate it in time to escape the engine which was approaching him.

August 13. Daniel Tay and Patrick M'Govern, section men, were walking on northern bound track in Nayaug tunnel, and were struck by an approaching coal train, and died soon after.

August 14. Peter Smith, 15 years old, lost one of his legs by trying to jump on a coal train at Portland.

October 2. Losey Letts, brakeman, riding on top of a freight car, was struck on the head by farm bridge at Clark's summit, and seriously injured.

November 14. B. A. Fairchild, employee, was killed near Nanticoke while putting on brake; trains run together.

November 15. James Detrick, in stepping off train No. 8, as it neared Spragueville, fell in the tannery race and was drowned.

December 9. Drake R. Dunn, in jumping on Summit train at Nayaug tunnel, fell under train, crushing one of his legs, which had to be amputated.

December 22. Dudley Paisley, employee, in act of putting on brake, was killed near Wyoming.

As the company have not heretofore been required to report the number of tons of freight carried one mile, (the first notice we had that such was desired, being the circular of 9th of December, 1873,) the company's accounts have not been so kept to answer that question, or the question as to the number of passengers carried one mile outside the State.

The whole year's business of the (late) Lackawanna and Bloomsburg railroad company is included in this report.

Respectfully yours,

A. J. ODELL, *Treasurer.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses Taylor.....	City Bank, New York city.
Wm. E. Dodge.....	New York city.
George Bulkley.....	Southport, Conn.
John I. Blair.....	Blairstown, New Jersey.
Rufus R. Graves.....	New York city.
Simeon B. Ohittenden.....	New York city.
John Brisbln.....	New York city.
George Bliss.....	New York city.
Percy R. Pyne.....	New York city.
Wm. Walter Phelps.....	New York city.
James Blair.....	Scranton, Pa.
Denning Duer.....	New York city.
Wilson G. Hunt.....	New York city.
Henry A. Kent.....	New York city.
Samuel Sloan, President.....	No. 26 Exchange Place, N. Y.
Fred F. Chambers, Secretary.....	No. 26 Exchange Place, N. Y.
A. J. Odell, Treasurer.....	No. 26 Exchange Place, N. Y.

(No. 25.)

DILLSBURG AND MECHANICSBURG.

STATE OF PENNSYLVANIA, }
Cumberland County, } ss:

Personally appeared Frederick Watts, president, and Edward M. Biddle, treasurer, of the Dillsburg and Mechanicsburg railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

FREDERICK WATTS, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, }
 this 23d day of January, 1874. }

J. M. ALLEN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$350,000 00
Amount of stock subscribed.....	63,000 00
Total amount now paid in of capital stock.....	30,803 23
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, 1st August, 1895,).	100,000 00
The amount now of floating debt.....	39,032 92
Total amount now of floating and funded debt.....	139,032 92
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.
Par value of each share.....	\$50 00
Average market value during the year.....	<u>No record.</u>

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$170,056 94
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Mechanicsburg to Dillsburg.....	7½ miles.
Length of main line of road laid.....	7½ "

RAILROAD REPORT.

155

Length of main line of road laid in Pennsylvania.....	7½ miles.
Length of double track of road	None.
Length of sidings.....	None.
Gauge of road.....	4 feet 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	1
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 150,)...	1
Number of stone bridges.....	None.
Number of culverts	None.
Number of railroads crossed : The Harrisburg and Potomac railroad is located across this road.	
Number of stations on main road : Passenger and freight,	2
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road way	\$3,100 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties on stone ballast.	
Length in miles laid with steel rail.....	None.

RECEIPTS.

MONTHS.	Freight.	Passengers.	Total.
From December, 1872, to May 14, 1873.....	\$1,227 28	.....	\$1,227 28
From May 14, 1873, to May 31, 1873	1,522 95	\$154 06	1,677 01
August, 1873.....	378 33	621 77	1,000 10
September, 1873.....	804 01	227 75	1,031 76
Total.....	3,932 57	1,003 58	4,936 15

EXPENSES.

Operating the road.....	\$2,213 92
Number of passengers carried during the year.....	9,585

The Dillsburg and Mechanicsburg railroad is leased to the Cumberland Valley railroad company, and operated by them as a branch road, and the returns are included in their report.

The lease bears date 22d February, 1873, and is for nine-nine years.

DILLSBURG AND MECHANICSBURG

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Frederick Watts.....	Carlisle, Pa.
E. M. Biddle.....	Carlisle, Pa.
Henry G. Moser.....	Mechanicsburg, Pa.
Thomas B. Bryson.....	Mechanicsburg, Pa.
Dr. Geo. L. Shearer.....	Dillsburg, Pa.
Christian Bender.....	Dillsburg, Pa.
Henry M'Cormick.....	Harrisburg, Pa.
Frederick Watts, President.....	Carlisle, Pa.
E. M. Biddle, Secretary and Treasurer.....	Carlisle, Pa.

(Ch. 36.)

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG.

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

Personally appeared before me, Edwin D. Worcester, president of the Dunkirk, Allegheny Valley 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, 1873, are true, to the best of his knowledge and belief.

(Signed)

E. D. WORCESTER, *President.*

Sworn and subscribed before me, this }
 14th day of February, 1874. }

JAS. H. OGILVIE,

Notary Public for City and County of N. Y.

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

I, William Walsh, clerk of the city and county of New York, and also clerk of the Supreme Court for the said city and county, being a court of record, do hereby certify that James H. Ogilvie, before whom the annexed deposition was taken, was, at the time of taking the same, a notary public of New York, dwelling in said city and county, duly appointed and sworn and authorized to administer oaths to be used in any court in said State, and for general purposes; and that his signature thereto is genuine, as I verily believe.

In testimony whereof, I have hereunto set my hand and affixed the seal of the said court and county, the 7th day of March, 1874.

WM. WALSH, *Clerk.*

This company was formed on the 1st day of December, 1872, by the consolidation of the Dunkirk, Warren and Pittsburg railway company and the Warren and Venango railroad company. Its road was, from same date, leased to the New York Central and Hudson River railroad company. It has no treasurer, all collections and payments being made by the lessee. This report is for ten months, to 30th September, 1873, when its fiscal year ends, and is made in part from the records of the lessee.

158 DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG

STOCK AND DEBT.

Capital stock as authorized by law	\$1,300 000 00
Amount of stock subscribed.....	1,300,000 00
Total amount now paid in of capital stock	1,300,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1900.)	\$2,000,000 00
2d mortgage bonds, (date of maturity, October 1, 1900,)	1,000,000 00
3d mortgage bonds, (date of maturity, October 1, 1900,).....	200,000 00
	<u>3,200 000 00</u>

These bonds were issued by the former companies, and were assumed by this company at the consolidation.

Total amount now of floating and funded debt.....	\$3,200 000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, gold, 7 per cent.; 2d mortgage, currency, 7 per cent.; 3d mortgage, currency, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends.	None.
Number of shares of stock issued.....	13,000
Par value of each share.....	\$100 00

The combined capital stock of the two former companies was \$2,300,000 00, which was reduced to \$1,300,000 00 at the consolidation.

Average market value during the year: No market value.

Amount paid in on each share.....	<u>\$100 00</u>
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COST OF ROAD AND EQUIPMENT.

Construction and equipment: Cost to the present company at the consolidation.....	By present report. \$4,500,000 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Dunkirk, N. Y., to Oil City, Pa	106.5 miles.
Length of main line of road laid	90.6 "
Length of main line of road laid in Pennsylvania.....	48.3 "
Length of double track of road.....	None.
Length of sidings.....	6 miles.
Gauge of road	4 feet 9 1/4 in.

RAILROAD REPORT.

159

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 engines.....	10
Number of first-class passenger cars, (average cost of each, \$5,000,).....	6
Number of second-class passenger cars, (average cost of each, \$3,000,).....	2
Number of hermaphrodites, (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, 33; trucks, 55; (average cost of each, house cars, \$675; trucks, \$590;) total..	88
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 138,).....	1
Number of wooden bridges, (total length in feet, 1,310,)..	19
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 467,)	62
Number of railroads crossed	2
Number of stations on main road: Passenger and freight,	18
Number of wood and water stations on main road,.....	9
Value of real estate held by the company, exclusive of road way.....	\$20,000 00
How is track laid, and on what foundation? Gravel ballast, 9 feet ties.	

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

Number of miles run by passenger trains.....	106,355
Number of miles run by freight trains	104,297
Number of through passengers for the year on main road..	4,945
Number of passengers carried one mile in Pennsylvania...	983,753
Number of passengers (all classes) carried in cars.....	110,090
Number of passengers carried one mile.....	2,283,682
Number of tons of 2,000 lbs. of through freight for the year on main road	70,860
Number of tons of freight carried one mile	5,277,453
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	94,303
Number of tons of freight carried one mile in Pennsylvania,	369,420
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20 miles.

160 DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG

Average rate of speed adopted by express trains, including stops	20 miles.
Average rate of speed adopted by freight trains, including stops	10 "
Weight of first-class passenger engines	30 tons.
Weight of freight engines	32 "

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

December, 1872.....	7,379	May, 1873.....	11,039
January, 1873.....	8,339	June, 1873.....	13,036
February, 1873.....	8,059	July, 1873.....	13,429
March, 1873.....	11,025	August, 1873.....	14,170
April, 1873.....	10,382	September, 1873.....	13,282

The amount of freight, specifying the quantity in tons :

	Tons.	or	Pounds.
Anthracite coal	250		556,611
Bituminous coal.....	7,057		15,807,904
Petroleum and other oils.....	65,425		146,552,144
Other iron or castings	169		369,500
Stone and lime.....	105		236,769
Agricultural products.....	2,169		4,858,820
Merchandise and manufactures	1,760		3,942,405
Live stock	149		335,283
Lumber.....	3,490		7,837,928
Other articles	362		8,118,636
Total			188,606,000

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

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

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

For through freight, per ton per mile.....	2 cents.
For through coal, per ton per mile.....	1 ¹ / ₁₀ "
For local freight, per ton per mile.....	3 "
For local coal, per ton per mile	1 ¹ / ₂ "

EXPENSES.

11 RAILROAD REP.

RAILROAD REPORT.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED O	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$55,112 92	\$19,289 52	\$35,823 40
Taxes on real estate	2,271 16	794 90	1,476 26
Total	57,384 08	20,084 42	37,299 66
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$8,873 28	\$3,106 65	\$5,767 63
Repairs of passenger, baggage and freight cars	9,345 89	2,336 40	7,009 49
Repairs of tools and machinery in shops	203 59	71 25	132 34
Total	18,422 76	5,513 30	12,909 46
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$2,151 53	\$753 08	\$1,398 50
Agents and clerks.....	15,781 51	5,523 52	10,257 99
Labor—loading and unloading freight			
Porters, watchmen and switch tenders.....	1,446 20	516 10	930 10
Mail service.....	149 05	53 16	95 89
Gaslight.....	152 86	53 60	99 26
Conductors, baggage masters and brakemen.....	18,718 86	7,487 54	11,231 32
Engineers and firemen.....	15,636 96	6,254 78	9,382 18
Fuel and cost of preparing for use.....	31,173 03	12,469 21	18,703 82
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,912 08	1,164 83	1,747 25
Telegraph repairs	422 07	147 72	274 35
Loss and damage of goods and baggage	706 28		706 28
Rents payable.....	325 00	113 75	211 25
Use of freight cars.....	4,190 68		4,190 68
Advertising	50 00	17 50	32 50
Damage for injury of persons.....	17 70	17 70	
Damage to property, including damage by fire and cattle killed on road	65 00		65 00
Law expenses	58 08	20 32	37 76
General superintendence.....	5,771 71	1,920 09	3,851 62
Contingencies	202 93	70 00	132 93
Total	99,931 53	36,582 85	63,348 68

161

162 DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds..... Nothing.
 From other sources, and unpaid bills on construction, &c. \$21,153 68

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
December, 1872.....	\$4,455 61	\$7,038 02	\$429 86	\$80 53	\$1,477 84	\$13,481 86
January, 1873.....	5,108 80	8,631 08	420 29	51 12	.....	14,211 29
February, 1873.....	4,780 90	7,728 12	364 54	131 83	.....	13,005 39
March, 1873.....	6,170 39	9,680 20	406 84	109 27	4 00	16,371 70
April, 1873.....	5,606 91	8,109 16	494 68	118 13	5 30	14,334 18
May, 1873.....	6,099 87	14,958 55	567 90	166 27	1,088 18	22,830 77
June, 1873.....	7,064 07	14,068 48	605 73	148 00	100 64	21,980 92
July, 1873.....	8,561 40	16,044 91	561 25	51 94	30 62	25,240 12
August, 1873.....	8,314 19	16,905 27	531 84	111 66	5 80	25,868 66
September, 1873.....	8,395 08	18,616 30	577 05	172 78	514 24	28,275 40
Total.....	64,548 17	121,780 09	4,959 98	1,136 43	3,076 62	195,600 29

SUMMARY OF PAYMENTS.

For construction and equipment \$41,015 60
 For maintaining the road, &c.—repairs of machinery and
 operating the road 175,738 37
 For dividends: No dividends paid.
 For interest, miscellaneous, surplus funds, municipal, State
 and United State taxes; all paid by lessee.
 Total 216,753 97

What express companies run on your road, and on what terms? American
 express company, temporary arrangements.

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

ACCIDENTS.

None.

OFFICE OF THE NEW YORK CENTRAL AND
 HUDSON RIVER RAILROAD COMPANY, }
 New York, February 12, 1874. }

HON. HARRISON ALLEN,

Auditor General of Pennsylvania, Harrisburg :

SIR:—Your circular of 1st October, 1873, as to value of capital stock,
 &c., has been sent to me, as president of the Dunkirk, Allegheny Valley
 and Pittsburg railroad company.

As the blanks enclosed were not applicable to any extent, if at all to the circumstances of the Dunkirk, Allegheny Valley and Pittsburg company, I beg leave to submit the following statement, and will, if required, verify the same by affidavit.

The Dunkirk, Allegheny Valley and Pittsburg company, was formed on the 1st of December, 1872, by the consolidation of the Dunkirk, Warren and Pittsburg railway company and the Warren and Venango railroad company.

The respective capital stocks were—

Dunkirk, Warren and Pittsburg railway company.....	\$1,300,000 00
Warren and Venango railroad company.....	1,000,000 00
Total	<u>2,300,000 00</u>

By the agreement of consolidation, (which is filed with you,) the capital stock of the new company was made \$1,300,000, being a reduction from the aggregate of the two companies of \$1,000,000.

In January, 1873, a lease (operating back to December 1, 1872,) was made of the road to the New York Central and Hudson River railroad company, under which the capital stock of the Dunkirk, Allegheny Valley and Pittsburg railroad company will receive about *one* per cent. per annum, after certain debts are paid, from the lessee's revenue from the road, a process that will it is estimated, *take over ten years*. The value of the stock is therefore, as will be seen, quite or entirely nominal. The funded debt of the two companies amounted to \$3,200,000, and this was paid off at a rate by the lessee, and is now held by it, instead of paying the interest thereon as rental, being kept nominally alive, however, for the security of the liens of the mortgages.

I am secretary of the New York Central and Hudson River railroad company, and president of the Dunkirk, Allegheny Valley and Pittsburg railroad company, the latter company being so small an organization, that outside of the board of directors, the only officer besides myself, is a secretary, the company having no treasurer, as the lessee performs the duties that pertain to such an officer.

Any communication may be addressed to me at the "Hoffman House," New York City.

Very respectfully,
E. D. WORCESTER.

164 DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Gornelius Vanderbilt.....	New York City.
Wm. H. Vanderbilt.....	New York City.
Augustis Schell.....	New York City.
James H. Banker.....	New York City.
Joseph Harper.....	New York City.
Henry R. Pierson.....	Albany, N. Y.
Edwin D. Worcester.....	Albany, N. Y.
J. Condit Smith.....	Buffalo, N. Y.
Rasselas Brown.....	Warren, Pa.
David H. Mitchell.....	Titusville, Pa.
Stephen M. Newton.....	Dunkirk, N. Y.
Two vacancies.	
Edwin D. Worcester, President.....	Albany, N. Y.
Joseph Harper, Secretary.....	New York City.
Darwin Thayer, Superintendent.....	Fredonia, N. Y.
Wm. M. Lester, Auditor for lessee.....	Fredonia, N. Y.

Ch. 37.)

DUNKIRK, WARREN AND PITTSBURG.

STATE OF PENNSYLVANIA, }
Crawford County, } SS:

Personally appeared Darwin Thayer, general superintendent, and Wm. M. Lester, assistant treasurer, of the Dunkirk, Warren and Pittsburg railroad company, and in due form of law made oath that the statements in the within report, for the months of October and November, 1872, are true, to the best of their knowledge and belief.

(Signed)

D. THAYER, *Gen. Superintendent.*WM. M. LESTER, *Asst. Treasurer.*

Sworn and subscribed before me, this }
 23d day of December, 1874. }

H. S. PERRY, *J. P.*

DUNKIRK, WARREN AND PITTSBURG RAILWAY COMPANY.

Hon. HARRISON ALLEN, *Auditor General*:—On the 1st day of December, 1872, this company was consolidated with the Warren and Venango railroad company, forming the Dunkirk, Allegheny Valley and Pittsburg railroad company, which will report the stock and debts of the D., W. and P. railway in connection with the other, and also the details attending the operating of the road for ten months. This, the final report of the D., W. and Pittsburg railway company, therefore only covers the operating details for October and November, 1872.

Yours respectfully,

WM. M. LESTER, *Asst. Treasurer.*

CHARACTERISTICS OF ROAD.

Included in report of Dunkirk, Allegheny Valley and Pittsburg railroad company.

DOINGS OF THE 2 MONTHS IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains	15, 530
Number of miles run by freight trains	7, 833
Number of through passengers for the year on main road,	2, 754
Number of passengers (all classes) carried in cars	13, 970
Number of tons of 2,000 lbs. of through freight for the year on main road	2, 751
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	11, 932
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20

DUNKIRK, WARREN AND PITTSBURG

Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops	10
Weight of first-class passenger engines	30 tons.
Weight of freight engines	32 "

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

October, 1872.....	6,840
November, 1872.....	7,130

The amount of freight, specifying the quantity in tons :

Petroleum and other oils.....	2,307	Live stock.....	120
Agricultural products.....	1,235	Lumber.....	1,450
Merchandise and manufactures	6,820		

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

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

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

For through freight per ton per mile.....	3.5 cents.
For through coal per ton per mile.....	1.1 "
For local freight per ton per mile	8 "

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transporta'n.
Repairs or maintenance of way, including buildings.....	\$8,394 78	\$3,357 89	\$5,036 84
Taxes on real estate	4,785 70	1,914 28	2,871 42
Total	13,180 48	5,272 17	7,908 26
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,098 30	\$439 32	\$658 98
Repairs of passenger, baggage and freight cars.....	770 87	308 34	462 53
Total	1,869 17	747 66	1,121 51
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,132 35	\$452 04	\$679 41
Agents and clerks.....	1,534 10	613 64	920 46
Repairs of telegraph	59 70	23 88	36 82
Porters, watchmen and switch tenders.....	229 20	91 68	137 52
Advertising.....	58 50	58 50	.....
Gas light	19 03	7 85	11 78
Conductors, baggage masters and brakemen.....	1,997 14	798 85	1,198 29
Engineers and firemen.....	1,557 35	622 94	934 41
Fuel and cost of preparing for use	2,426 06	970 42	1,455 64
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	388 55	155 40	233 15
Loss and damage of goods and baggage.....	37 06	.....	37 06
Law expenses.....	1,754 32	700 00	1,054 32
Use of freight cars.....	183 47	.....	183 47
Overcharged freight.....	1,635 49	.....	1,635 49
Rents.....	137 50	45 00	92 50
Damage to property, including damage by fire and cattle killed on road, adjusted during this period.....	2,600 59	1,560 36	1,040 23
General superintendence.....	1,750 32	701 72	1,048 60
Contingencies	158 23	63 29	94 94
Total	17,659 56	6,866 47	10,793 09

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.	Miscellaneous.	Total.
October, 1872	\$5,000 33	\$10,277 18	\$490 10	\$4 01	\$15,771 62
November, 1872	5,835 63	9,375 34	460 13	1 73	15,672 83
Total	10,835 96	19,652 52	950 23	5 74	31,444 45

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road \$32,709 16

Cost of transportation:

Cost per passenger per mile, promimate average Unknown.
 Cost per ton freight per mile, proximate average Unknown.

What express companies run on your road, and on what terms? American. Pay a stated sum per diem, and different rates per 100 pounds, according to distance.

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

(No. 88.)
EAST BRANDYWINE AND WAYNESBURG.

STATE OF PENNSYLVANIA, } ss:
Chester County, }

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, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOHN CORNOG, *President.*

R. W. MORTON, *Treasurer.*

Sworn and subscribed before me, this }
12th day of January, 1874. }

WM. MORTON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	149,000 00
*Amount paid in as by last report, (1872,).....	136,000 00
Total amount now paid in of capital stock.....	133,351 45
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, Jan. 1, 1873,).....	35,000 00
Mortgage bonds, (date of maturity, extension,).....	50,000 00
	225,000 00
Floating debt, as by last report.....	2,000 00
The amount now of floating debt.....	2,000 00
Total amount of floating and funded debt.....	227,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 8 per cent.; extension, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.

* This amount should have been the report of 1872 instead of \$89,800.

Number of shares of stock issued.....	2,667
Par value of each share.....	\$50 00
Average market value during the year.....	No value.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$309,557 82</u>	<u>\$260,351 45</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Downingtown to New Holland	27½ miles.
Length of main line of road laid.....	17½ "
Length of main line of road laid in Pennsylvania.....	17½ "
The E. B. and Waynesburg railroad is now being extended to New Holland, a distance of about ten miles, on which about two-thirds of the grading is now done.	
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	45 and 56 lbs.
Number of engine houses.....	1
Number of iron bridges.....	None.
Number of wooden bridges.....	6
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed, (Wilmington and Reading,)	1
Number of stations on main road: Passenger, 12; freight, 11; total.....	23
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
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties and stone ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

The East Brandywine and Waynesburg railroad was leased to the Pennsylvania railroad company for five years, and operated by them as a branch road; the returns are included in their annual report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. Kneass.....	Philadelphia.
J. M. M'Clure.....	Millford Mills.
J. S. Parker.....	Norwood.
W. D. Smith.....	Isabella.
Wm. Morton.....	Honeybrook.
A. Graham.....	Honeybrook.
J. M'Clure.....	Philadelphia.
T. M. Storb.....	New Holland.
A. Diller.....	New Holland.
B. F. Kinzer.....	New Holland.
A. Ranch.....	New Holland.
J. Styer.....	New Holland.
John Cornog, President.....	Wallace.
Thomas Millard, Secretary.....	Loag.
R. W. Morton, Treasurer.....	Honeybrook.

Ch. 89.2
EAST BROAD TOP RAILROAD AND COAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Wm. A. Ingham, president, and John D. Taylor, treasurer, of the East Broad Top 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

WM. A. INGHAM, *President.*

JNO. D. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this }
15th day of January, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed, 8,023 shares	401,150 00
Amount paid in November 1, 1872	30,570 00
Total amount now paid in of capital stock	400,250 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1903,)..	188,000 00
The amount now of floating debt.	None.
Total amount now of funded debt.	188,000 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 declared.
Number of shares of stock issued	7,964
Par value of each share	\$50 00
Average market value during the year	No sales.
Amount paid in on each share: \$50 on 7,964 shares, and \$34 75 on 59 shares.	

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$507,124 49
Equipment	57,494 24
Total cost	<u>564,618 73</u>

RAILROAD REPORT.

173

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Union to Robertsdale.....	29 $\frac{1}{2}$ miles.
Length of main line of road laid	11 $\frac{1}{2}$ "
Length of main line of road laid in Pennsylvania	11 $\frac{1}{2}$ "
Length of double track of road.....	None.
Length of sidings.....	1 $\frac{1}{2}$ miles.
Gauge of road.....	3 feet.
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	2
Number of engines	3
Number of first-class passenger cars, (average cost of each, \$3,100.).....	2
Number of second-class passenger cars	None.
Number of baggage, mail and express cars, (average cost of each, \$2,200.).....	1
Number of freight cars: House cars, (average cost of each, \$500,) 9; trucks, (average cost of each, \$400,) 18; total.....	27
Number of coal, ore and stone cars, (average cost of each, \$250,) total	30
Number of caboose cars, (average cost of each, \$500,)....	1
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 417,)....	5
Number of stone bridges	None.
Number of culverts	None.
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight.....	4
Number of wood and water stations on main road	3
Value of real estate held by the company, exclusive of road way	\$10,000 00
Number of tunnels, (length of each, 825 and 1,125 feet, unfinished,)	2
How is track laid, and on what foundation? On cross-ties and broken stone ballast.	
Length in miles laid with steel rail.....	None.

EAST BROAD TOP RAILROAD AND COAL

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

Number of miles run by passenger and freight trains.....	5,085
Number of miles run by construction trains.....	3,292
Number of through passengers for the year on main road and number of passengers (all classes) carried in cars ..	9,643
Number of tons of 2,000 pounds of through freight for the year on main road and gross amount of tonnage for the year, (2,000 lbs. per ton.)	3,835 $\frac{97\frac{1}{2}}{1000}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour).....	10
Average rate of speed adopted by express trains, including stops: No express trains.	
Average rate of speed adopted by freight trains, including stops	10
Weight of first-class passenger engines	15 tons.
Weight of freight engines.....	25 "

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

September, 1873	3,041	November, 1873.....	1,897
October, 1873.....	2,476	December, 1873.....	2,229

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal.....	549 $\frac{91\frac{1}{2}}{1000}$
Petroleum and other oils.....	8 $\frac{33\frac{1}{2}}{1000}$
Stone and lime	26 $\frac{50}{1000}$
Agricultural products	1 $\frac{24\frac{1}{2}}{1000}$
Merchandise and manufactures	2,286 $\frac{61\frac{1}{2}}{1000}$
Lumber.....	958 $\frac{281}{1000}$
Other articles	5 $\frac{700}{1000}$

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

For first-class way passengers	5 cents.
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The rate per ton (of 2,000 pounds) per mile charged for freight:

For local freight and coal, per ton per mile.....	12 $\frac{1}{2}$ cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transporta'n.
Repairs or maintenance of way, including buildings, and taxes on real estate.....	\$126 01		
Total	126 01		
REPAIRS OF MACHINERY.			
Repairs of passenger and baggage cars.....	\$2 58	\$2 58	
Repairs of freight cars.....	32 75		\$32 75
Repairs of tools and machinery in shops.....	7 00	1 25	5 75
Total	42 33	3 83	38 50
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$302 61	\$152 66	\$149 95
Agents and clerks.....	1,571 96	870 00	1,201 06
Porters, watchmen and switch tenders.....	530 25	200 00	330 25
Car cleaning and inspecting, furniture and fixtures.....	212 35	131 60	80 75
Conductors, baggage masters and brakemen.....	1,008 00	671 00	335 00
Engineers and firemen.....	539 50	269 75	269 75
Fuel and cost of preparing for use.....	1,141 04	507 00	634 04
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	40 12	20 08	20 08
Telegraph, mail and station expenses.....	71 35		71 85
General superintendence.....	500 00	250 00	250 00
Total	5,915 18	2,572 07	3,343 11

RAILROAD REPORT.

Receipts on construction and equipment account during the year :

From stockholders	\$369,680 00
From sale of bonds.....	169,200 00
From other sources.....	15,571 06
Total	554,451 06

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Total.
September, 1873.....	\$1,259 96	\$996 26	\$2,256 22
October, 1873.....	996 23	1,936 73	2,932 96
November, 1873.....	796 18	1,498 98	2,295 16
December, 1873.....	917 74	897 46	1,815 20
Total	3,970 11	5,230 43	9,209 54

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$534,048 73
For maintaining the road, &c.—repairs of machinery and operating the road.....	6,083 52
For dividends	None.
For interest	None.
For miscellaneous.....	10,405 52
For State taxes: Charged in expense account.	
Total	550,535 77
Total amount of surplus fund.....	\$3,789 28

Cost of transportation :

Cost per passenger and freight per mile, proximate average.

No account kept.

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

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

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Ario Pardee	Hazleton, Pa.
J. Gillingham Fell.....	Philadelphia, Pa.
George B. Markle.....	Hazleton, Pa.
Percival Roberts.....	Philadelphia, Pa.
Randolph Wood.....	Philadelphia, Pa.
Edward R. Wood.....	Philadelphia, Pa.
Wm. A. Ingham, President.....	320 Walnut St., Philadelphia, Pa.
John D. Taylor, Sec'y and Treasurer.....	320 Walnut St., Philadelphia, Pa.

(No. 40.)
EAST MAHANAY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
16th day of February, 1874. }

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

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	392,550 00
Amount paid in as by last report.....	392,550 00
Total amount now paid in of capital stock.....	392,550 00
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
Date and rate per cent. per annum of dividends: January and July, cash, each.....	3 per cent.
Number of shares of stock issued.....	7,851
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>392,550 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$392,550 00</u>	<u>\$392,550 00</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 Waste House Run.....	7.54 miles.
Length of main line of road laid.....	7.54 "
Length of main line of road laid in Pennsylvania.....	7.54 "
Length of double track of road.....	None.
Length of sidings.....	3.33 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	68 pounds.
Branch roads owned by the company, and their length, viz: 4; total length.....	3.57 miles.
Roads worked or leased by the company.....	None.
Number of iron bridges, (total length in feet, 137,).....	5
Number of wooden bridges, (total length in feet, 135½,)...	10
Number of stone bridges, (total length in feet, 11 ⁶ / ₁₀ ,)....	1
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight...	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, 3,400 feet,).....	1
How is track laid, and on what foundation? Cross-ties, stone and coal dirt ballast.	
Length in miles laid with steel rail.....	None.

RECEIPTS.

From lease and contract.....	\$24,730 67
Miscellaneous.....	69 03
Total.....	<u>24,799 70</u>

SUMMARY OF PAYMENTS.

For dividends.....	23,553 00
For miscellaneous.....	192 78
For State taxes.....	1,177 65
United States taxes.....	588 82
Total.....	<u>25,512 25</u>

Receipts on construction and equipment account during the year :

From stockholders	\$750 00
From sale of bonds	500 00
Total	<u>1,250 00</u>

All returns not given in this report will be included in returns made by Philadelphia and Reading railroad company, sub-lessees.

Leased to the Little Schuylkill navigation, railroad and coal company January 12, 1863, for a term of 99 years.

Sub-leased by the Philadelphia and Reading railroad company July 7, 1868, for the remainder of the term.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie.....	Philadelphia.
H. Pratt 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. 41.)
EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

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, 1873, are true, to the best of their knowledge and belief.

(Signed)

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

Sworn and subscribed before me, this }
16th day of February, 1874. }

B. F. HORAN, *Notary Public.*

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 per last report	None.
The amount now of floating debt	None.
Total amount now of 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
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>1,309,200 00</u>

RAILROAD REPORT.

181

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,484,290 12	\$1,484,290 12

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 of road laid.....	36 "
Length of main line of road laid in Pennsylvania.....	36 "
Length of double track of road.....	8.95 "
Length of sidings	14.76 "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track: 60, 64 and 68 lbs.	
Branch roads owned by the company	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 wooden bridges.....	None.
Number of stone bridges, (total length in feet, 275,).....	14
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight..	13
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road way	None owned
Number of tunnels.....	None
How is track laid, and on what foundation? Wooden cross-ties, broken stone ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

All returns not given in this report will be included in the returns made by the Philadelphia and Reading railroad company, lessees.

Date of lease, May 1, 1869, for a term of 999 years.

EBENSBURG AND CRESSON

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$122,000 00	\$122,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cresson to Ebensburg,	11 miles.
Length of main line of road laid.....	11 "
Length of main line of road laid in Pennsylvania.....	11 "
Length of double track of road.....	None.
Length of sidings.....	$\frac{1}{2}$ mile.
Gauge of road.....	4 ft. 9 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 houses and shops.....	1
Number of engines.....	None.
Number of coal, ore and stone cars: All cars on this road owned by Pennsylvania railroad company.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 50,)....	1
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 15,).....	2
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 3; freight, 2; 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
Number of tunnels.....	None.
How is track laid and on what foundation? On spruce and oak ties, partly stone and gravel ballast.	
Length in miles laid with steel rail.....	None.

This road is leased to the Pennsylvania railroad company, for 999 years, from March 6, 1862; all the business of the road will be included in their report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas T. Frith	Philadelphia.
H. J. Lornbaert	Philadelphia.
Josiah Bacon	Philadelphia.
Wistar Morris	Philadelphia.
Joseph B. Myers	Philadelphia.
Edward Roberts	Ebensburg, Pa.
John Williams	Ebensburg, Pa.
J. A. Moore	Ebensburg, Pa.
George J. Rodgers	Ebensburg, Pa.
Thomas Griffith	Ebensburg, Pa.
Richard Jones	Ebensburg, Pa.
Abel Lloyd	Ebensburg, Pa.
A. A. Barker, President	Ebensburg, Pa.
Abel Lloyd, Secretary	Ebensburg, Pa.
John Williams Treasurer	Ebensburg, Pa.

(No. 43.)

EDGEWOOD.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared W. H. Shoenberger, president, and Thomas C. Dickson, treasurer, of the Edgewood 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 their knowledge and belief.

(Signed) W. H. SHOENBERGER, *President.*
 THOMAS C. DICKSON, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of March, 1874. }

CLARK H. JOHNSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$15,000 00
Amount of stock subscribed	15,000 00
Total amount now paid in of capital stock.....	2,663 06
The amount now of funded debt.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends,	None
Number of shares of stock issued.....	300
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$8 87½

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$1,163 06
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Edgewood Intersection to Hampton Coal Fields.....	1 mile
Length of main line of road laid: None yet laid but partly graded and ready for laying.	
Length of double track of road: None completed.	
Length of sidings: None completed.	

RAILROAD REPORT.

187

Gauge of road will be.....	4 ft. 9 in.
Weight of rail per yard on main track will be.....	56 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 18,).....	1
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 210,).....	7
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight, none yet erected.	
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? To be slack and cinder.	
Length in miles laid with steel rail.....	<u>None.</u>

Receipts on construction and equipment account during the year :

From stockholders.....	\$2,663 06
From sale of bonds and other sources.....	None.
 Total	<u>2,663 06</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$1,163 06
For maintaining the road, &c.—repairs of machinery and operating the road, dividends, interest and miscellaneous,	None.
For surplus funds.....	1,500 00
For municipal and State taxes.....	None.
 Total.....	<u>2,663 06</u>

PITTSBURG, *January, 1874.*

HON. HARRISON ALLEN,
Auditor General of Pennsylvania.

DEAR SIR:—In answer to your request contained in letter of January 26, 1874, asking a particular report of what the Edgewood railroad company proposes to do in 1874, I would respectfully report, as follows :

We propose in 1874, laying and completing our main line, which will start from a point near the station of Edgewood, on the Pennsylvania Central railroad, to a point east of Wilksburg, known as the Hampton coal mines, a distance of about one mile from the Pennsylvania railroad by this route; also to lay about eighteen hundred feet of sidings, to erect depots, and provide the road with such motive power and cars for the transportation and accommodation of passengers and freight, by the first of July next, as will best suit public convenience. As stated in the printed report, the weight of rail we propose using, will be 56 pounds, and the gauge of the road, 4 feet 9 inches. Up to this date we have only graded about two-thirds of our line, and consequently laid no track.

Very respectfully yours,

W. H. SHOENBERGER, *President.*

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
W. H. Shoenberger.....	Pittsburg.
Thomas C. Dickson.....	Pittsburg.
Charles L. Fitzhugh.....	Pittsburg.
Robert Dickson.....	Pittsburg.
C. H. Armstrong.....	Pittsburg.
W. H. Shoenberger, President.....	Pittsburg.
Ed. P. Loy, Secretary.....	Pittsburg.
Thomas C. Dickson, Treasurer.....	Pittsburg.

(No. 44.)

ELMIRA AND WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Thomas Kimber, Jr., president, and Wm. C. Longstreth, treasurer, of the Elmira and Williamsport railroad company, and in due form of law made affirmation that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

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

Affirmed and subscribed before me, this }
 3d day of January, 1874. }

W. W. DOUGHERTY, *Alderman*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	1,000,000 00
Total amount now paid in of capital stock.....	1,000,000 00
Funded debt, as per last report.....	1,620,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1880,).....	\$1,000,000 00
Five per cent. bonds, (date of maturity, October 1, 2862, 999 years,).....	570,000 00
Mortgage real estate, Elmira, N. Y.....	50,000 00
	1,620 000 00
Floating debt, as by last report.....	None
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,620 000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 5 per cent.; 3d mortgage, 7 per cent.	

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

Cash—January, 1873, 3½ per cent on \$500,000, preferred stock; July, 1873, 3½ per cent. on \$500,000, preferred stock; May, 1873, 2½ per cent. on \$500,000, common stock; November, 1873, 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: \$38½ for preferred, and \$27 for common.	
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared: \$500,000, preferred stock: \$500,000, common stock.....	1,000,000 00

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.....	2,620,000 00	2,620,000 00

Summary of payments:

For dividends.....	\$60,000 00
For interest.....	102,000 00
For miscellaneous.....	3,000 00
	165,000 00

The Elmira and Williamsport railroad was leased in 1863, for 999 years, to the Northern Central railway company. Its doings for the year 1873, tonnage, receipts, expenses and other returns are included in the report furnished by the lessee.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Macalister.....	Philadelphia, Pa.
Wm. D. Lewis.....	Philadelphia, Pa.
Alex. S. Diven.....	Elmira, N. Y.
Wm. C. Longstreth.....	Philadelphia, Pa.
Thomas Neilson.....	Philadelphia, Pa.
Wm. Read Fisher.....	Philadelphia, Pa.
Thomas Kimber, Jr., President.....	308 Walnut St., Philadelphia.
Lewis P. Geiger, Secretary.....	308 Walnut St., Philadelphia.
Wm. C. Longstreth, Treasurer.....	308 Walnut St., Philadelphia.

(No. 45.)
ELMIRA AND WILLIAMSPORT.
 [Northern Central railroad company, lessees.]

STATE OF MARYLAND, }
 City of Baltimore, } SS:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central railway company, lessees, 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) J. D. CAMERON, *President.*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of February, 1874. }

THOMAS J. WELBY, *J. P.*

STATE OF MARYLAND, }
 Baltimore City, } SCT:

I hereby certify that Thomas J. Welby, is a justice of the peace of the State of Maryland, in and for the city of Baltimore, duly commissioned and sworn; commission dated April 29, 1872; will expire on first Monday in May, 1874.

In testimony whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore city, this 28th day of February, A. D. 1874.

GEORGE ROBINSON,
Clerk of the Superior Court of Baltimore city.

STOCK AND DEBT.

See report of president and treasurer of company.

COST OF ROAD AND EQUIPMENT.

See report of president and treasurer of company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, N. Y.....	78 miles.
Length of main line of road laid.....	78 "
Length of main line of road laid in Pennsylvania.....	70 "
Length of double track of road.....	None.
Length of sidings.....	14 miles.
Gauge of road.....	4 ft. 9 inches.

Weight of rail per yard on main track.....	56 pounds.
Roads worked or leased by the company.....	None.
Branch roads owned by the company.....	None.
Number of engine houses and shops.....	3
Number of iron bridges.....	None.
Number of wooden bridges; (total length in feet, 4,062,)..	27
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 126,).....	31
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	23
Number of wood and water stations on main road.....	7
Value of real estate held by the company exclusive of road- way.....	\$84,106 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.....	122,105
Number of miles run by freight trains.....	366,708
Number of through passengers for the year on main road,	38,098
Number of passengers (all classes) carried in cars.....	115,890
Number of tons of 2,000 lbs. of through freight for the year on main road.....	329,029
Number of passengers carried one mile.....	4,664,463
Number of tons of freight carried one mile.....	34,484,273
Number of passengers carried one mile in the State of Penn- sylvania.....	No record.
Number of tons of freight carried one mile in the State of Pennsylvania.....	No record.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	523,286
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first-class passenger engines.....	59,000 pounds.
Weight of freight engines.....	63,000 "

RAILROAD REPORT.

193

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

January, 1873.....	6,368	July, 1873.....	13,755
February, 1873.....	6,053	August, 1873.....	13,910
March, 1873.....	7,764	September, 1873.....	15,475
April, 1873.....	8,571	October, 1873.....	10,343
May, 1873.....	8,606	November, 1873.....	7,694
June, 1873.....	8,973	December, 1873.....	8,380

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal,	362,508	Stone and lime	2,428
Petroleum and other oils.....	150	Agricultural products.....	64,846
Pig iron.....	8,773	Merchandise and manufactures	32,273
Railroad iron.....	720	Live stock.....	1,093
Other iron or castings.....	8,307	Lumber.....	25,098
Iron and other ores.....	5,765	Other articles.....	11,325

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

For first-class (all) passengers 3⁰⁶⁴ cents.

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

For all freight per ton per mile..... 1⁵⁰³ cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transporta'n.
Repairs or maintenance of way, including buildings.....	\$168,328 99	\$50,498 69	\$117,830 30
Taxes on real estate.....	8,290 40	2,487 12	5,803 28
Total.....	176,619 39	52,985 81	123,633 58
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$53,044 98	\$15,913 48	\$37,131 50
Repairs of passenger and baggage cars.....	1,215 13	1,215 13	
Repairs of freight cars	15,750 31		15,750 31
Repairs of tools and machinery in shops.....	3,114 27	934 27	2,180 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	13,468 72	4,040 62	9,428 10
Total	86,593 41	22,103 50	64,489 91
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$928 92	\$278 67	\$650 25
Agents and clerks.....	12,473 44	3,048 14	9,425 30
Labor—loading and unloading freight	5,173 74		5,173 74
Porters, watchmen and switch tenders	16,371 08	5,522 48	10,848 60
Car cleaning and inspecting, furniture and fixtures	6,416 79	2,256 73	4,160 06
Wood and water station attendance.....	3,900 11	1,170 03	2,730 08
Conductors, baggage masters and brakemen.....	38,787 71	10,627 66	28,160 05
Engineers and firemen.....	37,653 54	7,670 24	29,983 30
Fuel and cost of preparing for use	56,305 92	16,891 77	39,414 15
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	5,920 46	1,776 13	4,144 33
Telegraph, mail and station expenses.....	6,160 47	2,092 37	4,068 10
Loss and damage of goods and baggage.....	2,846 42	84 35	2,762 07
Use of freight cars.....	87,705 77		87,705 77
Shoveling snow.....	1,377 69	413 30	964 39
General superintendence.....	2,893 50	868 05	2,025 45
Contingencies	3,023 14	1,086 04	2,536 20
Total	288,588 70	53,786 80	234,751 84

RAILROAD REPORT.

195

Receipts on construction and equipment account during the year :

Nothing.

RECEIPTS.

Passenger.....	\$142,919 98
Freight.....	517,803 05
Mail and express.....	31,497 33
Miscellaneous.....	5,982 17
Total	698,202 53

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$551,751 50
For dividends.....	60,000 00
For interest.....	102,000 00
For miscellaneous	3,000 00
Total	716,751 50

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 ⁶⁷⁹ / ₁₀₀₀ cents
Cost per ton freight per mile, proximate average.....	1 ³³⁷ / ₁₀₀₀ "

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 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.

	Injured.
Employees	5
Others	1
Total	6

NAMES AND RESIDENCE OF OFFICERS

See report of president and treasurer of company.

Ch. 46.)
ERIE.

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

Personally appeared James C. Clarke, third vice president, and S. H. Dunan, general auditor, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) JAMES C. CLARK, *Third Vice President.*
S. H. DUNAN, *General Auditor.*

Sworn and subscribed before me, this }
21st day of January, 1874. }

HARSEN H. SMITH, *Notary Public.*

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

I, William Walsh, clerk of the city and county of New York, and also clerk of the Supreme Court for the said city and county, being a court of record, do hereby certify that Harsen H. Smith, before whom the annexed deposition was taken, was, at the time of taking the same, a notary public of New York, dwelling in said city and county, duly appointed and sworn and authorized to administer oaths to be used in any court in said State, and for general purposes; and that his signature thereto is genuine, as I verily believe.

In testimony whereof, I have hereunto set my hand and affixed the seal of the said court and county, the 21st day of January, 1874.

WM. WALSH, *Clerk.*

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	23,395,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1897,) ..	\$2,485,000 00

RAILROAD REPORT.

2d mortgage bonds, (date of maturity, 1879,)	\$2,174,000 00
3d mortgage bonds, (date of maturity, 1883,)	4,852,000 00
4th mortgage bonds, date of maturity, 1880,)	2,937,000 00
5th mortgage bonds, (date of maturity, 1888,)	709,500 00
Buffalo Branch bonds, (date of maturity, 1891,).....	182,600 00
Sterling bonds,(date of maturity,1875,)	4,437,470 40
Consolidated mortgage bonds, (date of maturity, 1920,)	12,076,000 00
Convertible bonds, (date of maturity, 1903,)	8,000,000 00
Real estate bonds	63,572 30

\$37,917,142 70

Total amount now of floating and funded debt..... 40,631,246 21

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.; Buffalo Branch, 7 per cent.; sterling, 6 per cent.; consolidated, 7 per cent.; convertible, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: Cash, December, 1872, 1 $\frac{3}{4}$ per cent. on common stock; 3 $\frac{1}{2}$ per cent. on preferred stock; June, 1873, 1 per cent. on common stock; 3 $\frac{1}{2}$ per cent. on preferred stock.

Number of shares of stock issued.....

865,369 $\frac{10}{100}$

Par value of each share.....

\$100 00

Average market value during the year: Quotations for the year average \$52 43 $\frac{3}{4}$ for common stock; \$65 37 $\frac{1}{2}$ for preferred stock; but the company has no means of ascertaining the correctness of this value, as it keeps no records for the purpose.

Amount paid in on each share: Records do not show.

Amount of capital on which the respective dividends were declared: Common stock, \$78,000,000 00; preferred stock, \$8,536,910 00.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$97, 616, 215 22	\$99, 440, 128 66
Equipment.....	11, 191, 472 04	12, 189, 963 60
Total cost.....	<u>108, 807, 687 26</u>	<u>111, 630, 092 26</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jersey City to Dunkirk, N. Y	459 miles.
Length of main line of road laid.....	459 "
Length of main line of road laid in Pennsylvania.....	42½ "
Length of double track of road, including sidings.....	346½ "
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	60 to 70 pounds.
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: Weehawken Branch, New York and Fort Lee, Newburg and New York, Buffalo, New York and Erie, Newark and Hudson, Paterson and Newark, Hackensack and New York, Hackensack and New York Extension, Montgomery and Erie, Goshen and Deckertown, 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 R. R. of New Jersey.	
Number of engine houses and shops.....	60
Number of engines.....	497
*Number of first-class passenger cars, rated as eight-wheel cars	250
Number of second-class passenger cars, rated as eight-wheel cars.....	44
Number of baggage, mail and express cars, rated as eight	81
*Number of freight cars, rated as eight-wheel cars.....	10, 373
Number of coal, ore and stone cars: Included in freight cars.	
Number of caboose cars: Included in freight cars.	

*By a clerical error the numbers stated last year under these heads included 25 first-class passenger cars, and 1,415 freight cars, which belonged to private companies.

RAILROAD REPORT.

199

Number of iron bridges on main line, (total length in feet, 3, 034,)	11
Number of wooden bridges on main line, (total length in feet, 20, 347,)	213
Number of stone bridges on main line, (total length in feet, 1, 513,)	6
Number of culverts: Records do not show.	
Number of railroads crossed	13
Number of stations on main road: Passenger and freight,	126
Number of wood and water stations on main road	62
Value of real estate held by the company exclusive of road-way: The records of the company do not show.	
Number of tunnels, (length, 4, 620 feet,)	1
How is track laid, and on what foundation? On ties filled in with gravel and broken stone.	

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

Number of miles run by passenger trains	3, 436, 095
Number of miles run by freight trains	10, 261, 365
Number of passengers (all classes) carried in cars	3, 922, 156
Number of passengers carried one mile	164, 633, 424
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	6, 312, 702
Number of tons of (2,000 lbs. per ton) of freight carried one mile	1, 032, 986, 809
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
Weight of first-class passenger engines	73, 332 lbs.
Weight of freight engines	87, 444 "

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

October, 1872.....	372, 625	April, 1873.....	320, 036
November, 1872.....	305, 892	May, 1873.....	365, 782
December, 1872.....	268, 709	June, 1873.....	325, 221
January, 1873.....	232, 461	July, 1873.....	403, 842
February, 1873.....	213, 949	August, 1873.....	424, 751
March, 1873.....	261, 168	September, 1873.....	427, 720

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,797,592	Agricultural products.....	677,600
Bituminous coal.....	1,114,350	Merchandise and manufactures,	1,045,781
Petroleum and other oils, pig iron, railroad iron, other iron or castings, iron and other ores, stone and lime: Includ- ed in other articles.		Live stock.....	325,168
		Lumber.....	227,112
		Other articles.....	<u>125,090</u>

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

For first-class through passengers	2, ⁶ / ₁₀₀ cents.
For first-class way passengers.....	2, ⁴ / ₁₀₀ "
For emigrant through passengers	1, ⁶ / ₁₀₀ "
For emigrant way passengers.....	<u>1, ⁵/₁₀₀ "</u>

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

For through freight .....	.01 ² / ₁₀₀ cents
For local freight.....	<u>.01 ⁷/₁₀₀ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$3,462,288 69	\$1,384,915 47	\$2,077,373 22
Taxes on real estate.....	255,045 09	102,018 04	153,027 05
Total	3,717,333 78	1,486,933 51	2,230,400 27
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$1,096,755 36	\$296,990 09	\$799,765 27
Repairs of passenger and baggage cars.....	274,082 45	274,082 45	.....
Repairs of freight cars.....	906,020 96	.....	906,020 96
Repairs of tools and machinery in shops.....	147,003 27	86,750 82	110,252 45
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	73,227 96	18,306 99	54,920 97
Superintendence	65,269 08	16,317 27	48,951 81
Total	2,562,359 08	642,447 62	1,919,911 46
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$61,626 91	\$15,406 72	\$46,220 19
Passenger agents and commissions.....	152,463 61	152,463 61	.....
Agents and clerks	308,943 05	77,235 76	231,707 29
Freight agents and commissions	272,704 14	.....	272,704 14
*Labor—loading and unloading freight.....	1,069,805 72	.....	1,069,805 72
Telegraph operators.....	127,993 75	63,996 87	63,996 88
Porters, watchmen and switch tenders.....	325,245 88	81,311 47	243,934 41
Wood and water station attendance.....	44,342 71	11,085 68	33,257 03
Conductors, baggage masters and brakemen.....	1,274,212 36	385,274 02	888,938 34
Engineers and firemen.....	1,246,264 30	314,968 88	931,295 42
Fuel and cost of preparing for use.....	1,181,425 26	299,944 13	881,481 13
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	301,304 73	67,912 34	233,392 39
Superintendence, transportation department, telegraph, mail and station expenses.....	223,206 00	111,603 00	111,603 00
Loss and damage of goods and baggage.....	56,138 26	8,300 94	47,837 32

*This item may be divided substantially, as follows:

To labor at local stations.....	\$246,012 40
To terminal expenses at New York and Jersey City.....	828,793 32
The expenses at these stations are now reduced as compared with the former system of contracts for this service about \$100,000 per annum.	

EXPENSES—CONTINUED.

OPERATING THE ROAD— <i>Continued.</i>	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Damage for injury of persons	\$43,100 69	\$43,100 69	.....
Damage to property, including damage by fire and cattle killed on road	11,144 17	.....	\$11,144 17
General office clerks	179,525 31	59,841 77	119,683 54
General superintendence	181,080 55	40,270 14	120,810 41
General expenses	170,419 56	85,209 78	85,209 78
Contingencies and expenses	60,707 92	15,176 98	45,530 94
Legal expenses	89,294 58	44,647 29	44,647 29
Total	7,360,949 46	1,877,750 07	5,483,199 39

RAILROAD REPORT.

203

Receipts on construction and equipment account during the year :

From stockholders.....	None.
Sale of bonds.....	\$7,473,370 32
Other sources.....	None.
Total.....	7,473,370 42

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
October, 1872.....	\$349,078 41	\$1,347,142 13	\$74,913 41	\$46,235 88	\$1,817,369 83
November, 1872..	305,747 08	1,312,812 53	83,289 69	43,871 93	1,745,730 23
December, 1872...	235,606 59	1,091,699 82	77,498 34	32,479 57	1,437,284 32
January, 1873....	194,626 86	1,018,092 50	76,737 25	37,049 15	1,326,505 76
February, 1873...	184,474 37	1,054,492 71	50,377 64	34,556 59	1,323,901 31
March, 1873.....	249,019 01	1,299,555 71	45,201 16	32,967 11	1,628,742 99
April, 1873.....	314,950 31	1,244,066 18	51,350 23	33,833 56	1,644,200 28
May, 1873.....	345,313 76	1,429,402 64	57,885 14	41,264 58	1,873,866 12
June, 1873.....	306,107 54	1,268,672 48	120,982 19	35,830 20	1,731,592 41
July, 1873.....	379,151 27	1,300,333 83	68,785 22	36,623 36	1,784,893 68
August, 1873.....	393,758 55	1,266,487 91	60,750 09	98,759 27	1,820,755 82
September, 1873..	393,720 43	1,383,049 41	65,803 89	37,190 03	1,879,763 76
Total.....	3,651,554 18	15,015,807 85	833,583 25	511,661 23	20,012,606 51

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$13,640,642 32
*For dividends on common and preferred stock.....	1,569,437 77
For interest on mortgage debt.....	2,531,941 56
For miscellaneous payments including \$269,758 38, for balance interest.....	425,058 31
For rents of property and leased roads.....	893,337 82
For mileage of cars.....	533,543 27
For taxes.....	49,761 45
Total.....	19,643,722 50
Surplus for the year.....	\$368,884 01
Total amount of surplus fund.....	\$2,012,506 20

* A dividend of 1½ per cent. was declared out of the earnings for the year ending December 31, 1872, and of one per cent. for the first half of year ending June 30, 1873, on \$78,000,000, common stock; and of 2½ per cent. out of the earnings of the year ending 31st December, 1872, and same amount for the first half of present year ending June 30, 1873, on \$8,586,910, preferred stock; the proportion of which chargeable to the present fiscal year is \$1,569,437 77.

Cost of transportation :

Cost per passenger per mile, proximate average.....	.02 ⁴ cents
Cost per ton freight per mile, proximate average.....	.009 ⁰³ "

What express companies run on your road, and on what terms? United States express company, which pays 60 per cent. of gross earnings to the Erie railway company.

What transportation or freight companies run on your road, and on what terms? Great Western despatch, South Shore line, North Shore line, Erie and Pacific despatch, all co-operative.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	7
Employees	21	77
Others	32	35
	—	—
Total	53	119

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel D. Babcock	New York city.
Herman R. Baltzer	New York city.
Samuel L. M. Barlow	New York city.
George H. Brown	New York city.
W. Butler Duncan	New York city.
Giles W. Hotchkiss	Binghamton, N. Y.
William T. Hart	Boston, Mass.
John Taylor Johnston	New York city.
Henry L. Lansing	Buffalo, N. Y.
Edwin D. Morgan	New York city.
Gortlandt Parker	Newark, N. J.
Homer Ramsdell	Newburg, N. Y.
Lucius Robinson	Elmira, N. Y.
Frederick Schuchardt	New York city.
William W. Shippen	Hoboken, N. J.
Peter H. Watson	New York city.
One vacancy.	
Peter H. Watson, President	New York city.
Lucius Robinson, 1st Vice Presidents	New York city.
A. R. Macdonough, Secretary	New York city.

(No. 47.)
ERIE AND PITTSBURG.

STATE OF PENNSYLVANIA, }
Erie County. } ss:

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 21, 1873, are true, to the best of their knowledge and belief.

(Signed) WM. L. SCOTT, *President.*
 WM. BREWSTER, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1874. }

F. CURTZE, *J. P.*

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: \$999,900 00 at par, and 10 per cent. on \$996,500 00.....	1,099,550 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.....	3,327,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1882,).....	\$292,200 00
2d mortgage bonds, (date of maturity, March 1, 1890,).....	92,800 00
Consolidated mortgage bonds, (date of maturity, July 1, 1898,).....	2,192,000 00
Equipment mortgage bonds, (date of maturity,) October 1, 1900,).....	750,000 00
	3,327,000 00
Floating debt, as per 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.; con- solidated mortgage, 7 per cent; equipment mortgage, 7 per cent.	

Date and rate per cent. per annum of dividend: Stock, none; seven per centum payable quarterly, cash, Decem- ber 10, 1873, June 10, 1873, September 10, 1873.....	1½ 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 dividends were declared.....	<u>\$1,996,400 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report,	By present report.
Construction.....	\$3,157,969 73	\$3,174,311 74
Equipment.....	1,765,032 78	1,765,032 78
Total cost.....	<u>4,923,002 51</u>	<u>4,939 344 52</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from New Castle to Girard...	81 $\frac{5}{10}$	miles.
Length of main line road laid.....	81 $\frac{5}{10}$	"
Length of main line of road laid in Pennsylvania.....	81 $\frac{5}{10}$	"
Length of double track of road.....		None.
Length of sidings.....	11 $\frac{1}{2}$ $\frac{3}{4}$	"
Gauge of road.....		4 feet 9½ 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.....		None.
Number of engine houses and shops.....		3
Number of engines.....		29
Number of first-class passenger cars, (average cost of each, \$3,500 00,).....		4
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, (average cost of each, \$700,) 50; stock, (average cost of each, \$700,) 8; total.....		58
Number of coal, ore and stone cars, (average cost of each, \$500,).....		1,261

RAILROAD REPORT.

207

Number of caboose cars, (average cost of each, \$750,)....	4
Number of iron bridges, (total length in feet, 444,).....	3
Number of wooden bridges, (total length in feet, 6, 224,)..	44
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 370,).....	38
Number of railroads crossed.....	3
Number of stations on main road: Passenger and freight,	13
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? Wooden ties 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 trains.....	143, 315
Number of miles run by freight trains.....	650, 427
Number of miles run by coal trains: Included in freight.	
Number of passengers carried one mile.....	4, 462, 961
Number of passengers (all classes) carried in cars.....	236, 659
Number of passengers carried one mile in the State of Pennsylvania.....	4, 462, 961
Number of tons of 2,000 lbs. of through freight for the year on main road.....	89, 458
Number of tons of freight carried one mile.....	62, 108, 124
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	1, 025, 392
Number of tons of freight carried one mile in the State of Pennsylvania.....	62, 108, 124
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.....	30 "

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

January, 1873	17,426	July, 1873.....	21,790
February, 1873.....	16,578	August, 1873.....	20,739
March, 1873.....	20,294	September, 1873.....	20,163
April, 1873.....	23,283	October, 1873.....	22,010
May, 1873.....	23,104	November, 1873.....	14,408
June, 1873.....	18,660	December, 1873.....	<u>18,204</u>

The amount of freight, specifying the quantity in tons:

Bituminous coal.....	529,496	Agricultural products.....	10,655
Pig iron: Included in iron and other ores.....		Merchandise and manufactures...	142,604
Railroad iron.....	8,986	Live stock.....	5,731
Iron and other ores.....	294,628	Lumber.....	28,289
		Other articles.....	<u>14,910</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	4 "
For second-class through passengers.....	None.
For second-class way passengers.....	<u>None.</u>

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

For through freight per ton per mile.....	1 $\frac{3}{10}$ cents.
For through coal per ton per mile.....	1 "
For local freight per ton per mile.....	3 "
For local coal per ton per mile.....	<u>1 $\frac{1}{2}$ "</u>

EXPENSES.

14 RAILROAD REP.

RAILROAD REPORT.

209

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.....	\$212,967 03	\$70,789 00	\$141,578 03
Taxes on real estate, tonnage, &c.....	30,291 43	10,097 14	20,194 29
Total	242,658 46	80,886 14	161,772 32
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$24,522 12	\$6,314 71	\$18,207 41
Repairs of passenger and baggage cars.....	1,731 70	1,731 70	.....
Repairs of freight cars.....	63,888 20	.....	63,888 20
Repairs of tools and machinery in shops.....	3,501 64	1,167 21	2,334 43
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,949 46	649 82	1,299 64
Total	95,593 12	9,863 44	85,729 68
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$24,922 39	\$8,307 46	\$16,614 93
Agents and clerks.....	34,041 21	11,347 07	22,694 14
Labor—loading and unloading freight	18,124 92	.....	18,124 92
Porters, watchmen and switch-tenders.....	9,141 72	3,047 24	6,094 48
Car cleaning and inspecting, furniture and fixtures	13,334 60	8,889 74	4,444 86
Wood and water station attendance.....	2,302 20	767 40	1,534 80
Conductors, baggage masters and brakemen.....	78,721 31	27,826 82	50,894 49
Engineers and firemen.....	48,006 24	6,541 87	41,464 37
Fuel and cost of preparing for use	62,527 91	23,407 16	39,120 75
Oil and waste for engines and tenders, passenger, baggage and freight cars	8,890 96	2,963 65	5,927 31
Telegraph, mail and station expenses.....	12,011 52	4,003 84	8,007 68
Loss and damage of goods and baggage.....	1,255 97	.....	1,255 97
Use of freight cars	17,123 55	.....	17,123 55
Damage for injury of persons	971 52	323 84	647 68
Damage to property, including damage by fire and cattle killed on road	350 87	116 95	233 92
General superintendence.....	8,868 16	2,956 05	5,912 11
Total	340,595 05	100,499 09	240,095 96

Receipts on construction and equipment account during the year :

From stockholders	None.
From sale of bonds	None.
From other sources	\$16,342 01
Total	16,342 01

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Dockage.	Miscella- neous.	Total.
January, 1873....	\$10,890 42	\$65,288 01	\$1,528 71	\$7,275 74	\$248 07	\$85,239 95
February, 1873...	10,286 76	72,570 93	1,235 89	6,183 25	237 19	90,514 02
March, 1873.....	12,611 59	66,882 47	1,292 78	3,829 87	223 00	84,790 31
April, 1873.....	15,931 91	83,012 08	1,292 77	4,422 14	273 71	104,932 61
May, 1873.....	13,364 32	91,382 88	1,321 21	6,108 45	274 23	112,451 09
June, 1873.....	13,102 16	97,767 20	1,264 84	11,558 96	253 92	123,946 55
July, 1873.....	15,759 86	97,320 77	1,321 21	15,582 24	218 67	130,202 25
August, 1873....	15,410 99	87,603 25	1,292 77	15,400 37	234 89	120,002 27
September, 1873..	16,314 17	89,725 84	1,292 78	15,051 83	297 99	122,682 11
October, 1873....	17,918 10	75,502 69	1,321 21	4,727 70	368 80	99,838 59
November, 1873..	10,971 92	33,840 25	1,264 33	3,446 89	340 47	49,863 86
December, 1873..	10,503 87	29,267 56	1,321 22	577 33	290 00	41,959 98
Total	163,074 57	890,113 43	15,749 22	94,224 74	3,261 54	1,166,423 50

SUMMARY OF PAYMENTS.

For construction and equipment	\$16,342 01
For maintaining the road, &c.—repairs of machinery and operating the road, (\$678,846 63; less taxes, \$30,291 43.)	648,555 20
For dividends	139,748 00
For interest	232,869 00
For miscellaneous, (expenses maintaining organization, &c.)	5,918 66
For surplus funds	None.
For municipal taxes: Included in State taxes.	
For State taxes on tonnage, &c.....	30,291 43
For State taxes on interest and dividends	14,292 87
Total	1,088,017 17
Total amount of surplus fund	None.

Cost of transportation :

Cost per passenger per mile, proximate average.....	2½ cents.
Cost per ton freight per mile, proximate average.....	1 "

RAILROAD REPORT.

What express companies run on your road, and on what terms? Adams express company, \$30 per day.

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

ACCIDENTS.

	Killed.	Injured.
Passengers	0	1
Employees	2	11
Others	4	3
Total	6	15

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

1872.

January 14. Albert Spiller, brakeman, fell between cars at Transfer and was killed.

February 13. Wm. E. Wright, brakeman, leg crushed while coupling cars at Wheatland.

March 18. Albert Nortou, carpenter, injured at Erie Dooks by being struck by a piece of falling timber.

March 21. T. S. Gillespie, brakeman, injured by being thrown under a car while switching at Jamestown.

March 26. Wm. Take, brakeman, run over and killed by engine while crossing track at Sharpsville.

April 2. Wm. Roberts, brakeman, hand bruised while coupling cars at Dock Junction.

April 22. Mrs. Maranda Potter, killed while lying on track at Conneautville; supposed to have fallen in a fit.

April 28. Samuel Waters, engineer, foot crushed by being caught between engine and tender, at Linesville.

April 29. John Driscoll, brakeman, arm broken by falling off train at Clarksville.

June 23. Miss Merikle, killed in attempting to cross track at Fairview.

July 28. James W. John, arm cut off while lying across track at Sharon; supposed to have been intoxicated.

August 20. Martin Bailey, brakeman, foot crushed in attempting to get on train while in motion at Sharpsville.

September 6. Charles Rickett, passenger, foot crushed in attempting to get on train while in motion at Transfer.

September 27. David Sample, injured by being struck by train while walking on track at Wheatland.

ERIE AND PITTSBURG

October 1. Dennis Sundy, brakeman, injured by being thrown from top of car by telegraph wires at Dock Junction.

October 29. James Miller, killed in attempting to get on train while in motion at Linesville.

November 4. Jacob Orrison, engineer, L. H. Adams, master of transportation, and A. H. Faulkner, supervisor, were injured by train running off track at Sharpville.

December 8. Mrs. Fry, injured in attempting to cross track at Sharon.

December 8. James Daily, killed in attempting to get on train while in motion at Wheatland.

The Erie and Pittsburg railroad company is leased to the Pennsylvania railroad company for 999 years from March 1, 1870.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William L. Scott.....	Erie, Pa.
M. Courtright.....	Erie, Pa.
John H. Walker.....	Erie, Pa.
James Pierce.....	Sharpville, Pa.
John F. Tracy.....	Chicago, Ill.
Charles M. Reed.....	Erie, Pa.
William L. Scott, President.....	Erie, Pa.
William Brewster, Secretary and Treasurer.....	Erie, Pa.

[No. 48.]
FAYETTE COUNTY.

STATE OF PENNSYLVANIA, }
Fayette County, } ss:

Personally appeared Nathaniel Ewing, president, and Ewing Brownfield, treasurer, 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 31st of August,* 1873, are true, to the best of their knowledge and belief.

(Signed) N. EWING, *President.*
 EWING BROWNFIELD, *Treasurer.*

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

JOHN HOLMES, *J. P*

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, (besides this there were donations, \$1,040)	125,395 71
Total amount now paid in of capital stock	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.
Date and rate per cent. per annum of dividend or dividends: Four cash dividends, December 1, March 1, June 1, September 1, each \$1 00 a share or 8 per cent.	
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, (besides their old stock, the present stockholders paid in cash)	16 66 $\frac{2}{3}$
Amount of capital on which the respective dividends were declared	107,400

*We have heretofore supposed that September was included in the financial year, but the books show that the year ends on the 31st August.

FAYETTE COUNTY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, as near as we can ascertain	\$130,000 00	\$130,000 00
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Uniontown to Connells-ville	12.66 $\frac{2}{3}$ miles.
Length of main line of 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: These are continually changing to accommodate coke works and are supposed now to be between 4,000 and 5,000 feet.	
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches.
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.
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: Some of them have been changed by the lessee, and we cannot tell; supposed about 2,000 feet,)	22
Number of stone bridges	None.
Number of culverts, (total length in feet: Never measured; supposed openings to be from 100 to 150 feet,)	10
Number of railroads crossed	None.
Number of stations on main road: Passenger, 7; freight, 9; total	16
Number of wood and water stations on main road: No wood; 2 water stations.	
Value of real estate held by the company exclusive of road way: This is increasing; supposed \$2,500 to \$3,000.	
Number of tunnels	None.

RAILROAD REPORT.

215

How is track laid, and on what foundation? On cross-ties,
laid on broken stone and filled in with broken stone.

Length in miles laid with steel rail..... None.

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

This road is leased to the Pittsburg and Connellsville railroad company for 99 years, from November 1, 1864; and all questions not answered by us is supposed to fall to them.

SUMMARY OF PAYMENTS.

For dividends	\$8,592 00
For interest	None
For surplus fund.....	181 52
For municipal taxes.....	None
For State taxes and penalty	472 56
 Total	 <u>9,246 08</u>
 Total amount of surplus fund	 <u>\$181 52</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
N. Ewing	Uniontown.
Ewing Brownfield	Uniontown.
Wm. H. Bally.....	Uniontown.
Eliezer Robinson	Uniontown.
Alfred Howell	Uniontown.
E. B. Dawson	Uniontown.
One vacancy occasioned by the death of Judge Gilmore.	
N. Ewing, President.....	Uniontown.
Wm. H. Bally, Secretary	Uniontown.
Ewing Brownfield, Treasurer.....	Uniontown.

[No. 49.]

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 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

LEWIS THOMPSON, *President,*
 MAXWELL ROWLAND, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1874. } :

AMOS C. SHALLCROSS, *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.....	50,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1889,).....	50,000 00
Floating debt, as by last report.....	5,342 36
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, January 1.....	3 per cent.
Number of shares of stock issued.....	2,000 00
Par value of each share.....	\$50 00
Average market value during the year: None sold during last year; \$20 the year previous.	
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared	<u>100,000 00</u>

RAILROAD REPORT.

217

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$159,427 07	\$159,427 07

Equipment: The road has been leased to the Philadelphia and Trenton railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road from Holmesburg Junction to Bustleton	4 ¹⁵ / ₁₀₀ miles.
Length of main line road laid	4 ¹⁵ / ₁₀₀ "
Length of main line of road laid in Pennsylvania.....	4 ¹⁵ / ₁₀₀ "
Length of double track of road.....	None.
Length of sidings.....	7 ³ / ₁₀₀ miles.
Gauge of road.....	4 feet 10 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	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: Passenger and freight,	4
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way.....	\$2,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties and fish joints.	
Length in miles laid with steel rail.....	None.

This road is leased to the Philadelphia and Trenton railroad company from January 1, 1871, for ten years, and would respectfully refer to them for any other information.

FRANKFORD AND HOLMESBURG

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Andreas Hartel	Philadelphia.
Plesley Blakiston	Philadelphia.
Geo. S. Clark	Holmesburg.
Josiah Bacon	Philadelphia.
Edmund Smith	Philadelphia.
J. Tunis Way	Philadelphia.
B. F. Crispin	Philadelphia.
Robt. N. Murray	Bustleton, Pa.
William Dedaker	Bustleton, Pa.
Jos. M. Banes	Bustleton, Pa.
John B. William	Bustleton, Pa.
Maxwell Rowland	Holmesburg.
Lewis Thompson, President	Philadelphia.
B. F. Crispin, Secretary	Philadelphia.
Maxwell Rowland, Treasurer	Holmesburg, Pa.

(Ch. 80.)
HANOVER BRANCH.

STATE OF PENNSYLVANIA, }
 York County, } ss:

Personally appeared A. W. Eichelberger, president, and R. A. Eichelberger, treasurer, of the Hanover Branch railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1873, 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 }
 5th day of February, 1874. }

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, (classified and date of maturity,)	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, semi-annually, May and November	5 per cent.
Number of shares of stock issued	2,337
Par value of each share	\$50 00
Average market value during the year	75 00
Amount paid on each share	50 00
Amount of capital on which the respective dividends were declared	116,850 00

HANOVER BRANCH

COST OF ROAD AND EQUIPMENT.

	* By last report.	By present report.
Construction.....	\$201,371 88	\$203,968 84
Equipment.....	68,000 00	84,382 22
Total cost.....	269,371 88	288,351 06

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover to Hanover Junction.....	12.5 miles.
Length of main line of road laid.....	12.5 "
Length of main line of road laid in Pennsylvania.....	12.5 "
Length of double track of road.....	None.
Length of sidings.....	3,941 yards.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company.....	None.
Roads worked by the company, viz: Littlestown railroad, Bachman Valley railroad and Susquehanna, Gettysburg and Potomac railroad.	
Number of engine houses and shops.....	4
Number of engines.....	7
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,).....	3
Number of freight cars: House cars, (average cost of each, \$200,).....	3
Number of coal, ore and stone cars: Coal, (average cost of each, \$200,) 6; ore, none; stone, (average cost of each, \$200,) 24; total.....	30
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 199,)....	11
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 78,).....	21
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

RAILROAD REPORT.

221

Value of real estate held by the company, exclusive of road way.....	\$9,600 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 ft.</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 and coal trains.....	16,050
Number of through passengers for the year on main road..	28,449
Number of passengers (all classes) carried in cars.....	39,854
Number of tons of 2,000 lbs. of through freight for the year on main road	101,540
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	170,274
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18 miles.
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 :

November, 1872	3,112	June, 1873.....	3,529
December, 1872.....	3,138	July, 1873.....	4,163
January, 1873.....	2,448	August, 1873.....	4,135
February, 1873.....	2,263	September, 1873	3,795
March, 1873.....	2,780	October, 1873.....	3,883
April, 1873.....	3,769	November, 1873.....	2,465
May, 1873.....	3,294	December, 1873.....	<u>3,330</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	27,843	Live stock.....	1,411
Bituminous coal.....	4,981	Lumber.....	9,476
Iron and other ores.....	91,645½	Other articles.....	<u>34,918</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	4¼ "
For second-class through and way passengers	<u>None.</u>

HANOVER BRANCH

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

For through freight per ton per mile	4 cents.
For through coal per ton per mile	3 "
For local freight per ton per mile	2 to 4 "
For local coal per ton per mile	2 to 4 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings	\$16,634 09
Taxes on real estate and other taxes, (State, \$584 25,)...	1,931 80
Total	<u>18,565 89</u>

Repairs of machinery:

Repairs of engines and tenders	\$8,555 75
Repairs of passenger, baggage and freight cars	5,912 90
Repairs of tools and machinery in shops	333 62
Total	<u>14,802 27</u>

Operating the road:

Office expenses, stationery, &c	\$786 35
Agents and clerks	1,341 64
Labor—loading and unloading freight	455 00
Conductors, baggage masters and brakemen	5,328 51
Engineers and firemen	5,772 35
Fuel and cost of preparing for use	13,877 15
Oil and waste for engines and tenders, passenger, baggage and freight cars	1,367 71
Loss and damage of goods and baggage	91 77
Use of freight cars	2,697 51
General superintendence	700 00
Contingencies	23 25
Total	<u>32,441 24</u>

RAILROAD REPORT.

223

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
November, 1872.....	\$1,621 55	\$4,061 43	\$79 09	\$1,255 70	\$4 61	\$7,042 38
December, 1872.....	1,457 22	3,194 13	95 79	1,216 60	97 80	6,061 54
January, 1873.....	1,375 32	3,567 74	99 67	1,307 55	68 93	6,410 21
February, 1873.....	1,260 65	4,304 62	94 53	1,153 80	90 35	6,903 96
March, 1873.....	1,409 24	4,233 79	99 69	1,310 51	48 00	7,101 22
April, 1873.....	1,725 27	4,292 81	82 44	1,246 60	22 49	7,369 61
May, 1873.....	1,656 91	5,429 15	94 66	1,335 70	113 03	8,629 45
June, 1873.....	1,796 03	5,165 65	91 81	2,305 61	12 02	9,362 64
July, 1873.....	1,956 54	4,127 47	82 44	1,325 70	8 71	7,495 86
August, 1873.....	2,020 15	5,326 20	82 44	1,783 10	6 19	9,218 08
September, 1873.....	1,634 34	6,027 34	112 15	2,974 12	49 30	10,797 25
October, 1873.....	1,743 17	3,916 50	106 33	1,524 20	196 39	7,480 50
November, 1873.....	1,185 19	3,428 16	106 81	1,818 75	12 39	6,551 80
December, 1873.....	1,323 18	3,134 13	118 11	1,325 70	1 05	5,901 17
Total.....	22,154 37	60,209 12	1,365 96	21,908 65	730 66	106,363 76

SUMMARY OF PAYMENTS.

For construction and equipment	\$285,754 10
For maintaining the road, &c.—repairs of machinery and operating the road	65,809 40
For dividends.....	11,685 00
Miscellaneous	23 25
Surplus funds.....	57,250 00
Municipal and State taxes: Included in expense account.	
Total.....	<u>420,521 75</u>
*Total amount of surplus fund.....	<u>\$57,250 00</u>

Cost of transportation:

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

* What express companies run on your road, and on what terms? Adams express company, at twelve cents per hundred pounds.

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

ACCIDENTS.

	Killed.	Injured.
Employees	1	..

*This amount is invested in stock of connecting roads.

HANOVER BRANCH

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:

1873.

June 4. John Esther, brakeman, killed at Kauffman's switch, by being struck from the top of a car by a slush trough which extended over the track.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. M. Myers.....	Hanover, Pa.
John Nyman.....	Hanover, Pa.
R. Young.....	Hanover, Pa.
Peter Flickinger.....	Hanover, Pa.
Henry Wirt.....	Hanover, Pa.
Jacob Forney.....	Hanover, Pa.
A. W. Eichelberger, President.....	Hanover, Pa.
Henry Wirt, Secretary.....	Hanover, Pa.
R. A. Eichelberger, Treasurer.....	Hanover, Pa.

(No. 51.)

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, Mount 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, 1873, are true, to the best of their knowledge and belief.

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

Affirmed and subscribed before me, this)
 18th day of December, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,500,000 00
Amount of stock subscribed	1,182,550 00
Amount paid in as by last report	1,182,550 00
Total amount now paid in of capital stock	1,182,550 00
Funded debt as per last report	700,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1882,)..	700,000 00
Floating debt as per last report and the amount now of floating debt	None.
Total amount now of floating and funded debt	700,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash	7 per cent.
Number of shares of stock issued	23,651
Par value of each share	\$50 00
Average market value during the year	51 00
Amount paid in on each share	50 00
Amount of capital stock on which the respective dividends were declared	1,182,550 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction at time of lease to Pennsylvania railroad company.....	<u>\$1,882,550 00</u>	<u>\$1,882,550 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lancaster to Harrisburg,	36 miles
Length of main line of road laid.....	36 "
Length of main line of road laid in Pennsylvania.....	36 "
Length of double track of road: Branch intersection to Harrisburg.....	10 "
Length of sidings: Including that of private parties.....	9.61 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	64 and 67 lbs.
Branch roads owned by the company, and their length, viz: From Columbia to Middletown.....	18 miles.
Leased to Pennsylvania railroad company.	
Number of engine houses and shops.....	None.
Number of engines: Included in return of Pennsylvania railroad company.	
Number of iron bridges, (total length in feet, 1,526 feet 9 inches,).....	49
Number of wooden bridges, (total length in feet, 718 feet 5 inches,).....	4
Number of stone bridges.....	None.
Number of culverts.....	68
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 14; freight and passenger, 11; total.....	25
Number of wood and water stations on main road and branch.....	5
Value of real estate held by the company exclusive of road way.....	No record.
Number of tunnels, (length of each, 200 and 900 feet,)....	2
How is track laid, and on what foundation? Cross-ties resting on ballast, composed of broken stone and furnace cinder.	
Length in miles laid with steel rail.....	<u>27.11</u>

RAILROAD REPORT.

227

Summary of payments :

Dividends.....	\$82,778 50
Interest.....	42,000 00
State taxes.....	6,238 92
 Total.....	 <u>131,017 42</u>
 Total amount of surplus fund.....	 <u>\$27,322 39</u>

The Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad was leased to the Pennsylvania railroad company, December 29, 1860, for 999 years, and is considered as a part of the main line of that company.

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.
Edward C. Knight.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
James Magee.....	Philadelphia, Pa.
James Young.....	Middletown, Pa.
Lewis Elkin.....	Philadelphia, Pa.
J. Edgar Thomson, President.....	Philadelphia, Pa.
George Taber, Secretary and Treasurer.....	Philadelphia, Pa.

(No. 52.)
HARRISBURG AND POTOMAC.

STATE OF PENNSYLVANIA,)
Cumberland County,) ss:

Personally appeared Daniel V. Ahl, president, and A. S. M'Culloch, treasurer, of the Harrisburg 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

DANIEL V. AHL, *President.*

A. S. M'CULLOCH, *Treasurer.*

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

WM. WOODBURN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$217, 000 00
Amount paid in as by last report.....	102, 720 00
Total amount now paid in of capital stock.....	118, 390 00
Floating debt, as per last report.	27, 295 00
The amount now of floating debt.....	225, 800 00
Total amount now of floating and funded debt	225, 800 00
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	537 1/2
Par value of each share.....	\$100 00
Average market value during the year.....	No record.
Amount paid in on each share	100 00
Whole amount paid in, including partial payments.....	118, 390 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$130, 015 00	\$264, 870 00
Equipment		4, 380 00
Total cost.....	130, 015 00	269, 250 00

RAILROAD REPORT.

229

CHARACTERISTICS OF ROAD.

Length of main line of road, from Harrisburg to Waynesboro'.....	60 miles.
Length of main line of road laid.....	6 $\frac{3}{4}$ "
Length of main line of road laid in Pennsylvania.....	6 $\frac{3}{4}$ "
Length of double track of road.....	None.
Length of sidings.....	None.
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: From main line, 10 miles west of Harrisburg, to Littlestown.....	30 miles.
Length of main line and branch graded, about.....	33 "
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: House cars, (average cost of each, \$750,) 2; trucks, (average cost of each, \$625,) trucks, 4; total.....	6
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 365,) completed.....	4
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 135,).....	28
Number of railroads crossed.....	2
Number of stations on main road: None; road not operated.	
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road way.....	\$75,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Stone ballast.	
Length in miles laid with steel rail.....	None.

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

Company has not yet commenced to operate the road.

HARRISBURG AND POTOMAC

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Daniel V. Ahl	Newville, Pa.
Alex. Underwood.....	Mechanicsburg, Pa.
Asbury Derland.....	Boiling Springs, Pa.
John Moore.....	Centreville, Pa.
Wm. H. Longdorff.....	Centreville, Pa.
George Clever.....	Cleversburg, Pa.
Wm. M'Lellan.....	Chambersburg, Pa.
J. H. Marsden.....	York Springs, Pa.
Joshua Hunt.....	Catasauqua, Pa.
Daniel V. Ahl, President.....	Newville, Pa.
John Evans, Secretary.....	Carlisle, Pa.
A. S. M'Culloch, Treasurer.....	Newville, Pa.

(No. 53.)

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, 1873, 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 }
 13th day of March, 1874. }

JOHN EASON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$105,300 00
Amount paid in as by last report	8,544 60
Total amount now paid in of capital stock	9,000 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt, as by last report	4,201 24
The amount now of floating debt	6,000 00
Total amount of floating and funded debt	6,000 00
Par value of each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$12,745 84	\$13,201 24

CHARACTERISTICS OF ROAD.

Length of main line of road from Homer to Clearfield . . .	70 miles.
Length of main line road graded	2 "

Work upon this road has been suspended for want of money, and will never be resumed under the old management.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. Pedicord	Phillips Mills, Indiana Co., Pa.
John Learn	Minta, Indiana Co., Pa.
Porter Kinports.....	Grant, Indiana Co., Pa.
John Williams.....	Pine Flats, Indiana Co., Pa.
E. B. Camp	Graut, Indiana Co., Pa.
E. H. Grumbling.....	Pine Flats, Indiana Co., Pa.
A. W. Pachen.....	Pachenell, Clearfield Co., Pa.
A. Stewart.....	Penn Run, Indiana Co., Pa.
Jas. G. Stewart.....	Brush Valley, Indiana Co., Pa.
Richard Smith.....	Minta, Indiana Co., Pa.
Jackson Pachen.....	Brund, Clearfield Co., Pa.
Daniel Zaek.....	Phillips Mills, Indiana Co., Pa.
R. H. M'Cormick, President.....	Grant, Indiana Co., Pa.
E. B. Camp, Secretary.....	Grant, Indiana Co., Pa.
E. H. Grumbling, Treasurer.....	Pine Flats, Indiana Co., Pa.

(No. 54.)

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 affirmation 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)

B. ANDREWS KNIGHT, *President.*J. P. AERTSEN, *Treasurer.*

Affirmed and subscribed before me, this }
 14th day of February, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,300,000 00
Amount of stock subscribed, (37,400 shares,).....	1,870,000 00
Amount paid in as by last report.....	Full paid.
Total amount now paid in of capital stock.....	Full paid.
Funded debt as per last report.....	2,270,941 09
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,).....	1,378,000 00
Script.....	109,466 09
	2,270,966 09
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of funded debt.....	2,270,966 09
Rate per cent. per annum of interest on funded debt: 1st	
7 mortgage, per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.; scrip, 6 and 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	37,400

Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	Full paid.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, on one ac- count on books.....	\$3,159,769 02	\$4,154,801 27
Total cost.....		<u>4,154,801 27</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Huntingdon to Mt. Dal- las.....	45 miles.
Length of main line of road laid.....	45 "
Length of main line of road laid in Pennsylvania.....	45 "
Length of double track of road.....	None.
Length of sidings.....	16½ 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: 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; 1 machine shop; 1 car shop.	
Number of engines.....	21
Number of first-class passenger cars, (average cost of each, \$5,500.).....	4
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$3,000.).....	5
Number of freight cars, 8-wheeled, (average cost of each, \$300.).....	7
Number of coal and ore cars: Coal, 4-wheeled, (average cost of each, \$300,) 71; ore, 8-wheeled, (average cost of each, \$600,) 25; total.....	96
Number of caboose cars: Included above.	
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.

RAILROAD REPORT.

235

Number of stations on main road: Passenger, 17; freight, 13; total.....	30
Number of wood and water stations on main road.....	12
Value of real estate held by the company exclusive of road way: 2 collieries, with about 2,500 acres coal land.	
Number of tunnels.....	None.
How is track laid, and on what foundation? On white oak cross-ties, ballasted in part with cinders and gravel.	
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	59,930
Number of miles run by freight trains.....	27,810
Number of miles run by coal trains.....	137,234
Number of through passengers for the year on main road,	9,041½
Number of passengers (all classes) carried in cars.....	71,869
Number of tons of 2,000 lbs. of through freight for the year on main road, (merchandise,).....	21,142
Number of passengers carried one mile.....	1,114,459
Number of tons of freight carried one mile.....	17,811,302
Number of passengers carried one mile in the State of Pennsylvania	1,114,459
Number of tons of freight carried one mile in the State of Pennsylvania.....	17,811,802
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	617,240
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20
Average rate of speed adopted by express trains, including stops	20
Average rate of speed adopted by freight trains, including stops	12
Weight of first-class passenger engines, (tons of 2,000 lbs.,)	30
Weight of freight engines, tons of 2,000 lbs.,).....	<u>45</u>

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

January, 1873.....	3,458	July, 1873.....	8,993½
February, 1873.....	3,209	August, 1873.....	8,214½
March, 1873.....	4,248	September, 1873	7,128
April, 1873.....	5,663½	October, 1873	7,427½
May, 1873.....	6,061	November, 1873.....	4,932
June, 1873	6,517	December, 1873	<u>6,017</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1,580	Iron and other ores.....	72,818
Bituminous coal.....	474,178	Stone and lime.....	25,282
Petroleum and other oils.....	216	Agricultural products.....	3,988
Pig iron.....	14,764	Merchandise and manufactures...	4,224
Railroad iron and other iron or castings.....	1,541	Live stock.....	270
		Lumber.....	<u>18,516</u>

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

For first-class through passengers.....	3 $\frac{1}{4}$ cents.
For first-class way passengers.....	<u>3$\frac{9}{10}$ "</u>

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

For through freight per ton per mile.....	3 $\frac{1}{2}$ cents
For through coal per ton per mile.....	2 "
For local freight per ton per mile.....	5 "
For local coal per ton per mile.....	<u>2$\frac{4}{5}$ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transpo'n.
Repairs or maintenance of way, including buildings.....	\$147,879 96	\$35,939 99	\$110,909 97
Taxes on real estate	538 18		
Total	148,418 14	35,939 99	110,909 97
REPAIRS OF MACHINERY.			
Repairs of engines, tenders, passenger, baggage and freight cars.....	\$18,465 31	\$1,816 53	\$16,618 78
Repairs of tools and machinery in shops.....	3,598 30	359 83	3,238 47
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	10,392 26	1,039 22	9,353 04
Total	32,455 87	3,245 58	29,210 29
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,898 41	\$849 60	\$2,548 81
Agents and clerks.....	15,380 08	3,845 02	11,355 06
Labor—loading and unloading freight.....	600 00		600 00
Wood and water station attendance.....	300 00	75 00	225 00
Conductors, baggage masters, brakemen, engineers and firemen	67,790 49	16,947 62	50,842 87
Fuel and cost of preparing for use.....	15,720 59	3,930 15	11,790 44
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,404 90	1,101 23	3,303 67
Telegraph, mail and station expenses.....	5,875 07	1,468 77	4,406 30
Use of freight cars.....	6,247 85		6,247 85
Damage to property, including damage by fire and cattle killed on road, including loss and damage of goods and baggage.....	3,584 90	3,584 90	
General superintendence.....	2,500 00	250 00	2,250 00
Contingencies	2,563 49	640 87	1,922 62
Total	128,265 78	32,693 16	95,672 62

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources..... \$196,653 70

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1873.....	\$2,587 56	\$25,451 82	\$350 00	\$850 53	\$29,239 91
February, 1873.....	1,869 45	28,623 81	350 00	793 94	31,637 20
March, 1873.....	1,019 10	33,663 32	350 00	789 43	36,821 85
April, 1873.....	2,733 52	37,848 36	350 00	725 88	41,677 76
May, 1873.....	3,106 75	31,184 61	350 00	425 97	35,067 33
June, 1873.....	3,438 21	30,325 38	350 00	709 51	34,823 10
July, 1873.....	4,438 26	26,461 50	350 00	462 38	21,712 14
August, 1873.....	5,353 10	26,373 20	350 00	495 48	32,571 78
September, 1873.....	4,960 77	37,704 25	350 00	610 63	43,625 65
October, 1873.....	4,230 83	40,029 66	350 00	611 09	45,221 58
November, 1873.....	2,833 02	31,881 94	350 00	297 09	35,362 05
December, 1873.....	2,878, 64	30,793 34	350 00	325 14	34,347 12
Total.....	39,469 21	380,341 19	4,200 00	7,097 07	431,107 47

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$212,291 02
For maintaining the road, &c.—repairs of machinery and operating the road.....	309,239 79
For dividends.....	None.
For interest.....	75,385 52
For miscellaneous: Includes drawbacks.....	16,799 10
For surplus funds.....	None.
For State taxes.....	9,085 37
For United States taxes.....	2,243 76
Total.....	<u>625,044 56</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	2 $\frac{1}{10}$ cents.
Cost per ton freight per mile, proximate average.....	1 $\frac{1}{2}$ "

What express companies run on your road, and on what terms? Adams express company, at \$100 per month.

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

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	10
Employees.....	2	6
Others.....	1	..
Total.....	<u>3</u>	<u>16</u>

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

1873.

March 29. William D. Longenecker, conductor, shoulder dislocated and nose broken, by passenger train going down the bank, two miles south of Saxton. The passengers injured by the car going down the bank, south of Saxton, are as follows :

M. V. Zeth, shoulder dislocated, and otherwise bruised ; William Wordery, back hurt, and otherwise injured ; T. W. Headley, slightly injured ; Rev. Sangaree, slightly injured ; John Welcome, slightly injured ; C. H. Rauch, slightly injured ; Mary Hughes, slightly injured ; John Syncock, slightly injured ; Francis May, slightly injured ; J. W. Hughes, slightly injured.

April 22. H. F. Corbin, brakeman, arm broken, by the falling of some lumber from the car while in motion.

June 4. Mrs. Farrell, killed by freight train running over her at Marklesburg, while walking on the track.

July 30. John Bottomfield, carpenter, attempting to get on a moving train, was run over and had his leg cut off.

August 19. J. K. Smith had three fingers mashed while coupling cars, at Hopewell.

October 7. J. K. Smith had toes of one foot mashed, at Everett, by slipping under the wheels.

December 8. Enison Herring, brakeman, was caught between the cars, at Long Siding, and afterward died from his injuries.

December 19. Levi Berkstresser, brakeman, slipped and fell from the cars, at Bloody Run Summit, was run over and killed.

December 29. Charles Harper, conductor, fell from the engine and had three of his ribs broken.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. Wilson.....	Philadelphia, Pa.
John Deveraux.....	Philadelphia, Pa.
James Long.....	Philadelphia, Pa.
Wm. Whitaker.....	Philadelphia, Pa.
Jos. H. Trotter.....	Philadelphia, Pa.
C. D'Inwilliers.....	Philadelphia, Pa.
Wm. Cummings.....	Philadelphia, Pa.
J. V. Williamson.....	Philadelphia, Pa.
James W. Paul.....	Philadelphia, Pa.
Wm. 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. 55.)

IRONTON.

STATE OF PENNSYLVANIA, }
Lehigh County, } SS:

Personally appeared Eli J. Saeger, president, and Charles Stewart Wurts, treasurer, of the Ironton railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1873, 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)

17th day of February, 1874.)

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 of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1875,)...	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,	None.
Number of shares of stock issued.....	8,000.
Par value of each share.....	\$50 00
Average market value during the year: No quotations or sales.	
Amount paid on each share.....	<u>50 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$250,000 00	\$250,000 00
Equipment.....	18,000 00	18,000 00
Total cost.....	<u>268,000 00</u>	<u>268,000 00</u>

RAILROAD REPORT.

241

CHARACTERISTICS OF ROAD.

Length of main line of road, from Coplay to Ironton and Orefield.....	10 miles.
Length of main line of road laid	11 "
Length of main line of road laid in Pennsylvania.....	11 "
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.....	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.....	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 stations on main road.....	None.
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road way: Estimated about \$50,000.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak ties and furnace cinder 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.....	None.
Number of miles run by freight trains.....	About 11, 040
Number of miles run by coal trains.....	None.
Number of through passengers and passengers (all classes) carried in cars for the year on main road.....	None carried.
Number of tons of 2,000 lbs. through freight for the year on main road, and gross amount of tonnage for the year, (2,240 lbs. per ton,)	100, 178. 03

16 RAILROAD REP.

Number of tons of freight carried one mile.....	76,628.15
Number of tons of freight carried one mile in the State of Pennsylvania	76,628.15
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:

Anthracite coal.....	9,671.13	Stone and lime.....	23,549.06
Iron and other ores.....	64,745.10	Other articles.....	<u>2,211.12</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 buildings	\$6,690 35
Taxes on real estate	494 62
Total	<u>7,184 97</u>

Repairs of machinery:

Repairs of engines and tenders.....	<u>\$2,533 59</u>
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Operating the road:

Engineers, firemen and brakemen.....	\$4,737 93
Fuel and cost of preparing for use	1,355 71
Oil and waste for engines and tenders, passenger, baggage and freight cars	269 59
Tolls over other roads	704 57
General superintendence	4,050 00
Contingencies	451 66
Total	<u>11,569 46</u>

RAILROAD REPORT.

243

Receipts on construction and equipment account during the year :

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

RECEIPTS—FREIGHT.

January, 1873.....	\$3,612 21	August, 1873.....	2,610 12
February, 1873.....	3,329 18	September, 1873.....	2,799 02
March, 1873.....	2,951 49	October, 1873.....	3,174 31
April, 1873.....	2,814 60	November, 1873.....	2,062 52
May, 1873.....	3,656 39	December, 1873.....	2,382 12
June, 1873.....	3,495 41		
July, 1873.....	3,014 87	Total.....	<u>35,902 24</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$20,793 33
For dividends.....	None.
For interest.....	7,000 00
For municipal tax.....	494 62
For State taxes.....	2,543 07
Total.....	<u>30,831 02</u>

Cost of transportation :

Cost per passenger per mile, proximate average..... None carried.
 Cost per ton freight per mile, proximate average..... No record.

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.

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.
Chas. Stewart Wurts, Secretary and Treasurer.....	Philadelphia, Pa.
Robert M'Allister, Gen. Manager.....	Allentown, Pa.

(Ch. 86.)

JAMESTOWN AND FRANKLIN.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared James Miles, president, and George B. Ely, treasurer, of the Jamestown and Franklin 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 their knowledge and belief.

(Signed)

JAMES MILES, *President.*

GEO. B. ELY, *Treasurer.*

Sworn and subscribed before me, this }
25th day of February, 1874. }

NICHOLAS BARTLETT, *Notary Public.*

THE STATE OF OHIO, }
Cuyahoga County, } ss:

I, Benjamin S. Cogswell, clerk of the court of common pleas, a court of record, of Cuyahoga county, aforesaid, do hereby certify that Nicholas Bartlett is a notary public in and for said county, that his commission is dated January 11, 1872, and will expire January 11, 1875, and that he is duly authorized by the laws of Ohio to take affidavits during said period.

In testimony whereof, I hereunto subscribe my name and affix the seal of said court, at Cleveland, this 2d day of March, A. D. 1874.

BENJAMIN S. COGSWELL, *Clerk.*

By C. C. LOWE, *Deputy Clerk.*

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	605,027 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
2d mortgage bonds, (date of maturity, June 1, 1894,)	500,000
Total	996,000 00

RAILROAD REPORT.

245

Floating debt, as per last report	\$869,687 40
The amount now of floating debt	804,743 20
Total amount now of floating and funded debt	1,900,743 20
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.....	12,100
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.
Construction	<u>\$2,482,001 87</u>	<u>\$2,501,697 40</u>

Equipped by the lessee—the Lake Shore and Michigan Southern railway company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jamestown to Oil City..	51 miles.
Length of main line of road laid	51 "
Length of main line of road laid in Pennsylvania.....	51 "
Length of double track of road.....	None.
Length of sidings.....	18 miles.
Gauge of road.....	4 ft. 9½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: One coal branch at Stoneboro'.....	1½ miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: 4 engine houses, 1 shop.	
Number of iron bridges, (total length in feet, 86,)	1
Number of wooden bridges, (total length in feet, 1,464,)..	10
Number of stone bridges	None.
Number of culverts	No record.
Number of railroads crossed	2
Number of stations on main road: Passenger and freight,	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 rail.....	<u>None.</u>

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

Number of miles run by passenger, freight and coal trains :

Included in report of Lake Shore and Michigan Southern railway.

Number of through passengers for the year on main road.....	5,504
Number of passengers (all classes) carried in cars	89,870
Number of tons of 2,000 lbs. of through freight for the year on main road	261,403
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	402,506
Number of passengers carried one mile.....	1,527,790
Number of tons of freight carried one mile	16,696,594
Number of passengers carried one mile in the State of Pennsylvania	1,527,790
Number of tons of freight carried one mile in the State of Pennsylvania.....	<u>16,696,594</u>

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

January, 1873.....	5,152	July, 1873.....	8,468
February, 1873.....	5,309	August, 1873.....	8,422
March, 1873.....	6,695	September, 1873.....	11,326
April, 1873.....	7,905	October, 1873.....	8,622
May, 1873.....	6,834	November, 1873.....	6,833
June, 1873.....	6,823	December, 1873.....	<u>7,481</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	136	Merchandise and manufactures..	8,835
Bituminous coal.....	111,169	Live stock.....	116
Petroleum and other oils.....	263,381	Lumber.....	5,623
Pig iron.....	80	Other articles.....	6,432
Other iron or castings.....	899		
Stone and lime.....	1,108	Total.....	<u>402,506</u>
Agricultural products.....	4,727		

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 ³ / ₁₀ "
For second-class through passengers.....	None.
For second-class way passengers.....	<u>None.</u>

RAILROAD REPORT.

247

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

For through freight, per ton per mile.....	1 ³ / ₁₀ cents.
For through coal, per ton per mile.....	1 ⁵ / ₁₀ "
For local freight, per ton per mile.....	3 "
For local coal, per ton per mile.....	1 ⁵ / ₁₀ "
Average all freight, per ton per mile.....	<u>1 ^{3.5}/₁₀ "</u>

Operating the road :

This company allow the lessee, the Lake Shore and Michigan Southern railway company, 60 per cent. of its gross earnings for operating the road; this amounted in 1873 to..... \$169,778 67

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1873.....	\$3,054 48	\$13,793 61	\$300 42	\$17,148 51
February, 1873.....	3,024 40	17,128 78	204 73	20,447 91
March, 1873.....	3,683 49	21,008 97	298 49	24,990 95
April, 1873.....	4,283 07	22,737 46	354 30	27,374 83
May, 1873.....	3,862 26	17,777 21	868 71	22,008 18
June, 1873.....	3,883 87	19,800 01	412 67	24,096 55
July, 1873.....	4,967 06	15,607 97	438 76	21,013 79
August, 1873.....	4,759 10	18,057 03	304 23	23,210 36
September, 1873.....	6,342 47	17,207 66	459 39	24,009 52
October, 1873.....	4,837 88	22,196 01	395 25	27,429 14
November, 1873.....	3,826 58	23,989 37	386 06	28,202 01
December, 1873.....	4,188 49	18,327 14	457 07	22,972 70
Total.....	50,713 15	227,691 22	4,560 08	282,964 45

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road, 60 per cent.....	\$169,778 67
For dividends.....	None.
For interest, miscellaneous, surplus funds, municipal and State taxes : Lessee pays all these, retaining therefor, and for advances, the remaining 40 per cent. of the gross earnings—amounting in 1873 to.....	<u>113,185 78</u>
Total.....	<u>282,964 45</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>9½ mills.</u>

What express companies run on your road, and on what terms? Union express company: Through, 50 cents per 100 pounds; way, 25 cents per 100 pounds.

What transportation or freight companies run on your road, and on what terms? Lake Shore Crude Oil transportation company. They are paid mileage on their cars, and a terminal charge for delivering oil through their pipes in Cleveland.

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	5
Others.....	3	1
	—	—
Total.....	<u>3</u>	<u>6</u>

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

1873.

January 19. I. M. Jones, conductor and engineer of working train in attempting to couple the engine to his train, at Stoneboro', had his foot caught between the switch rails, breaking one of the bones in his ankle.

March 10. An old lady, by the name of Mrs. O. Grove, was struck and instantly killed, at Summit, by train No. 1; she was walking on the track from the road crossing to the depot to take the train; the engineer blew the whistle and did all in his power to stop the train when he first saw her, but it was too late.

March 15. Alonzo Welch, a brakeman, was caught between two cars, at Franklin, and badly squeezed; the draw head was in bad order, which was the cause of the accident.

April 8. A boy, by the name of Wm. Barry, got on the pilot of switch engine, No. 180, at Junction Yard; nobody saw him get on or knew he was there. The engine was on its way from Junction Yard to Oil City with a loaded train of oil cars; jumped the track soon after starting; several of the oil cars took fire and were entirely burnt, and while clearing the wreck from the track his charred remains were found under the front end of the engine.

April 28. Samuel Waters, engineer, had his foot badly mashed, by having it caught between the engine and tender; the doctor thinks he can save the foot.

June 7. David Fry, a fireman, in attempting to get upon his engine, at Stoneboro', while it was in motion, fell and had his right foot and ankle badly crushed so that amputation was necessary.

June 3. Eli Calkins, a brakeman, was considerably hurt by being thrown from a Union Tank Line oil car, at Girard, while attempting to set a brake; had his head cut and side bruised, and foot so badly crushed that it was necessary to amputate three of his toes.

May 26. A man, by the name of M. Beckwith, and somewhat under the influence of liquor, got on train No. 21, at Jefferson, and in getting off just as the train was starting, slipped, one hand falling upon the rail, whereby he lost three of his fingers; not an employee.

December 27. A deaf and dumb man, by the name of John S. Mullinx, was struck and instantly killed, between Sandy Lake and Raymilton, by train No. 2; the engineer did all in his power to stop the train in time to save the man's life.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. H. Watson.....	Ashtabula, Ohio.
James Miles.....	Girard, Pa.
George 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.

(Ch. 57.)
JEFFERSON.

STATE OF PENNSYLVANIA, }
Bucks County, } ss:

Personally appeared Thomas Hewitt, president 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, 1873, are true, to the best of his knowledge and belief.

(Signed) THOMAS HEWITT, *President.*

Sworn and subscribed before me, this }
13th day of February, 1874. }

S. H. LAUBACH, *J. P.*

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

Personally appeared W. P. Shearman, 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, 1873, are true, to the best of his knowledge and belief.

(Signed) W. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this }
12th day of February, 1874. }

EDSON D. HAMMOND,
Commissioner for Pennsylvania.

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

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

1st mortgage bonds, on Carbondale branch, (date of maturity, payable January 1, 1889,)	\$2,000,000 00
1st mortgage bonds, on Hawley branch, (date of maturity, payable January 1, 1887,)	204,000 00

RAILROAD REPORT.

251

2d mortgage bonds, on Hawley branch, (date of maturity, payable January 1, 1889,)	\$96,000 00	
		\$2,300,000 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.; 2d mortgage, 7 per cent.		
Number of shares of stock issued		41,914
Par value of each share		\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$4,395,700 00	\$4,395,700 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Susquehanna to Carbon- dale, 38 miles; from Hawley to Honesdale, 9 miles; to- tal	47 miles.
Length of main line of road laid	47 "
Length of main line of road laid in Pennsylvania	47 "
Length of double track of road	None.
Length of sidings	None.
Gauge of road	6 feet.
Weight of rail per yard on main track: 55, 60 and 67½ pounds.	

This road is leased and operated by the Erie railway company, of New York, from January 1, 1869, during the corporate existence of the charters of both parties, and of all renewals thereof.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. Dickson	New York.
Sam'l E. Dismick	Honesdale, Pa.
Jos. H. Steele	Scranton, Pa.
Wm. T. Richards	St. Clair, Pa.
Jos. E. Jackson	Duncannon, Pa.
Stephen Bennett	Durham, Pa.
B. F. Fackenthall, Jr.	Durham, Pa.
Jas. Gledhill	Durham, Pa.
H. D. V. Pratt	Elmira, N. Y.
A. S. Diven	Elmira, N. Y.
H. Foster, Jr.	Honesdale, Pa.
S. H. Daddow	Scranton, Pa.
Thos. Hewitt, President	Reiglesville, Pa.
A. R. Macdonough, Secretary	New York city.
W. P. Shearman, Treasurer	New York city.

(Ch. 58.)

JERSEY SHORE, PINE CREEK AND BUFFALO.

District of Columbia, ss:

Personally appeared Sobieski Ross, president of the Jersey Shore, Pine Creek and Buffalo 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) S. ROSS, *President.*

Sworn and subscribed before me, this }
18th day of February, 1874. }

JOS. T. K. PLANT,
Commissioner for the State of Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law, (with right to increase to \$4,000,000,).....	\$1,000,000 00
Amount of stock subscribed.....	500,000 00
Total amount now paid in of capital stock.....	500,000 00
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.....	\$50 00

COST OF ROAD.

Engineering, grading, &c., up to December 31, 1873.....	By present report. \$647,000 00
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CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Williamsport to Port Allegheny, Pa.....	118 miles.
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OFFICE OF THE JERSEY SHORE, PINE CREEK AND }
BUFFALO RAILWAY COMPANY, }
COUDERSPORT, PA., *January 31, 1874.* }

Hon. HARRISON ALLEN,
Auditor General, Harrisburg, Pa.:

SIR:—I have the honor to report, that the surveys of this company have been completed; the right of way for about two-thirds of the entire line

secured ; four miles of roadway east of Port Allegheny have been graded ; a portion of the grading between Jersey Shore and Williamsport has been completed.

I have the honor to be,
 Respectfully your obedient servant,
 S. ROSS, *President.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. B. McClellan	New York city.
A. G. Olmsted	Coudersport, Pa.
P. A. Stebbins, Jr.	Coudersport, Pa.
John S. Ross	Coudersport, Pa.
C. H. Armstrong.....	Coudersport, Pa.
Arch. F. Jones.....	Coudersport, Pa.
Sobieski Ross.....	Coudersport, Pa.
Sobieski Ross, President.....	Coudersport, Pa.
John M. Hamilton, Secretary.....	Coudersport, Pa.
James B. Hodgskin, Treasurer	New York city.

(No. 28)

JUNCTION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Isaac Hinkley, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) ISAAC HINCKLEY, *President.*

JOHN WALKER, JR., *Acting Treasurer.*

Sworn and subscribed before me, this }
 13th day of February, 1874. }

W. W. DOUGHERTY, *Alderman.*

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
2d mortgage bonds, (date of maturity, 1865 and 1900,)	300,000
	800,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of funded debt.....	As above.
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	3,705
Par value of each share.....	\$50 00
Average market value during the year.....	No stock sold.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	None.

RAILROAD REPORT.

255

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$898,324 25	<u>\$898,324 25</u>

Equipment furnished by other roads.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Belmont to Gray's Ferry,	4 $\frac{9}{100}$ miles.
Length of main line of road laid.....	4 $\frac{62}{100}$ "
Length of main line of road laid in Pennsylvania.....	4 $\frac{62}{100}$ "
Length of double track of road.....	4 $\frac{62}{100}$ "
Length of sidings.....	5,821 feet.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	67 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	None.
Number of iron bridges, (total length in feet, 425,).....	4
Number of wooden bridges.....	None.
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed, (W. Chester and Philadelphia and Pennsylvania railroads,).....	2
Number of stations on main road: Passenger and freight,	None.
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, (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 $\frac{1}{2}$</u>

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	4,570
Number of miles run by freight and coal trains.....	22,850
Number of through passengers for the year on main road and number of passengers (all classes) carried in cars, estimated.....	275,014
Number of tons of 2,000 lbs. of through freight for the year on main road: No account of tonnage kept.	
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>

Monthly statement of passengers (all classes) carried in cars, estimated:

January, 1873.....	22,900	July, 1873.....	23,406
February, 1873.....	21,500	August, 1873.....	22,906
March, 1873.....	24,500	September, 1873.....	23,936
April, 1873.....	22,704	October, 1873.....	22,926
May, 1873.....	22,018	November, 1873.....	22,912
June, 1873.....	22,400	December, 1873.....	<u>22,918</u>

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

No account kept to show this account.

EXPENSES

No account kept to show this account.

Receipts on construction and equipment account during the year:

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

RECEIPTS

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1873.....	\$1,182 50	\$7,415 96	\$439 20	\$296 17	\$9,333 83
February, 1873.....	1,103 75	7,867 76	409 60	1,483 71	10,864 82
March, 1873.....	1,536 25	10,126 44	960 80	28 50	12,649 99
April, 1873.....	1,216 25	10,908 60	482 40	242 36	12,849 61
May, 1873.....	1,273 75	10,833 60	368 00	40 54	12,515 89
June, 1873.....	1,202 50	10,739 36	908 80	81 52	12,932 18
July, 1873.....	1,444 20	9,058 88	317 60	40 41	10,861 09
August, 1873.....	1,745 75	10,019 52	334 40	446 11	12,545 78
September, 1873.....	2,129 45	13,128 28	945 60	31 36	16,232 69
October, 1873.....	1,918 65	12,587 68	512 00	40 95	15,049 28
November, 1873.....	1,762 50	10,217 32	440 80	247 74	12,668 36
December, 1873.....	1,786 25	8,983 16	1,043 20	856 95	12,669 56
Total.....	18,301 80	121,834 56	7,162 40	3,834 32	151,133 08

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$79,020 76
For interest, and interest on bonds, (coupons,).....	48,756 00
For miscellaneous.....	6,038 35
For municipal taxes.....	357 33
For State taxes.....	1,984 19
Total.....	<u><u>136,156 63</u></u>

Cost of transportation :

No account kept.

ACCIDENTS.

	Injured.
Employees.....	1
Others.....	2
	—
Total.....	3
	==

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

1873.

March 25. Henry Laport, brakeman on Philadelphia and Reading railroad, arm crushed while coupling on Junction railroad, east of Belmont; amputation above the elbow necessary.

July 27. A man named Thomas Shepperd, sitting on track about one mile east of Belmont, was run over and had his left leg cut off; also injured about the head and arm; sent to Pennsylvania hospital.

July 30. Wm. Saybold, brakeman, caught between the cars while coupling and slightly injured.

PHILADELPHIA AND READING R. R. Co.,
OFFICE, 227 SOUTH FOURTH ST.,
PHILADELPHIA, February 25, 1874. }

Hon. HARRISON ALLEN,

Auditor General, Harrisburg :

DEAR SIR:—Herewith please find the report of the Junction railroad company, having been returned to me for further information. I have made remarks opposite to the blank places, and I cannot furnish any more particulars than those already given.

Yours very truly,

JOHN WALKER, JR.,

Acting Treasurer Junction R. R. Company..

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia..
J. E. Thomson.....	Philadelphia.
Asa Whitney.....	Philadelphia.
John Tucker.....	Philadelphia.
F. B. Gowen.....	Philadelphia.
Isaac Hinckley, President.....	Philadelphia.
Joseph Lesley, Secretary.....	Philadelphia.
John Tucker, Treasurer.....	Philadelphia.
John Walker, Jr., Acting Treasurer.....	Philadelphia..
Chas. E. Pugh, Superintendent.....	Philadelphia.

17 RAILROAD REP.

Chs. 60.]

LAKE SHORE AND MICHIGAN SOUTHERN.

STATE OF OHIO, }
 Cuyahoga County, } ss:

Personally appeared Amasa Stone, Jr., managing director, and George B. Ely, secretary and assistant treasurer, of the Lake Shore and Michigan Southern 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 their knowledge and belief.

(Signed) AMASA STONE, JR., *Managing Director.*

GEO. B. ELY, *Sec'y and Ass't Treasurer.*

Sworn and subscribed before me, this }
 25th day of February, 1874. }

NICHOLAS BARTLETT, N. P.

STATE OF OHIO, }
 Cuyahoga County, } ss:

I, Benjamin S. Cogswell, clerk of the court of common pleas, a court of record of Cuyahoga county, aforesaid, do hereby certify that Nicholas Bartlett is a notary public in and for said county, that his commission is dated January 11, 1872, and will expire January 11, 1875, and that he is duly authorized by the laws of Ohio to take affidavits during said period.

In testimony whereof, I hereunto subscribe my name and affix the seal of said court, at Cleveland, this 2d day of March, A. D. 1874.

BENJAMIN S. COGSWELL, *Clerk.*

By C. C. LOWE, *Deputy Clerk.*

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	50,000,000 00
Total amount now paid in of capital stock	50,000,000 00
Funded debt as per last report	26,495,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (L. S. & M. S. railway, different issues,).....	\$30,195,000 00
2d mortgage bonds, (D. M. & F.,)...	924,000 00
3d mortgage bonds, (K. & W. P.,)...	600,000 00
	<hr/>
	31,719,000 00

RAILROAD REPORT.

Floating debt, as by last report.....	\$6,350,020 54
The amount now of floating debt	6,656,606 10
Total amount now of floating and funded debt	38,375,606 10
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, February 1, 4 per cent.; August 1, 4 per cent.; guaranteed stock, February 5, August 1, 5 per cent.	
Number of shares of stock issued.....	500,000
Par value of each share.....	\$100 00
Average market value during the year..	85 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared.....	<u>50,000,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$59,983,606 72	\$62,333,653 96
Equipment	12,384,186 80	13,616,088 93
Total cost.....	<u>72,367,793 52</u>	<u>75,949,742 89</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Buffalo, N. Y., to Chicago, Illinois	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	230 "
Length of sidings.....	398 "
Gauge of road.....	4 feet 9½ in.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz:	
Air Line branch, 133.20 miles; Jackson branch, 41.90;	
Kalamazoo branch, 38 miles; Palmyra branch, 2.50 miles;	
Detroit branch, 59.12 miles; Monroe branch, 33.60 miles;	
Sandusky branch, 76.59 miles; Ashtabula branch, 36.09 miles; Lansing branch, 61 miles; total.....	482 miles.
Roads worked or leased by the company, viz: Jamestown and Franklin railroad, (in Pennsylvania,) 51 miles; Kalamazoo, Allegan and Grand Rapids, (in Michigan,) 58 miles; Mahoning coal railroad, (in Ohio,) 38 miles; total.	147 miles.

Number of engine houses and shops.....	35
Number of engines.....	463
Number of first-class passenger cars, (average cost of each, \$5,700,)	133
Number of second-class passenger cars, (average cost of each, \$3,000,)	11
Number of baggage, mail and express cars, (average cost of each, \$1,850,).....	80
Number of freight cars: House cars, (average cost of each, \$700,) 6,439; truck cars, (average cost of each, \$575,) 2,999; total.....	9,438
Number of coal, ore and stone cars: We have no classification of this kind, using platform cars for either.	
Number of caboose cars, (average cost of each, \$1,281,)..	248
Number of iron bridges, (total length in feet, 2,276,)....	21
Number of wooden bridges, (total length in feet, 2,304,)..	17
Number of stone bridges, (total length in feet, 2,055,)....	19
Number of culverts	No record kept.
Number of railroads crossed.....	30
Number of stations on main road: Passenger, 44; freight, 39; both, 51; total.....	134
Number of wood and water stations on main road.....	95
Value of real estate held by the company exclusive of road way.	\$4,120,000 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.....	412

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

Number of miles run by passenger trains.....	2,952,823
Number of miles run by freight and coal trains	8,026,320
Number of through passengers for the year on main road..	74,419
Number of passengers (all classes) carried in cars.....	2,631,099
Number of tons of 2,000 lbs. of through freight for the year on main road.....	543,301
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	5,039,429
Number of passengers carried one mile	176,643,943
Number of tons of freight carried one mile	1,024,143,312
Number of passengers carried one mile in the State of Pennsylvania	8,832,197

RAILROAD REPORT.

261

Number of tons of freight carried one mile in the State of Pennsylvania.....	51,207,166
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 lbs.
Weight of freight engines.....	68,000 "

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

January, 1873.....	145,175	July, 1873.....	268,751
February, 1873.....	156,724	August, 1873.....	251,455
March, 1873.....	205,623	September, 1873.....	243,654
April, 1873.....	226,876	October, 1873.....	281,433
May, 1873.....	219,980	November, 1873.....	203,336
June, 1873.....	221,574	December, 1873.....	211,599

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	41,083	Agricultural products.....	1,051,870
Bituminous coal.....	355,224	Merchandise and manufactures	511,581
Petroleum and other oils.....	631,478	Live stock.....	484,679
Pig iron.....	39,775	Lumber.....	527,400
Railroad iron.....	27,669	Other articles.....	1,004,657
Other iron or castings.....	98,039		
Iron and other ores.....	11,199	Total tonnage.....	5,089,429
Stone and lime.....	164,707		

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

For first-class through passengers.....	2 ⁴⁵ / ₁₀₀ cents
For first-class way passengers.....	3 "
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 Chicago and Buffalo,).....	1 ² / ₁₀ cents.
For through coal.....	None carried.
For local freight.....	2 cents.
For local coal.....	1 ³ / ₁₀ "
Average on all freight.....	1 ³⁴ / ₁₀₀ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transport'n.
Repairs or maintenance of way, including buildings.....	\$4,251,140 11	\$1,190,319 24	\$3,060,820 87
Taxes on real estate.....	458,594 25	128,406 39	330,187 88
Total	4,709,734 36	1,318,725 63	3,391,008 73
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$774,487 35	\$216,854 05	\$557,633 30
Repairs of passenger, baggage and freight cars.....	1,034,649 12	230,701 75	744,947 87
Total	1,809,136 47	500,555 80	1,302,580 67
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$276,714 14	\$77,479 95	\$199,234 19
Agents and station labor.....	2,071,479 82	580,012 35	1,491,467 47
Conductors, baggage masters and brakemen.....	769,442 99	215,444 03	553,998 96
Engineers and firemen.....	900,217 79	252,060 98	648,156 81
Fuel and cost of preparing for use.....	1,521,393 83	425,990 27	1,095,403 56
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	221,526 02	62,027 28	159,498 74
Loss and damage of goods and baggage.....	67,863 55	19,001 79	48,861 76
Use of freight cars.....	674,400 96		674,400 96
Damage for injury of persons.....	57,719 07	28,859 53	28,859 54
Damage to property, including damage by fire and cattle killed on road.....	36,121 70	10,114 07	26,007 63
General superintendence.....	196,590 44	55,045 32	141,545 12
Contingencies.....	30,893 25	8,650 11	22,243 14
Other expenses not in this classification.....	460,638 48	128,978 77	331,659 71
Total	7,285,002 04	1,863,664 45	5,421,337 59

Receipts on construction and equipment account during the year :

From stockholders.....	Nothing.
From sale of bonds.....	\$2, 831, 485 28
From other sources	345, 844 98
Total	3, 177, 330 26

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1873.....	\$259, 224 68	\$1, 117, 275 87	\$44, 216 48	\$17, 643 45	\$1, 438, 360 48
February, 1873 ...	259, 970 64	1, 268, 215 46	43, 215 44	21, 352 44	1, 592, 753 98
March, 1873.....	341, 633 52	1, 354, 549 28	46, 204 83	22, 653 56	1, 764, 131 19
April, 1873.....	382, 081 31	1, 246, 721 53	46, 666 92	23, 460 49	1, 698, 930 25
May, 1873.....	375, 734 55	1, 209, 756 68	48, 048 27	20, 697 68	1, 654, 237 18
June, 1873.....	397, 714 48	1, 129, 446 98	43, 765 29	23, 552 39	1, 594, 479 14
July, 1873.....	418, 661 90	975, 792 14	41, 967 11	21, 463 75	1, 457, 884 90
August, 1873.....	440, 826 93	1, 052, 555 23	40, 863 70	21, 924 83	1, 556, 170 74
September, 1873..	508, 300 68	1, 268, 143 08	44, 401 88	24, 180 44	1, 780, 026 08
October, 1873.....	487, 560 59	1, 212, 207 27	47, 521 66	24, 565 94	1, 771, 855 46
November, 1873..	334, 767 28	1, 010, 707 75	49, 442 92	24, 845 79	1, 419, 763 74
December, 1873..	311, 522 02	1, 173, 426 51	51, 988 11	23, 865 97	1, 569, 802 61
Total	4, 517, 998 67	13, 953, 797 83	547, 392 61	270, 206 73	19, 289, 395 84

SUMMARY OF PAYMENTS.

For construction and equipment	\$3, 581, 949 37
For maintaining the road, &c.—repairs of machinery and operating the road.....	13, 803, 872 87
For dividends	2, 032, 010 00
For interest	2, 342, 297 15
For leases on other roads	133, 800 00
For miscellaneous.....	920, 666 48
For municipal and State taxes: Included in expense account.	
Total	22, 814, 595 87
Total amount of surplus fund	1, 069, 759 97

Cost of transportation :

Cost per passenger per mile, proximate average	2 cents.
Cost per ton freight per mile, proximate average	9½ mills.

What express companies run on your road, and on what terms? United States and American. Each pay a stated sum per day, and different rates per 100 pounds excess, according to distance carried.

What transportation or freight companies run on your road, and on what terms? Red Line, White Line, Great Western Dispatch and Globe Line, owned and operated by the companies over whose roads they are run. Empire Line and Merchants Despatch own their cars, receiving mileage thereon and a commission on business furnished.

ACCIDENTS.

	Killed.	Injured.
Passengers	None.	None.
Employees	1	23
Others	6	6
	—	—
Total	7	29
	==	==

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 :

Accidents that happened in the State of Pennsylvania for the year 1873.

At Erie, January 17, William Whitney, a brakeman, knocked down by yard engine; had his arm run over and so badly injured that it was found necessary to amputate it.

At Erie, on January 18, W. H. Bennett, a brakeman, was caught between two box cars, and had one of his ribs broken.

At Erie yard, on January 3, W. H. Todd, had his hand jammed while coupling cars; no bones broken.

At Erie, February 4, one James Ward, a brakeman, had his hand jammed while coupling cars; lost his second finger.

At Erie, February 4, E. E. Blanchard, was struck by engine 272, and knocked upon the track; his right leg was so badly smashed that it was found necessary to amputate it below the knee; he also lost the heel of his left foot; the accident was caused by a want of care on his own part; died on February 22.

On February 13, about one mile east of Girard, an old man by the name of Henry Smith, was struck by train No. 8, and instantly killed; inquest held; verdict accidental death.

At Erie, February 14, one William Acthof, switchman in Erie yard, while attempting to get on the rear car of a train missed his footing, and had his left ankle broken; was his own fault.

On March 2, Wm. Brown, a brakeman in Erie yard, had his right arm crushed while coupling cars; caused by his foot slipping from under him as he was in the act of making the coupling; his arm was amputated at the shoulder.

On March 15, James Hough, brakeman, had his hand crushed while coupling cars at Girard, was taken to Erie, and had his arm amputated by Dr. Thayer; there does not appear to be any body at fault but himself.

In Erie yard, April 13, a german by the name of Conrad Cane, had his right foot run over by first section of train No. 26; was taken into the switch shanty at P. and E. crossing, where Dr. Thayer, company's surgeon, amputated all the toes of the injured foot; no one at fault but himself.

On May 1, in Erie yard, Thomas Boyd, a brakeman, while on the top of a box car setting a brake, the wheel came off and he fell striking upon a pile of scrap, cutting and bruising his head and face badly; no bones broken, and no internal injury sustained.

At Erie, on April 9, R. Shepard, conductor, while switching out N. Y. Central freight, got his foot caught in the rail, and two wheels passed over it; Dr. Thayer thinks he can save the foot; accident caused by want of caution on his part.

In Erie yard, on May 18, Frank Spaulding, night brakeman, had his hand caught between the pin and dead woods of a car; it was necessary to amputate the two first fingers of the left hand.

In Erie yard, May 14, D. R. Bartholomew, brakeman, while coupling cars, had his first finger of his right hand so badly smashed, that it was found necessary to amputate it; want of care on his part.

In Erie yard, May 20, Frank Wallos, a brakeman, while coupling cars was caught between the dead woods and badly squeezed; had his right side and breast injured; will be out in a few days.

In Erie yard, May 17, F. Ritter, while uncoupling a car stepped on the brake beam to pull a pin, the brake beam gave away and he fell under the car and one wheel passed over his hip, he was then rolled between the wheels of the end truck for some distance; a sliver of rail caught his testicles and tore them badly; he died on the thirty-first.

In Erie yard, May 13, a boy by the name of F. Matcher, had his foot crushed while under some cars picking up coal; his leg was amputated above the ankle; he died a few days after.

In Erie, June 8, a boy named F. Spiller, about 14 years of age, was caught in some way by the crank of a hand car upon which he was sitting and had his arm broken in two places; no one to blame but himself, as it was Sunday and he should have been home with his mother.

In Erie yard, June 12, one Edward Wilson, while attempting to make a coupling had his elbow caught between the dead woods; elbow joint broken and muscles badly lacerated; want of caution.

In Erie yard, June 13, Chas. Canfield, a brakeman, while attempting to couple his engine to a train had the four fingers of the left hand caught between the pin and dead woods; want of caution on the part of Canfield.

On March 31, at Buffalo Division round house, Erie, one P. Firch, coal heaver, had his arm struck by the crank of a derrick and broken in two places; cause of accident, want of *grip*.

At Fairview, on June 23, a little child of Fred. Michaels was killed by train No. 14; the child was playing on the track and the train could not stop in time to save it; inquest held; verdict, accidental death; no blame attached to the company.

In Erie yard, on June 19, one P. Kesslet, a brakeman, was switching in the west end of the yard and in getting on to an oil car slipped and sprained his ankle; no bones broken.

At Girard, June 27, P. M. M'Gee, a clerk in the American express company's office, was struck by train No. 12, in attempting to cross the track; had his head cut, shoulder broken and foot crushed; no one to blame but himself.

January 14, in Erie yard, one John Mezer, a laborer employed by Crouch, Shelden & Co., in crossing the track was struck by engine 225, breaking the small bone of his left leg and injuring his ankle.

In Erie yard, June 27, one George Hailbeck, while putting a new draw head in a car, was caught just above the hip and badly squeezed. The cause of the accident was, the engineer of engine No. 279, mistaking signal and backed train against the car upon which Hailbeck was at work.

In Erie yard, August 1, a boy 7 years old, name of Richard Moran, son of William Moran, of Erie, was found in lower yard with his right leg crushed; Dr. Spencer amputated the limb at the hip joint. It is supposed the boy received the injury by crawling under a train of empire cars while they were being switched.

In Erie yard, May 29, a drover, by the name of Jonathan S. Bare, was walking on south main track, directly in front of engine Vesuvius, was knocked down and somewhat injured; no bones broken; no one to blame but himself.

In Erie yard, September 4, J. E. Davidson, night conductor, was slightly injured by being knocked down and somewhat bruised, but no bones broken.

In Erie yard, September 20, Edwin Rose, a brakeman, fell from top of his train and was somewhat hurt, but no bones broken; will be at work again in two or three days.

In Erie yard, September 26, a brakeman, by the name of Chas. Taylor, while attempting to make a coupling, had his thumb slightly injured by being caught between the pin and dead wood.

In Erie yard, September 21, M. Blean, a brakeman, while attempting to make a coupling, had his hand so badly mashed that it was necessary to amputate one of his fingers.

At Harbor Creek, October 10, H. H. Lewis, while stealing a ride upon a freight train, fell from the top of the train and fatally injured; died next morning; he was not an employee.

In Erie yard, October 10, a brakeman, by the name of Jerry Flannigan, fell from the top of his train and was somewhat injured; no one to blame but himself; no bones broken.

At North-East, October 22, train No. 3 struck an old man, by the name of Myer Nost, injuring him in such a manner that he died next morning; inquest held; verdict, accidental death, attaching no blame to the company.

In Erie yard, November 24, C. C. Bennett, brakeman, had his wrist injured while coupling cars; no bones broken.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Vanderbilt.....	New York.
W. H. Vanderbilt.....	New York.
Augustus Schell.....	New York.
James H. Banker.....	New York.
Asariah Boody.....	New York.
William Williams.....	Buffalo.
Wm. L. Scott.....	Erie.
John A. Tracy.....	Erie.
Charles M. Reed.....	Erie.
Amasa Stone, Jr.,.....	Cleveland.
Stillman Witt.....	Cleveland.
H. B. Payne.....	Cleveland.
Albert Keep.....	Chicago.
Cornellus Vanderbilt, President.....	New York.
George B. Ely, Secretary and Ass't Treasurer.....	Cleveland.
James H. Banker, Treasurer.....	New York.
A. Stone, Jr., Managing Director.....	Cleveland.
Charles Paine, General Superintendent.....	Cleveland.
C. P. Leland, Auditor.....	Cleveland.

(No. 61.)
LANCASTER AND READING NARROW GAUGE.

STATE OF PENNSYLVANIA, }
Lancaster County, } ss:

Personally appeared R. W. Shenk, president, and W. 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, 1873, are true, to the best of their knowledge and belief.

(Signed) R. W. SHENK, *President.*
W. LEAMAN, *Treasurer.*

Sworn and subscribed before me, this }
4th day of February, 1874. }

JOHN M. AMWEG, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law: \$500,000, with power to issue \$250,000 in addition for each and every road constructed.

Amount of stock subscribed, (error of \$1,700 in excess in last report,)	\$123,750 00
Amount paid in as by last report.....	15,672 00
Total amount now paid in of capital stock.....	81,882 50
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, July 1, 1893,)...	350,000 00
Floating debt, as per last report.....	Nothing.
The amount now of floating debt.....	27,457 39
Total amount now of floating and funded debt.....	377,457 39
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend	No dividends.
Number of shares of stock issued	1,493
Par value of each share.....	\$50 00
Average market value during the year.....	Not in market.
Amount paid in on each share: Stock due in full.	
Amount of capital on which the respective dividends were declared	<u>No dividends.</u>

RAILROAD REPORT.

269

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. <u>\$105,733 28</u>
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NOTE.—Present report includes cost of construction from commencement of work. Work of grading road in progress on Quarryville section. Road unfinished; grading not completed.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lancaster to Reading,	34 miles.
Length of main line of road laid.....	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:	
Quarryville section, 22 miles; Safe Harbor section, 12 miles.	
Roads worked or leased by the company.....	None.
Number of coal, ore and stone cars.....	No equipment.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 580, 150 not finished,).....	5
Number of stone bridges.....	None.
Number of culverts: None but box culverts.	
Number of railroads crossed, (Pennsylvania railroad,)....	1
Number of stations, passenger, freight, wood and water, on main road: Not determined.	
Value of real estate held by the company exclusive of road way: Holds no real estate.	
Number of tunnels.....	None.
How is track laid, and on what foundation.....	Not laid.
Length in miles laid with steel rail.....	<u>None.</u>

Receipts on construction and equipment account during the year:

From stockholders.....	\$66,210 50
From sale of bonds.....	3,396 73
From other sources.....	<u>20,454 05</u>
Total.....	<u><u>90,061 29</u></u>

RECEIPTS.

Not in operation.

SUMMARY OF PAYMENTS.

For construction and equipment.....	<u><u>\$105,733 28</u></u>
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870 LANCASTER AND READING NARROW GAUGE

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. W. Shenk.....	Lancaster.
A. H. Peacock.....	Lancaster.
D. G. Swartz.....	Lancaster.
W. L. Piper.....	Lancaster.
O. A. Bitner.....	Lancaster.
J. D. Skiles.....	Lancaster.
John Keller.....	Lancaster.
H. Carpenter.....	Lancaster.
D. Herr.....	Lancaster.
A. Hollinger.....	Lancaster.
W. H. Kemble.....	Philadelphia.
G. W. Hensel.....	Quarryville, Lancaster co.
C. M. Hess.....	Quarryville, Lancaster co.
R. W. Shenk, President.....	Lancaster.
W. Leaman, Secretary and Treasurer.....	Lancaster.

(No. 62.)
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 31, 1873, are true, to the best of their knowledge and belief.

(Signed) THOMAS D. MESSLER, *President.*
F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
29th day of January, 1874. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	360,200 00
Amount paid in as by last report.....	289,750 00
Total amount now paid in of capital stock.....	360,200 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
Floating debt, as per last report	25,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	355,000 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, at $2\frac{1}{2}$ per cent., in cash.	
Number of shares of stock issued.....	7,204
Par value of each share.....	\$50 00
Average market value during the year	62 50
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: (Quarters ending as follows: March 31, \$355,200; June 30, \$360,300; October 31, \$360,200; December 31, \$360,200.)	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$637,607 10	\$715,937 88
Equipment.....	None.	None.
Total cost.....	637,607 10	715,937 88

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lawrence Junction, Pa., to Youngstown, Ohio.....	17 $\frac{5}{8}$ miles
Length of main line of road laid.....	17 $\frac{5}{8}$ "
Length of main line of road laid in Pennsylvania.....	8 $\frac{1}{8}$ "
Length of double track of road.....	None.
Length of sidings.....	1 $\frac{3}{4}$ miles.
Gauge of road.....	4 ft. 10 inches.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz: Canfield branch, 3 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, 578 feet 5 inches,).....	4
Number of stone bridges, (total length in feet, 266,).....	16
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	10
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels.....	None.
How is track laid and on what foundation? 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 trains	28,434
Number of miles run by freight and coal trains.....	108,302
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars...	78,053
Number of tons of 2,000 lbs. of through freight for the year on main road	9,270
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	337,677
Number of passengers carried one mile	805,377
Number of passengers carried one mile in the State of Penn- sylvania	463,091
Number of tons of freight carried one mile.....	4,261,399
Number of tons of freight carried one mile in the State of Pennsylvania.....	2,450,304
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	27
Average rate of speed adopted by freight trains, including stops	12
Weight of first-class passenger engines.....	None.
Weight of freight engines.....	None.

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

January, 1873.....	5,255	July, 1873.....	7,872
February, 1873.....	4,535	August, 1873.....	7,501
March, 1873.....	6,669	September, 1873.....	7,874
April, 1873.....	6,420	October, 1872.....	6,747
May, 1873.....	6,616	November, 1873.....	5,502
June, 1873.....	6,802	December, 1873.....	6,200

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal..	132,118	Merchandise and manufactures..	57,165
Railroad iron.....	7,230	Live stock.....	3,902
Iron and other ores.....	120,871	Lumber.....	4,578
Agricultural products.....	1,894	Other articles.....	9,919

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.....	$3\frac{25}{100}$ "
For second-class through passengers.....	None.

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

For through freight and coal.....	None.
For local freight and coal per ton per mile, average	<u>3 cents.</u>

EXPENSES.

[Have no accounts giving further details.]

Maintaining the road or real estate of the corporation:

Amount allotted to passenger transportation.....	\$10,971 83
Amount allotted to freight transportation.....	<u>21,943 67</u>
Total	<u>32,915 50</u>

Repairs of machinery:

Amount allotted to passenger transportation.....	\$12,956 62
Amount allotted to freight transportation.....	<u>25,913 24</u>
Total.....	<u>38,869 86</u>

Operating the road:

Amount allotted to passenger transportation.....	\$13,767 80
Amount allotted to freight transportation.....	<u>27,535 60</u>
Total.....	<u>41,303 40</u>

Receipts on construction and equipment account during the year:

From stockholders	\$70,450 00
From sale of bonds.....	None.
From other sources: Sale of property, &c.....	<u>37,549 77</u>
Total	<u>107,999 77</u>

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Total.
January, 1873.....	\$1,925 27	\$11,144 41	\$356 66	\$13,426 34
February, 1873.....	1,656 27	10,066 38	326 67	12,049 32
March, 1873.....	2,225 45	12,951 23	346 67	15,523 35
April, 1873.....	2,294 57	16,848 90	346 66	19,489 13
May, 1873.....	2,571 08	14,370 64	356 67	17,298 39
June, 1873.....	2,570 51	15,286 27	336 67	18,193 45
July, 1873.....	3,697 03	16,248 12	356 66	19,701 81
August, 1873.....	2,875 66	15,230 17	463 34	18,569 17
September, 1873.....	3,188 46	15,325 96	355 00	18,869 42
October, 1873.....	2,769 65	14,627 92	365 00	17,762 57
November, 1873.....	2,137 13	9,048 35	345 00	11,530 48
December, 1873.....	2,323 91	4,283 10	365 00	6,957 01
Total.....	29,634 99	155,406 45	4,320 00	189,361 44

RAILROAD REPORT

275

SUMMARY OF PAYMENTS.

For construction and equipment	\$114,461 06
For maintaining the road, &c.—repairs of machinery and operating the road	113,088 76
For dividends.....	35,895 00
For interest	24,850 00
For miscellaneous.....	2,000 94
For State taxes	1,740 25
For United States taxes.....	None.
Total	292,066 01

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 cents.
Cost per ton freight per mile, proximate average.....	1½ “

What express companies run on your road, and on what terms? Adams express company, at \$10 per day.

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

ACCIDENTS.

None.

The Lawrence railroad company is leased to the Pittsburg, Fort Wayne and Chicago railway company for 99 years from July 1, 1869, and by them sublet to the Pennsylvania railroad company, and by the latter company, sublet to the Pennsylvania company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas D. Messler.....	Pittsburg, Pa.
J. N. M'Cullough	Pittsburg, Pa.
John B. Jackson	Pittsburg, Pa.
G. W. Cass	Pittsburg, Pa.
A. L. Crawford.....	New Castle, Pa.
R. W. Cunningham.....	New Castle, Pa.
Calab B. Wick	Youngstown, Ohio.
Thomas D. Messler, President	Pittsburg, Pa.
F. M. Hutchinson, Secretary and Treasurer	Pittsburg, Pa.

(No. 63.)
LAWRENCEVILLE AND EVERGREEN.

STATE OF PENNSYLVANIA, }
Allegheny County, } SS:

Personally appeared Samuel Reynolds, president, and H. D. Seitz, treasurer, of the Lawrenceville and Evergreen railroad company, and in due form of law made oath that the statements in the within report, to March 31, 1874, are true, to the best of their knowledge and belief.

(Signed) SAMUEL REYNOLDS, *President.*
H. D. SEITZ, *Treasurer.*

Sworn and subscribed before me, this }
13th day of April, 1874. }

C. O'DONNELL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$25,000 00
Amount of stock subscribed	22,775 00
Total amount now paid in of capital stock.....	21,181 25
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1878,) ..	9,000 00
The amount now of floating debt.....	3,000 00
Total amount now of floating and funded debt.....	12,000 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.....	911
Par value of each share	\$25 00
Average market value during the year.....	25 00
Amount paid in on each share	23 25
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$26,062 45
Equipment	7,118 80
Total cost.....	<u>33,181 25</u>

RAILROAD REPORT.

277

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bennett to Evergreen..	2 ⁶¹ / ₁₀₀ miles.
Length of main line of road laid	2 ⁶¹ / ₁₀₀ "
Length of main line of road laid in Pennsylvania.....	2 ⁶¹ / ₁₀₀ "
Length of double track of road.....	None.
Length of sidings.....	None.
Gauge of road	3 feet.
Weight of rail per yard on main track	28 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.....	1
Number of first-class passenger cars, (average cost of each, \$2,148,).....	1
Number of second-class passenger cars	None.
Number of baggage, mail and express cars.....	None.
Number of freight cars: House cars, none; trucks, (aver- age cost of each, \$464 44,) 1; total	1
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, 200,)....	9
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed	None.
Number of stations on main road: Passenger, 4; freight, 2; total.....	6
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of road way.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak 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.....	6,300
Number of miles run by freight trains.....	240
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	7 miles.

Average rate of speed adopted by freight trains, including stops	7 miles.
Weight of first-class passenger engines	<u>18,000 lbs.</u>

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

November, 1873	3,000	February, 1874	2,900
December, 1873	3,150	March, 1874	3,360
January, 1874	2,975		

The amount of freight, specifying the quantity in tons :

No account kept.

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

For first-class through passengers	2½ cents.
For first-class way passengers	<u>3½ "</u>

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

For through freight	10 cents.
For local freight	<u>12 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation, and repairs of machinery :

Charged in construction account.

Operating the road :

Porters, watchmen and switch tenders	\$100 00
Conductors, baggage masters and brakemen	327 00
Engineers and firemen	375 00
Fuel and cost of preparing for use	300 00
Oil and waste for engines and tenders, passenger, baggage and freight cars	25 00
Total	<u>1,127 00</u>

Passenger transportation :

All of this allotted to passenger trains.

Receipts on construction and equipment account during the year :

From stockholders	\$21,181 25
From sale of bonds	9,000 00
From other sources	None.
Total	<u>30,181 25</u>

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Total.
November, 1873.....	\$180 00	\$10 00	\$190 00
December, 1873.....	189 00	5 00	194 00
January, 1874.....	178 50	2 50	181 00
February, 1874.....	174 00	5 00	179 00
March, 1874.....	202 14	7 50	209 64
Total.....	923 64	30 00	953 64

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$30,181 25
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,127 00
For dividends.....	None.
For interest.....	None.
For miscellaneous.....	None.
For surplus fund.....	None.
For municipal and State taxes.....	None.
Total.....	<u>31,331 25</u>
Total amount of surplus fund.....	<u>None.</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	<u>2½ cents.</u>
Cost per ton freight per mile, proximate average.....	<u>2 "</u>

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

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

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Reynolds.....	Pittsburg, Pa.
J. J. Gillespie.....	Wood st., Pittsburg, Pa.
M. Cridge.....	Bennett P. O., Allegheny Co.
J. H. Heimbucher.....	Thirty-second st., Pittsburg.
Chas. Seibert.....	Avery st., Allegheny city.
J. J. Williams.....	Bennett P. O., Allegheny Co.
C. F. Klosser.....	Butler st., Pittsburg.
G. W. Schmidt.....	Eleventh st., Pittsburg.
J. J. Lawrence.....	A. V. R. R., Pittsburg.
H. D. Seitz.....	Pittsburg.
C. L. Straub.....	Perry st., Allegheny city.
Samuel Reynolds, President.....	Pittsburg, Pa.
H. D. Seitz, Secretary and Treasurer.....	Pittsburg, Pa.

(No. 64.)

LEHIGH AND LACKAWANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

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, 1873, are true, to the best of their knowledge and belief.

(Signed) CHARLES BRODHEAD, *President*
F. MITCHELL, *Treasurer.*

Sworn and subscribed before me, this }
12th day of February, 1874. }

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
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 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.	
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$675,100 00	\$675,100 00

RAILROAD REPORT.

281

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.....	1 $\frac{1}{4}$ miles.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ 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.....	1
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 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, freight and coal trains:	
Included in report of Lehigh and Susquehanna railroad.	
Number of through passengers for the year on main road..	1, 219
Number of passengers (all classes) carried in cars.....	20, 675
Number of tons of 2,000 lbs. of through freight for the year on main road.....	33, 524
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	44, 107
Number of passengers carried one mile.....	171, 693
Number of tons of freight carried one mile.....	752, 694
Number of passengers carried one mile in the State of Pennsylvania.....	171, 693
Number of tons of freight carried one mile in the State of Pennsylvania.....	752, 694

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.	<hr/> <hr/>

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

January, 1873.....	1,162	July, 1873.....	2,224
February, 1873.....	1,954½	August, 1873.....	1,924
March, 1873.....	1,659½	September, 1873.....	1,908½
April, 1873.....	2,147	October, 1873.....	1,650½
May, 1873.....	1,729	November, 1873.....	1,333
June, 1873.....	1,728	December, 1873.....	<u>2,155</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	10,588	Agricultural products.....	577
Iron and other ores.....	20,443	Merchandise and manufactures... ..	1,312
Stone and lime.....	10,292	Lumber.....	<u>900</u>

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 passenger.....	<u>3 and 4 "</u>

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

For through freight, through coal, local freight and local coal	<u>4½ cents.</u>
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EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings, and taxes on real estate.....	<u>\$13,471 23</u>
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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.....	5,008 00

RAILROAD REPORT.

283

Fuel and cost of preparing for use.....	\$1,367 63
Use of freight and passenger cars.....	2,907 13
Shoveling snow.....	168 10
Damage to property, including damage by fire and cattle killed on road.....	86 00
General superintendence.....	2,099 92
Contingencies.....	542 90
Total.....	15,239 68

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources Nothing.

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mall and express.	Total.
January, 1873.....	\$341 61	\$1,761 25		\$2,102 86
February, 1873.....	281 55	1,761 75		2,043 30
March, 1873.....	497 08	2,013 15		2,510 23
April, 1873.....	645 33	2,718 90		3,364 23
May, 1873.....	515 10	2,973 47		3,488 57
June, 1873.....	484 54	3,731 44		4,215 98
July, 1873.....	608 69	3,667 81		4,276 50
August, 1873.....	533 19	3,591 74		4,124 93
September, 1873.....	549 76	4,700 51		5,250 27
October, 1873.....	478 46	4,623 09		5,101 55
November, 1873.....	371 73	2,431 87		2,803 10
December, 1873.....	599 56	2,117 32		2,716 88
Total.....	5,906 60	36,091 80	\$368 53	42,366 93

Summary of payments :

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$28,710 91
For dividends.....	None.
For interest.....	None.
For municipal and State taxes.....	761 30
Total.....	29,472 21

COST OF TRANSPORTATION.

What express companies run on your road, and on what terms? Central express, paying regular rates.

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

LEHIGH AND LACKAWANNA

This road was leased to the Lehigh coal and navigation company, January 23, 1867, for 99 years, and is 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. Wolle.....	Bethlehem.
E. W. Clark.....	Philadelphia.
F. R. Cope.....	Philadelphia.
J. P. Hsley.....	Philadelphia.
Charles Brodhead, President.....	Bethlehem.
F. Mitchell, Secretary and Treasurer.....	Philadelphia.

(Ch. 65.)
LEHIGH AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
6th day of February, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

The Lehigh and Susquehanna railroad is owned by the Lehigh coal and navigation company, and has no separate organization, capital or debt. 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	\$12,462,781 25	\$12,754,395 17

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg, N. J., to Union Junction, Pa	105 miles.
Length of main line of road laid	105 "
Length of main line of road laid in Pennsylvania	105 "
Length of double track of road	25 "
Length of sidings	75 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track: 56, 60 and 62½ and 65 pounds.	

Roads owned by the company, and their length, viz:
Nescopec 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.....	92
Number of first-class passenger cars, (average cost of each, \$4,750,).....	14
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,) 428; total.....	558
Number of coal, ore and gravel cars: Coal, (average cost of each, \$225,) 14,230; ore, (average cost of each, \$250,) 14; gravel, (average cost of each, \$250,) 163; total....	14,407
Number of caboose cars, (average cost of each, \$525,)....	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.	
Number of stations on main road: Passenger and freight,	45
Number of wood and water stations on main road.....	19
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels, (length of each, 1,800 feet and 500 feet,)	2
How is track laid, and on what foundation? Gravel and stone ballast. Wooden cross-ties.	
Length in miles laid with steel rail, (22 miles during year,)	22

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

Number of miles run by passenger trains.....	392,692
Number of miles run by freight trains.....	208,972
Number of miles run by coal trains.....	1,323,481
Number of through passengers for the year on main road,	2,060
Number of passengers (all classes) carried in cars.....	511,500½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	313,674
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	3,403,372
Number of passengers carried one mile.....	7,051,833
Number of tons of freight carried one mile.....	191,553,528

RAILROAD REPORT.

287

Number of passengers carried one mile in the State of Pennsylvania	7, 051, 833
Number of tons of freight carried one mile in the State of Pennsylvania	191, 553, 528
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	25
Average rate of speed adopted by express trains, including stops	30
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 "

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

January, 1873.....	33, 259	July, 1873.....	52, 144 1/4
February, 1873.....	29, 452	August, 1873.....	47, 547
March, 1873.....	38, 206	September, 1873.....	48, 499 1/4
April, 1873.....	39, 587 1/4	October, 1873.....	50, 050 1/4
May, 1873.....	39, 956 1/4	November, 1873.....	42, 356
June, 1873.....	38, 073	December, 1873.....	52, 389

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	3, 089, 698	Iron and other ores.....	40, 288
Bituminous coal.....	783	Stone and lime.....	39, 900
Petroleum and other oils.....	280	Agricultural products.....	23, 870
Pig iron.....	41, 029	Merchandise and manufactures,	73, 927
Railroad iron.....	5, 687	Live stock.....	117
Other iron or castings.....	15, 670	Lumber.....	72, 123

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

For first-class through passengers.....	2 1/2 and 3 cts.
For first-class way passengers.....	2 1/2 and 3 cts.

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

For through freight, per ton per mile.....	3 1/2 cents.
For through coal, per ton per mile.....	1 3/8 "
For local freight, per ton per mile.....	3 1/2 "
For local coal, per ton per mile.....	1 3/8 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transporta'n.
Repairs or maintenance of way, including buildings, taxes on real estate.....	\$414,871 51	\$34,434 34	\$380,437 17
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$64,782 38	16,195 59	\$48,586 79
Repairs of passenger and baggage cars.....	18,509 25	18,509 25	.....
Repairs of freight cars	83,291 63	.....	83,291 63
Repairs of tools and machinery in shops.....	7,403 70	1,110 56	6,293 14
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	11,105 56	1,665 83	9,439 73
Total	185,092 52	37,481 23	147,611 29
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$24,462 44	\$6,115 61	\$18,346 83
Agents and clerks.....	44,477 17	8,895 43	35,581 74
Labor—loading and unloading freight	45,218 46	.....	45,218 46
Porters, watchmen and switch tenders.....	29,651 45	2,668 63	26,982 82
Car cleaning and inspecting, furniture and fixtures	19,273 43	2,891 01	16,382 42
Wood and water station attendance.....	4,447 72	889 54	3,558 18
Conductors, baggage masters and brakemen.....	222,385 84	20,014 73	202,371 11
Engineers and firemen	137,187 94	16,456 55	120,681 39
Fuel and cost of preparing for use	128,018 64	11,341 68	114,676 96
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	37,064 31	5,930 29	31,134 02
Telegraph, mail and station expenses.....	40,770 74	10,192 69	30,578 05
Loss and damage of goods and baggage.....	2,965 14	.....	2,965 14
Damage to property, including damage by fire and cattle killed on road.....	2,223 86	2,223 86	.....
General superintendence.....	5,180 00	1,037 80	4,151 20
Total	741,286 14	88,057 82	652,628 32

RAILROAD REPORT.

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1873	\$6,883 37	\$212,935 63	\$52 03	\$221,871 63
February, 1873	7,956 99	196,184 49	46 78	204,188 26
March, 1873	10,677 08	249,953 74	113 18	250,744 00
April, 1873	11,792 56	263,879 08	50 68	275,722 30
May, 1873	12,022 74	299,875 73	59 23	311,957 70
June, 1873	11,988 33	282,659 61	113 94	294,761 88
July, 1873	18,935 17	244,944 48	52 63	263,932 28
August, 1873	17,500 30	317,837 73	.....	335,338 03
September, 1873.....	17,747 57	332,209 46	993 23	351,040 26
October, 1873.....	15,727 32	331,376 12	542 49	347,645 93
November, 1873.....	12,885 39	262,403 09	441 00	275,730 08
December, 1873.....	15,580 27	288,829 56	524 61	304,884 44
Total.....	161,647 09	3,283,179 30	2,930 40	3,447 816 79

SUMMARY OF PAYMENTS.

For construction and equipment..... Nothing.
 For maintaining the road, &c.—repairs of machinery and operating the road..... \$1,341,250 17
 For dividends, interest, miscellaneous, municipal and State taxes: Included in report of Lehigh coal and navigation company.

Cost of transportation :

Cost per passenger per mile, proximate average..... 2²⁸/₁₀₀ cents.
 Cost per ton freight per mile, proximate average..... 6²⁰/₁₀₀ "

What express companies run on your road, and on what terms? Central express company, paying regular rates, same as other parties.

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

ACCIDENTS.

	Killed.	Injured.
Employees	8	5
Others	7	3
Total	15	8

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

1873.

January 7. George Leidy, coal brakeman, had right leg fractured while coupling cars in Easton yard. This injury resulted through his own carelessness. J. J. M'Innis, engineer; John Snyder, conductor.

March 4. Emil Speck, was instantly killed, and Robert Kelly, seriously injured about the legs, by collision between local freight train, No. 23, and coal train, No. 67, at Coal Port; both were brakemen on freight train, No. 23. Charles West, engineer; S. A. Stearns, conductor.

March 5. Peter Kunkle, coal brakeman, had one leg crushed, necessitating amputation, by falling under engine while in motion at Upper Lehigh. George E. Pope, engineer; Calvin Reed, conductor.

April 2. Patrick Burns, stepped on the track at Bear creek, directly in front of an approaching gravel train, and was struck by the engine, killing him instantly. Mahlow Miller, engineer; James Gallagher, conductor.

April 2. George Betzenberger, coal brakeman, fell from an empty coal train, near Silver Brook, and was injured by the cars passing over him. Joseph Beaumont, engineer; A. D. Hamilton, conductor.

May 3. John V. Hartman, freight brakeman, fell between the cars while in motion, near Tamanend, and was instantly killed. Henry Brelsford, engineer; Isaac M'Lane, conductor.

May 6. William M'Cann, in attempting to cross the track at Catasauqua, directly in front of express train, No. 4, bound north, was struck by engine and instantly killed. John Smith, engineer; C. E. Starr, conductor.

May 17. W. R. Babcock, freight brakeman, was thrown from train, No. 21, and seriously injured by coming in contact with overhead bridge at Landmesser's breaker, near Ashley. H. Miller, engineer; B. M. Hoxworth, conductor.

June 9. Patrick Fleming, of Mill creek, intoxicated, and lying close alongside of track near Laffin station, was struck by pilot of wreck train, No. 207, and severely bruised about head and body. Daniel Shanton, engineer; Johnson Polson, conductor.

June 16. Ashfield Gray, in attempting to drive across the track near Scranton, directly in front of express train, No. 3, bound south, was thrown from wagon by engine striking it, resulting in fracture of one leg and severe cuts about the head. John Smith, engineer; C. E. Starr, conductor.

June 25. Fritz Oliff, brakeman on coal train, jumped from train near Parryville, for purpose of turning a switch, and was struck by engine of express train, No. 7, bound south, inflicting fatal injuries. C. M. Ginley, engineer; John Seip, conductor.

June 26. Thomas Burns, car inspector, was instantly killed at Penobscot, by shifting coal train backing over him. J. M. Chase, engineer.

July 21. William Calhoun, aged 70 years, stepped on the track at Mauch Chunk, directly in front of Tamaqua accommodation train, No. 36, bound north, and the engine striking him, inflicted injuries which terminated fatally the same evening. M. Miller, engineer; John Seip, conductor.

August 7. Molly Rogers, an old lady, residing near Bethlehem, was instantly killed at that station by engine of passenger train, No. 14, bound west, striking her as she was walking across the track. The accident was solely the result of carelessness on her part. William Dolan, engineer; F. S. Terry, conductor.

September 15. Hiram Bryfogle, brakeman, freight train, No. 18, fell between the cars while in motion, near Seigfried's, receiving injuries which terminated fatally a few hours afterward. Charles West, engineer; M. M'Geady, conductor.

October 14. Frederick Lerch, a resident of Stemton, jumped or fell from passenger train, No. 14, near that station. He was seen to go out of the car, apparently for the purpose of passing to the next one beyond, and nothing more was known until his body was found alongside the track; supposed to be a case of suicide. The coroner's jury rendered a verdict of accidental death. William Dolan, engineer; E. D. Horn, conductor.

October 18. Martin Cunningham, a track laborer, 4th division, while standing on the track looking at a passing Lehigh Valley train, was struck by engine of coal train, No. 61, bound south, and fatally injured. J. M. Hoyt, engineer; W. H. Wheelan, conductor.

October 22. Peter Myock, an aged man, living at Miners, in attempting to walk across bridge at Mill Creek, directly in front of accommodation train, No. 13, was struck by the engine, receiving injuries which terminated fatally the same day. J. N. Street, engineer; Moses Hoff, conductor.

November 10. Mary Downey, a girl of 10 years of age, was struck by an ascending train as she was crossing the track near the foot of Ashley plain, and the car passed over her leg, necessitating amputation below the knee.

November 26. Morris Haggerty, a track laborer, was fatally injured by express train, No. 4, backing over him at Mauch Chunk.

December 2. John Andrews, in attempting to jump on engine of coal train, at White Haven, received injuries which terminated fatally the same day. S. R. Moon, engineer; D. F. Huserman, conductor.

LEHIGH AND SUSQUEHANNA

December 23. A. Cummings, coal brakeman, was fatally injured by collision between coal trains, No. 60 and 69, at Penobscot. G. B. Stewart, engineer; John Pierce, conductor.

December 29. Martin Gaugham, a deaf mute, walking on the Nanticoke branch track, near Ashley, was struck by engine Star, receiving injuries which terminated fatally December 30.

NAMES AND RESIDENCE OF OFFICERS.

Same as the Lehigh coal and navigation company.

(Ch. 66)

LEHIGH VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles Hartshorne, vice president, and Lloyd Chamberlain, treasurer, of the Lehigh 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, 1873, are true, to the best of their knowledge and belief.

(Signed) CHAS. HARTSHORNE, *Vice President.*
 L. CHAMBERLAIN, *Treasurer.*

Affirmed and subscribed before me, this }
 17th day of January, 1874. }

W. C. ALDERSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount paid in as by last report.....	\$21,468,800 00
Total amount now paid in of capital stock	21,916,850 00
Funded debt as per last report.....	9,754,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1898,)	\$4,875,000 00
2d mortgage bonds, (date of maturity, September 1, 1910,)	6,000,000 00
	10,875,000 00
The amount now of floating debt, less cash on hand.....	1,837,643 23
Total amount now of floating and funded debt.....	12,712,643 23
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, \$536,720, 2½ per cent.; April 15, \$540,670, (10 per cent.); July 15, \$543,720, (10 per cent.); October 15, \$546,796 25, (10 per cent.)	
Number of shares of stock issued.....	438,337
Par value of each share.....	\$50 00
Average market value during the year.....	No record.

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared: January, \$21,468,800; April, \$21,626,800; July, \$21,730,800; October, \$21,871,850.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$14,611,783 22	\$14,621,680 38
Equipment.....	5,138,642 27	5,867,482 07
Total cost.....	<u>19,750,425 49</u>	<u>20,489,162 45</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phillipsburg, N. J., to Wilkesbarre, Pa	101 miles.
Length of main line of road laid	101 "
Length of main line of road laid in Pennsylvania	101 "
Length of double track of road on main line and branches,	90 $\frac{1}{100}$ "
Length of sidings on main line and branches.....	140 $\frac{2}{100}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company and their length, viz:	
Penn Haven Junction to Audenried, 17 $\frac{7}{100}$ miles; Penn Haven to Tomhicken, and branches, 35 $\frac{1}{100}$ miles; Lumber yard to Milnsville, and branches, 17 $\frac{6}{100}$ miles; Black Creek Junction to Mt. Carmel, and branches, 57 $\frac{8}{100}$ miles; Slatington to Slate Dale, 3 $\frac{3}{100}$ miles.	
Roads worked or leased by the company, viz: Pennsylvania and New York canal and railroad from Wilkesbarre to Lackawanna Junction, 9 $\frac{6}{100}$ miles.	
Number of engine houses and shops: 22 engine houses, 7 shops.	
Number of engines.....	194
Number of first-class 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,)	29
Number of freight cars, (average cost of each, \$650,).....	1,242
Number of coal, tool and gravel cars: Coal, (average cost of each, \$500,) 8,605; tool, (average cost of each, \$500,) 12; gravel, (average cost of each, \$400,) 34; total.....	8,651
Number of caboose cars, (average cost of each, \$400,).....	23

RAILROAD REPORT.

295

Number of iron bridges, (total length in feet, 2,730,)	19
Number of wooden bridges, (total length in feet, 4,684,)	37
Number of stone bridges, (total length in feet, 383,)	20
Number of culverts.	No record.
Number of railroads crossed: Above our road, 3; on same level, 4; below our road, 4.	
Number of stations on main road: Passenger and freight,	54
Number of wood and water stations on main road: Coal and wood, 9; water, 32; total	41
Value of real estate held by the company exclusive of road way	\$1,000,000
Number of tunnels, (length of each, 1,023 feet,)	1
How is track laid, and on what foundation? On oak and chestnut cross-ties, stone gravel and cinder ballast.	
Length in miles laid with steel rail.	104 $\frac{4}{100}$

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

Number of miles run by passenger, freight and coal trains,	3,771,994
Number of passengers (all classes) carried in cars	1,096,820 $\frac{1}{2}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	6,898,490
Number of passengers carried one mile.	16,478,563
Number of tons of freight carried one mile	66,452,850 $\frac{65}{100}$
Number of passengers carried one mile in the State of Pennsylvania.	16,478,563
Number of tons of freight carried one mile in the State of Pennsylvania.	66,452,850 $\frac{65}{100}$
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 lbs..
Weight of freight engines: 63,000 to 97,000 pounds.	

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

December, 1872. 79,815 $\frac{1}{2}$	June, 1873. 92,724
January, 1873. 70,681 $\frac{1}{2}$	July, 1873. 118,753
February, 1873. 62,161 $\frac{1}{2}$	August, 1873. 116,268 $\frac{1}{2}$
March, 1873. 89,979	September, 1873. 116,459
April, 1873. 87,683	October, 1873. 102,035
May, 1873. 89,470 $\frac{1}{2}$	November, 1873. 79,790

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

Anthracite coal.....	4,641,661	Iron and other ores.....	602,782
Bituminous coal.....	27,973	Stone and lime.....	72,029
Petroleum and other oils.....	172,690	Live stock.....	220,140
Pig iron.....	280,284	Lumber.....	127,734
Railroad iron.....	39,646	Other articles.....	713,551

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

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

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

For through freight, per ton per mile.....	2 $\frac{2}{10}$ cents.
For through coal, per ton per mile.....	2 "
For local freight, per ton per mile.....	2 $\frac{2}{10}$ "
For local coal, per ton per mile.....	2 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$1,025,862 55
Taxes on real estate.....	13,321 63
Total.....	<u>1,039,184 19</u>

Repairs of machinery:

Repairs of engines and tenders.....	\$193,088 24
Cleaning engines.....	40,410 67
Repairs of passenger and baggage cars.....	55,122 10
Repairs of freight cars.....	936,444 61
Repairs of tools and machinery in shops.....	33,975 10
New tools charged to expenses.....	28,753 73
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops: Included in car repairs.	
Total.....	<u>1,287,794 45</u>

Operating the road:

Expenses, stationery, &c.....	\$45,545 46
Agents and clerks.....	\$58,686 42
Railroad salaries.....	127,924 03
	<u>186,610 45</u>

RAILROAD REPORT.

297

Supplies of all kinds	\$82,155 28
Conductors, dispatchers, baggage masters and brakemen,	394,629 07
Engineers and firemen	255,164 85
Fuel and cost of preparing for use	342,851 61
Oil and waste for engines and tenders, passenger, baggage and freight cars	93,863 68
Telegraph, mail and station expenses	24,872 40
Loss and damage of goods and baggage	12,395 91
Use of freight cars	74,924 40
Damage for injury of persons and to property, including damage by fire and cattle killed on road	12,287 66
Contingencies	32,580 57
Total	1,557,581 34

Allotted to passenger transportation	295,743 43
Allotted to freight transportation	3,589,116 54

Receipts on construction and equipment account during the year :

From stockholders	\$1,053,616 25
From sale of bond ^s	1,121,000 00
Total	2,174,616 25

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Miscellane- ous—coal.	Total.
December, 1872	\$31,846 15	\$99,000 65	\$3,876 84	\$283,513 66	.....
January, 1873	28,426 86	86,022 15	3,018 92	301,075 56	.....
February, 1873	25,396 83	93,531 26	2,966 63	333,663 74	.....
March, 1873	32,030 36	103,178 86	3,015 66	411,797 28	.....
April, 1873	37,008 24	116,122 10	6,713 31	408,371 42	.....
May, 1873	37,560 56	132,899 90	3,576 68	455,280 19	.....
June, 1873	40,405 49	121,658 39	3,560 79	452,616 59	.....
July, 1873	50,456 45	114,376 33	3,444 96	447,341 51	.....
August, 1873	50,017 00	122,022 92	3,822 34	497,178 73	.....
September, 1873	50,689 51	132,940 21	4,083 94	507,465 06	.....
October, 1873	43,277 38	129,130 82	3,918 34	428,535 27	.....
November, 1873	32,428 22	91,105 44	5,051 44	349,067 48	.....
Total	460,643 05	1,341,985 03	47,029 81	4,860,906 68	6,710,564 57

SUMMARY OF PAYMENTS.

For construction	\$9,897 16
For equipment	728,839 80
For maintaining the road, &c.—repairs of machinery and operating the road	3,884,859 97

For dividends	\$2,167.456 25
For interest.....	647,572 00
For miscellaneous.....	395,426 00
For State taxes.....	201,133 44
For United States taxes.....	22,698 47
 Total.....	 <u>8,057,883 09</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 ⁸ / ₁₅ cents.
Cost per ton freight per mile, proximate average.....	1 ¹⁴ / ₁₀₀ "

What express companies run on your road, and on what terms? Central express company and Philadelphia and Reading railroad express company, in cars furnished by the railroad company.

What transportation or freight companies run on your road, and on what terms? The Pennsylvania railroad and Allegheny Valley oil lines, the Allentown line, Empire transportation company, Erie and Western transportation company, in cars furnished by themselves, and the Lehigh Valley freight company, until August 1st.

ACCIDENTS

	Killed.	Injured.
Employees.....	19	24
Others.....	15	13
 Total.....	 <u>34</u>	 <u>37</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 :

EMPLOYEES KILLED.

1872.

December 4. George Jacobs, trackman; fatally injured while loading rails near Ebervale.

December 5. Jacob Yates, brakeman; fell under train and was fatally injured, at Bethlehem.

1873.

January 9. Oscar Lutze, brakeman; fell under train near Fairview.

January 20. Henry Ohleffson, brakeman; fatally injured while coupling cars at Packerton.

January 22. Emannel Paul, brakeman; fell under train at Penn Haven.

- March 20. Bernard Mooney, brakeman; fell under train at tunnel.
- April 2. David Buck, trackman; fell under train at Wilkesbarre.
- April 11. William Morey, trackman; run over at Drakes creek.
- June 26. William S. Trough, moulder; run over at Weatherly.
- July 22. Almond Weiss, brakeman; fell under train near Kittatinny.
- July 26. George Kline, trackman; run over at Penn Haven junction.
- August 22. James Shannon, trackman; fell under train at Penn Haven junction.
- August 30. Christian Hensel, brakeman; fell under train near Shenandoah.
- September 9. Powel Berger, laborer; crushed between train and pile of lumber at Packerton.
- September 12. John Commiskey, trackman; run over near Hazleton.
- September 26. William Lynn, brakeman; crushed while coupling cars at Easton.
- October 29. Henry F. Ganis, brakeman; fell under train at Glendon.
- November 24. John S. Henderson, brakeman; run over near Mauch Chunk.
- November 26. John E. Mears, conductor; fatally injured in collision, near Hazleton.

EMPLOYEES INJURED.

1872.

December 20. Jesse Roseberry, brakeman; slightly injured while coupling cars at Glenden.

1873.

January 1. John Wildoner, engineer; slightly injured by breaking of parallel rod between Bethlehem and Allentown.

January 5. William Fegley, conductor; arm crushed by cars jumping off track near Chain dam.

January 14. Charles Grim, brakeman; slightly injured while coupling cars at Slatington.

January 17. Oscar Hamilton, brakeman; hand crushed while coupling cars at Wilkesbarre.

February 6. Benjamin Fronheiser, brakeman; slightly injured while coupling cars at Bethlehem.

March 3. Michael Henry, brakeman; hand crushed while coupling cars at Coxton.

March 8. Henry C. Foust, brakeman; thrown from the car by brake chain breaking and seriously injured, near Shenandoah.

March 8. Jacob Dreshman, brakeman; slightly injured by train breaking in two near Weatherly.

March 19. Daniel Wise, brakeman ; badly injured ; struck by bridge near Shenandoah.

April 19. Louis Goodyear, brakeman ; leg broken while coupling cars at Easton.

May 14. William Murphy, baggage master ; slightly injured while coupling cars at L. & B. junction.

June 5. James Young, brakeman ; slightly injured while coupling cars at Fullerton.

June 9. Frank Carney, brakeman ; seriously injured ; struck by locomotive at Easton.

June 12. Lewis Mantel, brakeman ; slightly injured while coupling cars at Glendon.

July 1. J. J. Williams, brakeman ; arm crushed while coupling cars at Coxtan.

July 15. George Fink, brakeman ; seriously injured while coupling cars at Easton.

August 9. William Andrews, brakeman ; slightly injured ; thrown from car by brake chain breaking near Mauch Chunk.

September 2. Alfred Friend, brakeman ; slightly injured while coupling cars at Mauch Chunk.

September 5. Jerry Angst, brakeman ; leg crushed while coupling cars at Bethlehem.

September 24. John Ritz, brakeman ; slightly injured while coupling cars at East Penn junction.

September 27. Martin Hobin, brakeman ; slightly injured ; struck by locomotive at Packerton.

November 1. James P. Smith, brakeman ; seriously injured ; fell under a train at Packerton.

November 22. Jeremiah Tidabach, conductor ; slightly injured by explosion of gas in oil car at Easton.

OTHERS KILLED.

1873.

January 6. John Van Dyke, boy ; run over while coasting at Mill Creek.

January 23. Unknown man ; run over in heavy snow storm at Sugar Notch.

March 19. James Howan, laborer ; found dead on track near Bethlehem.

April 23. Tobias M'Cauley, miner ; run over while drunk and lying on track near Mahanoy City.

June 4. John Fritzinger, tried to get on a moving coal train at Lehigh-ton.

June 9. Jeremiah Cummings, laborer; drunk and lying on track near Shenandoah.

August 25. Unknown man; run over while walking on track at Glendon.

September 8. Michael Early, laborer; run over by hand car while crossing track at Mahanoy City.

September 11. Bernard Burke, boy; tried to get on a coal train near Pittston.

October 7. Unknown man; tried to get on coal train at Allentown.

October 22. Hugh M'Laughlin; found dead on track near East Penn junction.

October 25. John Holmes, moulder; run over while walking on track at Allentown.

November 1. H. Sharfenberg, laborer; run over while walking on track near Mauch Chunk.

November 17. Guilford Johnson, carpenter; run over while walking on track at East Mauch Chunk.

November 19. David Wagner; fell from wagon road down on to the track, and was struck by passing train.

OTHERS INJURED.

1873.

January 28. Owen Hartzell, teamster; slightly injured while driving across track at Bethlehem.

February 8. Edward Kreisel, laborer; both legs cut off while walking on track at Mauch Chunk.

March 27. Patrick Kennady, laborer; slightly injured while walking on track near Allentown.

March 27. Bartholomew Gilling, laborer; when train struck Patrick Kennady, as above, it threw him against this man and broke his leg.

May 15. Edward Gallagher, boy; arm cut off while playing on track near Allentown.

June 2. Burton Hays, lumberman; slightly injured while walking on track near White Haven.

June 7. William Ray; leg crushed; tried to jump on train near Penn Haven.

June 20. Otto Smith, mason; leg cut off; jumped from coal train at South Easton.

July 3. John M'Nulty, boy; foot crushed; tried to jump on train near Allentown.

July 19. George Van Norman, laborer; leg cut off; fell off a coal train at Phillipsburg.

LEHIGH VALLEY

September 2. Patrick Curran, laborer ; foot crushed ; jumped from train at Allentown.

October 24. Edward Brennan ; both shoulder blades broken ; tried to jump on passenger train as it was entering Hagle creek bridge.

October 28. Lewis Stoneback, laborer ; both legs crushed ; jumped from train at Bethlehem.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Hartshorne	Philadelphia.
William W. Longstreth.....	Philadelphia.
J. Gillingham Fell.....	Philadelphia.
John Taylor Johnson.....	New York.
William H. Gatzmer.....	Philadelphia.
David Thomas.....	Catasauqua, Pa.
Ashbel Welch.....	Lambertville, N. J.
Ario Pardee.....	Hazleton, Pa.
William L. Conyngham.....	Wilkesbarre, Pa.
William A. Ingham.....	Philadelphia.
Joseph Wharton.....	Philadelphia.
George B. Markle.....	Hazleton, Pa.
Asa Packer, President.....	Philadelphia.
Charles Hartshorne, Vice President.....	Philadelphia.
Lloyd Chamberlain, Treasurer.....	Philadelphia.
John R. Fanshawe, Secretary.....	Philadelphia.
Robert H. Sayre, Gen. Supt. and Chief Engineer.....	Bethlehem.

(Chs. 67.)

LEWISBURG, CENTRE AND SPRUCE CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared G. F. Miller, president, and Jos. 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

G. F. MILLER, *President.*JOS. LESLEY, *Treasurer.*Sworn and subscribed before me, this }
10th day of February, 1874. }HENRY C. SPACKMAN, *Notary Public.*

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	187,048 60
Total amount now paid in of capital stock	245,635 40
Funded debt, as per last report	1,545,000 00
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
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and 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.
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><u>No dividends.</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$812,066 65	\$1,256,545 44
Equipment: Leased.		

NOTE.—The subscriptions to the stock are now being paid up by instalments.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewisburg Junction to Tyrone	87 ³⁸ / ₁₀₀ miles.
Length of main line of road laid	19 "
Length of main line of road laid in Pennsylvania	19 "
Length of double track of road	None.
Length of sidings	$\frac{1}{2}$ mile.
Gauge of road	4 ^{7.5} / ₁₀₀ feet.
Weight of rail per yard on main track	56 and 52 lbs.
Branch roads owned by the company	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,850.) ..	16
Number of stone bridges	None.
Number of culverts, (total length in feet, 275,)	13
Number of railroads crossed	None
Number of stations on main road: Passenger and freight,	6
Number of wood and water stations on main road	3
Value of real estate held by the company, exclusive of road way	\$13,500 00
Number of tunnels: Two in course of construction.	
How is track laid, and on what foundation? On cross-ties and broken stone ballast.	
Length in miles laid with steel rail.	None.

This road is leased until July 23, 1875, to the Pennsylvania railroad company, lessee of the Philadelphia and Erie railroad, and the returns will be embraced in the annual report of the Pennsylvania railroad company.

JOS. LESLEY,

Secretary.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. F. Miller	Lewisburg, Pa.
Edward F. Gay	Philadelphia, Pa.
Geo. B. Roberts	Philadelphia, Pa.
W. J. Howard	Philadelphia, Pa.
Strickland Kneass	Philadelphia, Pa.
Jas. P. Coburn ..	Aaronsburg, Pa.
R. H. Duncan	Spring Mill, Pa.
Wm. Phillips	Pittsburg, Pa.
Geo. F. Miller, President	Lewisburg, Union Co., Pa.
Joseph Lesley, Secretary and Treasurer ..	Philadelphia, Pa.

[No. 68.]
LIGONIER VALLEY.

STATE OF PENNSYLVANIA, }
Westmoreland County, } ss:

Personally appeared S. H. Baker, president, and Wm. D. M'Gowan, treasurer, of the Ligonier 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

S. H. BAKER, *President.*

WM. D. M'GOWAN, *Treasurer.*

Sworn and subscribed before me, this }
31st day of January, 1874. }

H. BLACK, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	58,009 77
Total amount now paid in of capital stock.....	44,856 77
The amount now of floating debt.....	5,212 71
Par value of each share.....	50 00
	<u>50 00</u>

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$43,888 93
Total cost.....	<u>43,888 93</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Ligonier to Latrobe.....	10 $\frac{2}{10}$ miles.
Length of main line of 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: Will be 4 feet 8 $\frac{1}{2}$ inches.	
Weight of rail per yard on main track, will be.....	56 pounds.
Branch roads owned by the company.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 40,).....	2

LIGONIER VALLEY.

Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight: None established yet.	
Number of wood and water stations on main road: None established yet.	
Value of real estate held by the company exclusive of road way.....	No record.
Number of tunnels.....	None.
How is track laid, and on what foundation? Will be laid on stone ballast 12 inches thick.	
Length in miles laid with steel rail.....	None.

When grading is completed we expect to lease the road to the Pennsylvania railroad company. We expect to get the grading done by May 1, 1874

Yours, truly,

S. H. BAKER.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. M. Graham	Ligonier, Pa.
W. A. Bair	Ligonier, Pa.
John Ownler.....	Latrobe, Pa.
M. Kepper	Ligonier, Pa.
J. M. Brenizer.....	Ligonier, Pa.
F. Smith.....	Ligonier, Pa.
George F. Huff.....	Greensburg, Pa.
S. H. Baker, President.....	Latrobe, Pa.
John Hargnott, Secretary.....	Ligonier, Pa.
W. D. M'Gowan, Treasurer.....	Ligonier, Pa.
George L. Miller, Chief Engineer.	

(No. 69.)

LITTLE SAW MILL RUN.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared John S. Hollingshead, 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) JOHN S. HOLLINGSHEAD, *President.*

Sworn and subscribed before me, this }
 6th day of February, 1874. }

MATTHEW GIVEN, *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 of 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,).....	1,166 67
3d mortgage bonds, (date of maturity, now due,).....	4,550 00
	<hr/>
	30,716 67
Floating debt, as by last report	3,283 89
The amount now of floating debt	2,500 59
Total amount now of floating and funded debt	33,217 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.	
Date and rate per cent. per annum of dividend or dividends:	
Cash, July 1, 1873, \$5,000 or 5 per cent.	
Number of shares of stock issued.....	2,000
Par value of each share.....	\$50 00
Average market value during the year.....	Par.

LITTLE SAW MILL RUN

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, change of location and equipment.....		\$7,865 56
Total cost.....	<u>\$115,261 48</u>	<u>123,127 05</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Banksville,	3 miles.
Length of main line of 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 ft. 8 inches.
Weight of rail per yard on main track.....	53 and 56 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops: Engine house, 1; shop, 1; total.....	2
Number of engines.....	3
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 cars, (average cost of each, \$150,).....	60
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 120,)....	4
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	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? . Stone, timber and coal slack.	
Length in miles laid with steel rail.....	<u>None.</u>

RAILROAD REPORT.

309

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	None.
Number of miles run by freight trains.....	None.
Number of miles run by coal trains.....	About 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 lbs. of through freight for the year on main road.....	159,057
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	159,057
Number of tons of freight carried one mile on road in Pennsylvania.....	477,171
Average rate of speed adopted by coal trains, including stops: No regular speed.	
Weight of freight engines: 16, 18 and 20 tons.	

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	159,057
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight.....	None.
For through coal, including car service and all charges, about.....	10.9 cents.
For local freight....	None.
For local coal.....	None.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including { \$3,556 82 } buildings, and change of location..... { 7,865 56 }	\$11,422 38
Taxes on real estate.....	1,326 78
Total.....	12,749 16

Repairs of machinery :

Repairs of engines and tenders.....	\$3,770 19
Repairs of coal cars.....	4,428 03
Repairs of tools and machinery in shops.....	171 50
Total.....	8,369 72

Operating the road :

Office expenses, stationery, &c.....	\$26 72
Agents and clerks.....	740 00
Labor—loading and unloading freight.....	4,390 60
Engineers, firemen, brakemen, watchman and oil, fuel and waste.....	5,125 58
Loss and damage of goods and baggage.....	12 63
Damage for injury of persons.....	40 00
General superintendence.....	1,378 00
Contingencies.....	356 57
Total.....	<u>12,070 10</u>

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	Freight.	Miscellaneous.	Total.
January, 1873.....	\$3,345 99		
February, 1873.....	2,768 90		
March, 1873.....	5,103 72		
April, 1873.....	5,735 30		
May, 1873.....	5,159 27		
June, 1873.....	6,821 27		
July, 1873.....	1,437 22		
August, 1873.....	2,278 74		
September, 1873.....	3,612 26		
October, 1873.....	4,448 97		
November, 1873.....	5,124 88		
December, 1873.....	2,502 83		
Total.....	48,330 35	\$6,888 78	\$55,228 13

SUMMARY OF PAYMENTS.

Change of location: Included in expense account.	
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$33,188 98
For dividends.....	5,132 50
For interest.....	4,384 53
For miscellaneous.....	2,520 06
For surplus funds.....	2,292 23
For municipal taxes: Included in expense account.	
For State taxes.....	7,709 89
Total.....	<u>55,228 13</u>

Cost of transportation :

Cost per passenger per mile, promimate average	None.
Cost per ton freight per mile, proximate average.....	<u>5 to 6 cents.</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.

Killed	1
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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1873.

September 11. A child of John S. Gray was instantly killed by being run over with a coal train, near the Oak Kill mines.

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.
Wm. H. Brown.....	Pittsburg, Pa.
Wm. Espy	Pittsburg, Pa.
John S. Hollingshead, President.....	Temperanceville, Pa.
N. P. Fetterman, Secretary	Pittsburg, Pa.
Jacob Henricl, Treasurer.....	Economy, Beaver Co., Pa.

CH. 73
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, 1873, are true, to the best of their knowledge and belief.

(Signed)

EPHRAIM MYERS, *President.*

GEO. STONESIFER, *Treasurer.*

Affirmed and subscribed before me, this }
30th day of January, 1874. }

JOSEPH L. SHORB, *J. P.*

STOCK, AND DEBT.

Capital stock as authorized by law, (when company was first organized).....	\$75,000 00
Amount of stock subscribed.....	53,750 00
Amount paid in as by last report.....	34,850 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,) 5-20's now due,	40,000 00
Floating debt, as per last report.....	1,500 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	40,000 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, 6 per cent. December 1, 1873.	
Number of shares of stock issued.....	697
Par value of each share.....	\$50 00
Average market value during the year: Some sales were made at \$50 per share, under such circumstances as would not show its market value.	

RAILROAD REPORT.

313

Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>34,850 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$115,616 00</u>	<u>\$115,616 00</u>

Equipment is furnished by other companies.

CHARACTERISTICS OF ROAD.

Length of main line of road from Hanover, York county, to Pennsylvania and Maryland State line.....	9½ miles.
Length of main line of 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 feet 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; engines furnished by other companies.	
Number of coal, ore and stone cars.....	Have none.
Number of cabooses.....	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: Passenger and freight; four combined; total.....	4
Number of wood and water stations on main road: One water station.	
Value of real estate held by the company, exclusive of road way.....	\$1,000 00
Number of tunnels	None.
How is track laid, and on what foundation? On ties of wood resting on earth and 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, freight and coal trains :	
Freight and passenger trains are combined	12,520
Number of through passengers for the year on main road.....	
	1,878
Number of passengers (all classes) carried in cars	
	13,757
Number of tons of 2,000 lbs. of through freight for the year on main road	
	17,832
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	
	32,732
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	
	15
Average rate of speed adopted by express and freight trains, including stops, (miles per hour:) All trains consist of passenger and freight trains.	
Weight of first-class passenger and freight engines: Furnished by other companies.	

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

January, 1873.....	1,100	July, 1873.....	642
February, 1873.....	694	August, 1873.....	1,754
March, 1873.....	1,082	September, 1873.....	1,288
April, 1873.....	1,097	October, 1873.....	689
May, 1873.....	842	November, 1873.....	1,804
June, 1873.....	910	December, 1873.....	1,855

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	9,175	Agricultural products.....	4,790
Bituminous coal.....	1,860	Merchandise and manufactures..	3,361
Other iron or castings.....	7	Live stock.....	26
Iron and other ores.....	9,284	Lumber.....	4,042
Stone and lime.....	130	Other articles.....	7

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

For first-class through and way passengers.....	4 cents.
For second-class through and way passengers	4 "
No classification of passengers.	

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

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

RAILROAD REPORT.

315

EXPENSES

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$4,625 68
Taxes on real estate.....	8 27
Total	4,633 95
Allotted to passenger transportation.....	\$1,158 48
Allotted to freight transportation.....	3,574 44

Repairs of machinery :

All machinery is furnished and repaired by other companies.

Operating the road :

Office expenses, stationery, &c.....	\$4,094 38
Agents and clerks.....	385 16
Use of freight cars.....	641 00
Shoveling snow.....	355 53
Contingencies.....	4 50
Total	5,527 07
Allotted to passenger transportation.....	\$1,381 77
Allotted to freight transportation.....	4,145 31

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.	Miscellaneous.	Total.
January, 1873.....	\$275 00	\$1,709 67	\$208 05	\$6 52	\$2,199 24
February, 1873.....	173 50	529 54			703 04
March, 1873.....	270 37	1,188 75		158 15	1,617 27
April, 1873.....	274 35	528 68		25 00	828 03
May, 1873.....	210 35	1,048 10	123 75	8 75	1,391 04
June, 1873.....	227 39	541 01		30 00	798 40
July, 1873.....	160 10	748 74		641 46	1,674 05
August, 1873.....	438 65	971 82		103 71	1,514 18
September, 1873.....	321 81	1,970 27	123 75	6 20	2,298 28
October, 1873.....	172 25	1,360 50		16 50	1,673 09
November, 1873.....	463 55	1,050 24		5 00	1,518 79
December, 1873.....	451 03	365 32			816 35
Total	3,438 35	12,012 82	579 30	1,001 29	17,031 76

LITTLESTOWN

SUMMARY OF PAYMENTS.

For construction and equipment	Nothing.
For maintaining the road, &c.—and operating the road ...	\$10,161 02
For dividends	2,091 00
For interest	2,800 00
For municipal taxes	Nothing.
For State taxes	Nothing.
 Total	 15,052 02
Total amount of surplus fund	1,979 74
	<hr/>
	17,031 76

Cost of transportation :

Cost per passenger per mile, proximate average.....	1.90 cents.
Cost per ton freight per mile, proximate average.....	2.45 "

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, Pa.
Jos. L. Shorb	Littlestown, Pa.
Levi D. Mans.....	Littlestown, Pa.
Enoch Lefever.....	Littlestown, Pa.
E. F. Shorb.....	Littlestown, Pa.
George Stonesifer.....	Littlestown, Pa.
Henry Wirt	Hanover, Pa.
Ephraim Myers, President	Littlestown, Adams Co., Pa.
Wm. M'Sherry, Secretary	Littlestown, Adams Co., Pa.
George Stonesifer, Treasurer	Littlestown, Adams Co., Pa.

(No. 71.)
LITTLE SCHUYLKILL NAVIGATION.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County; }

Personally appeared Alexander J. Derbyshire, president, and Joseph 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, 1873, are true, to the best of their knowledge and belief.

(Signed) ALEXANDER J. DERBYSHIRE, *President.*
JOS. LAPSLEY WILSON, *Treasurer.*

Sworn, affirmed and subscribed before me, this }
17th 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	759,500 00
The amount of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1877,)	747,500 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	747,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
January, 3½ per cent.; July, 3½ per cent., cash each.	
Number of shares of stock issued	52,922
Par value of each share	\$50 00
Average market value during the year	About 46 00
Amount paid 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	\$1,416,187 80	\$1,416,187 80
No equipment.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catawissa R. R. junction to Port Clinton.....	28½ miles.
Length of main line of road laid	28½ "
Length of main line of road laid in Pennsylvania.....	28½ "
Length of double track of road.....	None.
Length of sidings	19 ⁹⁵ / ₁₀₀ 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, 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 iron bridges, (total length in feet, 173,).....	9
Number of wooden bridges, (total length in feet, 2,266½,).....	33
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	9
Number of wood and water stations on main road.....	5
Value of real estate held by 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 rail.....	None.

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

Will be returned by Philadelphia and Reading railroad company, lessees, under contract, dated July 7, 1868, for 93 years, with other items which we are unable to answer.

RAILROAD REPORT

319

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	Nothing.
Taxes on real estate.....	\$139 10
Total	<u>139 10</u>

RECEIPTS.

Philadelphia and Reading railroad company, lessees.....	\$214, 836 64
Philadelphia and Reading coal and iron company, for purchasers of coal estate.....	39, 165 00
Lehigh coal and navigation company, for purchasers of coal estate.....	10, 045 00
Interest.....	8, 343 60
Total	<u>272, 390 24</u>
Total amount of surplus fund	<u>Nothing.</u>

SUMMARY OF PAYMENTS.

For dividends, including State and U. S. taxes..	\$183, 410 86
For interest.....	51, 747 50
For miscellaneous, including taxes on real estate.....	5, 168 15
For surplus funds.....	Nothing.
For municipal taxes.....	Nothing.
For State taxes.....	Nothing.
For United States taxes: Included in dividend above.	
Lease of East Mahanoy railroad.....	\$24, 730 64
Total	<u>265, 057 15</u>

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Adolph E. Borie.....	Philadelphia.
Samuel J. Reeves.....	Philadelphia.
Daniel R. Bennett.....	Jenkintown, Pa.
Joseph H. Trotter.....	Philadelphia.
Samuel F Ashton.....	Philadelphia.
John F. Blandy.....	Philadelphia.
Alexander J. Derbyshire, President.....	Philadelphia.
Joseph Lapsley Wilson, Secretary and Treasurer.....	Philadelphia.

(No. 72)

LYKENS VALLEY.

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, 1873, are true, to the best of his knowledge and belief.

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

Sworn and subscribed before me, this }
17th day of January, 1874. }

W. W. DOUGHERTY, *Alderman.*

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 January 1, 1874, are true, to the best of his knowledge and belief.

(Signed) F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this }
16th day of January, 1874. }

EDWIN F. COREY,

Com. for the State of Penn'a in New York.

STOCK AND DEBT.

Capital stock as authorized by law	\$800,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt as per last report.....	None.
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:	
10 per cent. in cash quarterly payment, and extra dividends of one per cent.	
Number of shares of stock issued.....	30,000
Par value of each share.....	\$20 00
Average market value during the year	Par.

RAILROAD REPORT.

321

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 last report.	By present report.
Construction.....	\$578,767 24	\$578,767 24
Equipment	17,000 00	17,000 00
	<hr/>	<hr/>
Total cost.....	<u>595,767 24</u>	<u>595,767 24</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williams-town.....	20 miles.
Length of main line of road laid.....	20 "
Length of main line of road laid in Pennsylvania.....	20 "
Length of double track of road and sidings: Refer to Summit Branch railroad company.	
Gauge of road.....	4 feet 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 1½ miles.	
Roads worked or leased by the company.....	<u>None.</u>

For all questions under this head, we respectfully refer to the Summit Branch railroad company.

Value of real estate held by the company exclusive of road way: Probably over.....	\$20,000 00
How is track laid, and on what foundation? Cross-ties on broken stone.	

Receipts on construction and equipment account during the year:
Refer to Summit Branch railroad company.

RECEIPTS.

The Lykens Valley railroad has been leased to the Summit Branch railroad company for \$62,500 per annum, and all taxes and assessments except United States income tax,	\$62,500 00
Interest received.....	913 36
	<hr/>
Total.....	<u>63,413 36</u>

LYKENS VALLEY

SUMMARY OF PAYMENTS.

For dividends	\$66,000 00
For miscellaneous, (office expenses,)	1,708 91
	<hr/>
Total	67,708 91
	<hr/> <hr/>

The Lykens Valley railroad is leased to the Summit Branch railroad company for 999 years, from April 13, 1866, and all returns not answered in this report will be embraced in their annual report.

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.....	New York.
George E. Hoffman, President.....	Philadelphia.
F. A. Platt, Secretary and Treasurer.....	New York.

(No. 73.)

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, 1873, are true, to the best of their knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*
 ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 6th day of February, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	65,675 00
Amount paid in as by last report	65,650 00
Total amount now paid in of capital stock	65,675 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,)	200,000 00
Floating debt, as by last report	16,742 51
The amount now of floating debt	15,261 22
Total amount now of floating and funded debt	215,261 22
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 dividend.
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	No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$264,243 70	\$265,075 89

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown junction to Milroy	12½ miles.
Length of main line of road laid	12½ "
Length of main line of road laid in Pennsylvania	12½ "
Length of double track of road	None.
Length of sidings	5 ⁷ / ₁₆ miles.
Gauge of road	4 ft. 9 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 engine houses and shops	2
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 2,487,) ..	16
Number of stone bridges	None.
Number of culverts, (total length in feet, 47,)	20
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight,	3
Number of wood and water stations on main road: Wood, 1; water, 3.	
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; stone ballast.	
Length in miles laid with steel rail	None.

Receipts on construction and equipment account during the year:

From sale of bonds	\$9,200 00
From other sources	7,100 00
Total	16,300 00

The Mifflin and Centre County railroad is leased to the Pennsylvania railroad company for 999 years, from the 27th day of May, A. D. 1865, and is operated and maintained by that company, and the returns as to operating and maintaining the road are included in their report.

RAILROAD REPORT.

325

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Josiah Bacon	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
John M. Kennedy	Philadelphia, Pa.
G. B. Roberts	Philadelphia, Pa.
James H. Mann	Lewistown, Pa.
Samuel Marley	Milroy, Pa.
George W. Elder	Lewistown, Pa.
Thomas A. Scott	Philadelphia, Pa.
Samuel T. Bodine	Philadelphia, Pa.
Strickland Kneass	Philadelphia, Pa.
William J. Howard	Philadelphia, Pa.
J. Edgar Thomson, President	Philadelphia, Pa.
Albert Hewson, Secretary and Treasurer	Philadelphia, Pa.

(Ch. 74)

MILL CREEK AND MINE HILL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John Tucker, president, and P. C. Hollis, treasurer, of the Mill Creek and Mine Hill navigation and railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOHN TUCKER, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of January, 1874. }

ORLANDO G. HEMPSTEAD, *Notary Public.*

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 per 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.
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.

RAILROAD REPORT.

327

CHARACTERISTICS OF ROAD.

Length of main line of road, from Palo Alto to New Castle,	3.8 miles.
Length of main line of road laid.....	3.8 "
Length of main line of road laid in Pennsylvania.....	3.8 "
Length of double track of road.....	3.8 "
Length of sidings.....	17.8 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	<u>64 pounds.</u>

This road is leased to the Philadelphia and Reading railroad company, is operated by them and included in their report. The lease is dated July 25, 1861, and has 999 years to run.

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.
Geo. F. Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia.

(Ch. 76.)
MINE HILL AND SCHUYLKILL HAVEN.

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

Personally appeared John C. Cresson, president, and Samuel Mason, treasurer, of the Mine Hill and Schuylkill Haven railroad company, and in due form of law made affirmation that the statements in the within report, for the financial year ending December 21, 1873, are true, to the best of their knowledge and belief.

(Signed)

JNO. C. CRESSON, *President.*

SAMUEL MASON, *Treasurer.*

Affirmed and subscribed before me, this }
3d day of March, 1874. }

GEO. A. KELLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,992,050 00
Amount of stock subscribed	3,992,050 00
Amount paid in as by last report	3,905,600 00
Total amount now paid in of capital stock	3,992,050 00
Funded debt as per last report	None.
The amount now of funded debt	None.
Floating debt as per 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, 1873, 4 per cent. ; July, 1873, 3½ per cent.	
Number of shares of stock issued.....	79,241
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: January, \$3,969,100 00; July, \$3,992,050 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost	\$3,969,100 00	\$3,992,050 00

RAILROAD REPORT.

329

CHARACTERISTICS OF ROAD.

Length of main line of road, from Schuylkill Haven to I. - cust Gap and Tremont.....	42½ miles.
Length of main line of road laid	42½ "
Length of main line of road laid in Pennsylvania.....	42½ "
Length of double track of road	24 "
Length of sidings and laterals	71 "
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	64 to 68 lbs.
Number of engine houses and shops.....	5
Number of iron bridges, (total length in feet, 90,).....	1
Number of wooden bridges, (total length in feet, 2, 114,)..	78
Number of stone bridges, (total length in feet, 32,).....	2
Number of culverts: Arch, (total length in feet, 145,) 5; box, (total length in feet, 610,) 31	36
Number of railroads crossed	2
Number of stations on main road: Passenger, 7; freight, 5; total	12
Number of wood and water stations on main road.....	13
Value of real estate held by the company exclusive of road way, (included in aggregate of capital stock,).....	\$76, 498 20
Number of tunnels.....	None.
How is track laid, and on what foundation: Iron rail, and coal dirt, and stone ballast and cross-ties.	
Length in miles laid with steel rail.....	<u>1¾ miles.</u>

The road and its branches were rented May 12, 1864, to the Philadelphia and Reading railroad company, for 999 years, and that company receives all tolls for freight and transportation, but are not bound to make and do not make any returns to this company, except as semi-annual rents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Mason.....	Philadelphia, Pa.
John Livezey.....	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 M. Bines.....	Philadelphia, Pa.
Benjamin H. Shoemaker	Philadelphia, Pa.
William Harker.....	Philadelphia, Pa.
John C. Cresson, President	Philadelphia, Pa.
William Biddle, Secretary.....	Philadelphia, Pa.
Samuel Mason, Treasurer.....	Philadelphia, Pa.

RAILROAD REPORT.

331

Gauge of road.....	5 feet.
Weight of rail per yard.....	45 pounds.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine and boiler houses.....	1
Number of stationary engines.....	2
Number of first-class passenger cars, (average cost of each, \$1,500,).....	2
*Number of iron bridges, (total length in feet, 280,).....	1
Stations: Passenger.....	2
Value of real estate held by the company exclusive of road way.....	\$4,500 00
How is track laid, and on what foundation? On the bridge it is laid on cross-ties; the other part on wooden stringers, supported by wooden trestles, built on stone foundations.	
Length in miles laid with steel rail.....	<u>None.</u>

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

Number of passenger (all classes) carried in cars.....	501,159
Rate of speed adopted: For length of plane.....	<u>1½ minutes.</u>

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

November, 1872.....	36,090	June, 1873.....	49,755
December, 1872.....	34,088	July, 1873.....	51,537
January, 1873.....	32,752	August, 1873.....	47,929
February, 1873.....	30,883	September, 1873.....	47,968
March, 1873.....	37,817	October, 1873.....	43,242
April, 1873.....	41,327	November, 1873.....	37,666
May, 1873.....	48,071	December, 1873.....	<u>38,446</u>

Rate of fare for passengers, as follows:

For single trip.....	6 cents.
For tickets in packages of ten.....	5 "
For monthly tickets, for adults, 54 trips.....	\$1 50
For monthly tickets, for children over five and under sixteen, 54 trips.....	<u>1 00</u>

*This bridge forms the lower part of the plane, and extends at an angle of 35 degrees from the ground in the Thirty-third ward of the city of Pittsburg to a point on the side of the hill, and crossing the Pittsburg, Cincinnati and St. Louis railroad.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs for maintenance of way, including buildings, engines, &c.....	\$1,121 71
Taxes, all kinds, including water rent.....	462 09
Ground rent.....	150 00
Insurance.....	135 00
Total.....	1,868 71

Repairs of machinery :

All of these items are included in repairs as given above.

Operating the road :

Office and general expenses, stationery, &c.....	\$1,625 69
Conductors and road master.....	3,627 60
Engineers and firemen.....	3,780 00
Fuel and cost of preparing for use.....	478 50
Supplies.....	373 28
Damage for injury of persons.....	None.
Total.....	9,885 07

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	Passengers.	Miscellaneous.	Total.
November, 1872.....	\$1,811 97	\$66 25	\$1,878 22
December, 1872.....	1,666 17		1,666 17
January, 1873.....	1,528 33		1,528 33
February, 1873.....	1,495 44		1,495 44
March, 1873.....	1,885 00		1,885 00
April, 1873.....	2,081 20		2,081 20
May, 1873.....	2,428 63		2,428 63
June, 1873.....	2,574 50	53 82	2,628 32
July, 1873.....	2,681 59		2,681 59
August, 1873.....	2,379 46		2,379 46
September, 1873.....	2,486 21	10 00	2,496 21
October, 1873.....	2,089 35		2,089 35
November, 1873.....	1,864 84	31 30	1,896 14
December, 1873.....	1,872 15	152 33	2,024 48
Total.....	28,794 92	313 70	29,108 62

SUMMARY OF PAYMENTS.

For construction and equipment	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road	\$11,753 78
For dividends	8,250 00
For surplus funds.....	4,876 71
For municipal taxes: Water rent included in maintenance, \$87.	
For State taxes for 1873: Included in maintenance, \$375; paid this year for 1872, and not included	683 74
Total	<u>25,564 23</u>
Total amount of surplus fund	<u>6,018 88</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William M. Lyon.....	Pittsburg, Pa.
Withrow Douglass.....	Pittsburg, Pa.
John S. M'Millin.....	Pittsburg, Pa.
James M. Bailey.....	Pittsburg, Pa.
Henry A. Weaver.....	Pittsburg, Pa.
William Halpin.....	Pittsburg, Pa.
John L. Awl.....	Pittsburg, Pa.
Samuel Harper, President.....	Pittsburg, Pa.
John L. Awl, Secretary and Treasurer.....	Pittsburg, Pa.

(No. 77.)

MONTROSE.

STATE OF PENNSYLVANIA, }
Susquehanna County, } SS:

Personally appeared James J. Blakslee, president, and William H. Cooper, treasurer, of the Montrose 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) JAMES J. BLAKSLEE, *President.*
 WM. H. COOPER, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1874. }

JOSEPH H. WILLIAMS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	278,450 00
Total amount now paid in of capital stock.....	248,351 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1892, 20 years,)..	30,900 00
The amount now of floating debt, (payable in stock and bonds,)	43,821 84
Total amount now of floating and funded debt.....	74,721 84
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Par value of each share.....	\$50 00
Average market value during the year.....	20 00

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$285,126 91
Equipment	35,973 34
Total cost.....	321,100 25

RAILROAD REPORT.

335

CHARACTERISTICS OF ROAD.

Length of main line of road, from Montrose to Tunkhan- nock	28 miles.
Length of main line of road laid	25 "
Length of main line of road laid in Pennsylvania	25 "
Length of double track of road	None.
Length of sidings	None.
Gauge of road	3 feet.
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 of each, \$3, 000,)	1
Number of second-class passenger cars, (average cost of each, \$2, 500,)	1
Number of baggage, mail and express cars, (average cost of each, \$2, 000,)	1
Number of freight cars: House cars, (average cost of each, \$400,) 3; trucks, (average cost of each, \$250, 10;) total ..	13
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, 400,)	3
Number of stone bridges	None.
Number of culverts: 36 small box culverts.	
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight,	12
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? Gravel 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, freight and coal trains:	
One train does all kinds of transportation, running twice each way per day	4, 800

Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars ..	8,923
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,)	4,276 ¹⁹ / ₁₀₀
Average rate of speed adopted by ordinary passenger, ex- press and freight trains, including stops, (miles per hour,)	15
Weight of first-class passenger engines.....	15 tons.
Weight of freight engines.....	15 " "

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

May, 1873	585	September, 1873	1,324
June, 1873	767	October, 1873	926
July, 1873	2,004	November, 1873.....	890
August, 1873.....	1,577	December, 1873.....	870

The amount of freight, specifying the quantity in tons :

Anthracite coal	1,784 ¹⁰ / ₁₀₀
Live stock	1,263 ⁷ / ₁₀₀
Lumber.....	1,229 ³⁹ / ₁₀₀

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings	\$707 60
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Repairs of machinery :

Repairs of engines and tenders	\$94 47
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Operating the road :

Office expenses, stationery, &c.....	\$146 36
Labor—loading and unloading freight	5 25
Porters, watchmen and switch tenders	210 00
Conductors, baggage masters and brakemen, and superin- tendent	1,585 86
Engineers and firemen	918 50
Fuel and cost of preparing for use.....	413 21
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	268 16
Total	3,547 34

RAILROAD REPORT.

337

Receipts on construction and equipment account during the year :

From stockholders	\$280,708 40
From sale of bonds	27,821 50
Total	<u>308,529 90</u>

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Total.
May, 1873.....	\$309 65	\$501 89	\$811 54
June, 1873.....	427 60	682 11	1,089 71
July, 1873.....	918 15	472 22	1,385 37
August, 1873.....	979 05	830 13	1,809 18
September, 1873.....	961 60	1,967 50	2,829 10
October, 1873.....	671 94	905 34	1,577 28
November, 1873.....	527 00	916 63	1,443 03
Total	4,789 99	5,655 22	10,445 21

SUMMARY OF PAYMENTS.

For construction and equipment	\$321,100 25
For maintaining the road, &c.—repairs of machinery and operating the road	4,349 41
For interest	1,849 25
Total	<u>326,798 91</u>

ACCIDENTS.

	Killed.
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 :

1873.

August 5. There was an excursion train run over the road, there being an exhibition of wild animals on that day at Tunkhannock; on the return trip, leaving Tunkhannock at about four o'clock P. M., S. T. Heustock, being under the influence of liquor, and the crowd being very large, fell off, striking on his head and breaking his neck at a point of the road near the county line dividing the counties of Susquehanna and Wyoming

MONTROSE

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert Klotz.....	Mauch Chunk.
Charles O. Skeer.....	Mauch Chunk.
Samuel Stack.....	Tunkhannock.
G. E. Palen.....	Tunkhannock.
S. D. Thomas.....	Springville.
H. K. Sherman.....	Springville.
B. F. Blakeslee.....	Springville.
S. Tyler.....	Elk Lake, Susquehanna co.
C. M. Gere.....	Montrose.
W. J. Muelford.....	Montrose.
A. Lathrop.....	Montrose.
S. H. Sayre.....	Montrose.
James J. Blakeslee, President.....	Mauch Chunk, Carbon county.
Charles L. Brown, Secretary.....	Montrose, Susquehanna county.
William H. Cooper, Treasurer.....	Montrose, Susquehanna county.

(Sec. 78.)
MONT ALTO.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Isaac S. Waterman, president, and William J. Barr, treasurer, of the Mont Alto railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

I. S. WATERMAN, *President.*

WILLIAM J. BARR, *Treasurer.*

Sworn and subscribed before me, this }
9th day of January, 1874. }

A. P. RUTHERFORD, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	110,000 00
Amount paid in as by last report: This is first report.	
Total amount now paid in of capital stock	110,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, December 1, 1896,)	\$125,000 00
2d mortgage bonds	None.
3d mortgage bonds	None.
	125,000 00
The amount now of floating debt	None.
Total amount now of floating and funded debt	125,000 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	4,400
Par value of each share	\$25 00
Average market value during the year: None on market.	
Amount paid in on each share	25 00
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$217,799 02
Equipment	17,200 98
Total cost.....	<u>235,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Junction with Cumberland Valley railroad to Mont Alto	10½ miles.
Length of main line of road laid.....	10½ "
Length of main line of road laid in Pennsylvania.....	10½ "
Length of double track of road.....	None.
Length of sidings.....	.85 miles.
Gauge of road.....	4 feet 9 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: 1 engine house; no shops.	
Number of engines.....	1
Number of first-class passenger cars, (average cost of each, \$3,850,).....	1
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: Coal, none; ore, none; stone, (average cost of each, \$100,) 2.	
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 238,)....	4
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 7; freight, 5; total.....	7
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? With fish-joints; oak cross-ties on stone and cinder ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

RAILROAD REPORT.

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

Number of miles run by passenger, freight and coal trains, (mixed,)	17, 500
Number of through passengers for the year on main road,	3, 297
Number of passengers (all classes) carried in cars	7, 225
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,)	13, 859
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	<u>60, 000 lbs.</u>

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

January, 1873.....	59	July, 1873.....	866
February, 1873.....	268	August, 1873.....	874
March, 1873.....	643	September, 1873	992
April, 1873.....	821	October, 1873	680
May, 1873.....	608	November, 1873.....	610
June, 1873	804		

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal....	3, 602	Iron and other ores.....	6, 069
Pig, railroad and other iron or cast-ings.....	2, 359	Other articles.....	1, 719

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

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

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

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

EXPENSES.

Repairs of machinery :

Total	<u>\$5, 218 12</u>
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Operating the road :

Total	<u>\$7, 908 99</u>
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The business of our road is freight. A passenger car accompanies each freight train and is of small importance. We have but one transportation account.

Receipts on construction and equipment account during the year :

From stockholders	\$110,000 00
From sale of bonds	125,000 00
From other sources	Nothing.
Total	<u><u>235,000 00</u></u>

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Total.
December, 1872		\$1,063 88	\$1,063 88
January, 1873	\$24 25	119 52	143 77
February, 1873	89 23	295 00	384 88
March, 1873	259 48	521 52	781 00
April, 1873	288 77	809 07	1,097 84
May, 1873	204 78	565 09	769 87
June, 1873	239 50	453 03	692 53
July, 1873	282 83	389 26	672 09
August, 1873	291 61	628 39	920 00
September, 1873	427 17	891 77	1,318 94
October, 1873	235 84	445 87	681 71
November, 1873	194 77	377 77	572 54
Total	2,538 23	6,560 77	9,099 00

SUMMARY OF PAYMENTS.

For construction and equipment, maintaining the road, &c., repairs of machinery and operating the road, dividends, interest, miscellaneous, surplus funds and municipal and State taxes	<u><u>\$7,903 99</u></u>
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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? None.

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

ACCIDENTS.

Employees	Killed. 1
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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1872.

December 9. James Norman, an employee on construction train, while sleeping fell off the car at Junction; was run over and killed. The coroner's jury fully exonerated the company and all employees from all blame.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac S. Waterman	Philadelphia, Pa.
Thomas Beaver	Danville, Pa.
Geo. B. Wiestling	Mont Alto, Pa.
E. P. Dwight	Philadelphia, Pa.
Samuel G. Merriek	Philadelphia, Pa.
George J. Waterman	Philadelphia, Pa.
Edw. B. Wiestling	Mont Alto, Pa.
Isaac S. Waterman, President	Philadelphia, Pa.
William J. Barr, Secretary and Treasurer	Philadelphia, Pa.
Geo. B. Wiestling, Engineer and Superintendent ..	Mont Alto, Pa.

(Ch. 79.)
MOUNT CARBON AND PORT CARBON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John Tucker, president, and P. C. Hollis, treasurer, of the Mount Carbon and Port Carbon railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }
5th day of January, 1874. }

ORLANDO G. HEMPSTEAD, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$282,350 00
Amount of stock subscribed	282,350 00
Amount paid in as by last report.....	282,350 00
Total amount now paid in of capital stock.....	282,350 00
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January and July.....	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	<u>282,350 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$282,815 45	\$282,815 45
Equipment	<u>None.</u>	<u>None.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Carbon to Port Carbon.....	2½ miles.
Length of main line of road laid.....	2½ “
Length of main line of road laid in Pennsylvania.....	2½ “
Length of double track of road.....	2½ “
Length of sidings.....	9½ “
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company.....	None.

This road is leased to the Philadelphia and Reading railroad company for 50 years, from March 5, 1860, 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 T. Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia.

(No. 80.)

MOUNT OLIVER INCLINED PLANE.

STATE OF PENNSYLVANIA, }
Allegheny County, } SS:

Personally appeared C. J. Schultz, president, and Peter Haberman, treasurer, of the Mount Oliver Inclined Plane railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending July 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

C. J. SCHULTZ, *President.*

PETER HABERMAN, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of March, 1874. }

AUGUST AMMON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (any amount required,)	\$20,000 00
Amount of stock subscribed.....	52,625 00
Total amount now paid in of capital stock.....	52,625 00
The amount now of funded debt, as follows, viz:	
1st mortgage bonds	\$35,000 00
2d mortgage bonds	6,300 00
	41,300 00
The amount now of floating debt.....	31,250 38
Total amount now of floating and funded debt.....	72,550 38
Rate per cent. per annum of interest on funded debt: 1st mortgage, 8 per cent.; 2d mortgage, 8 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	1,052½
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

Construction and equipment.....	By present report. \$123,102 17
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RAILROAD REPORT.

347

CHARACTERISTICS OF ROAD.

Length of main line of road	1,600 feet.
Length of main line of road laid in Pennsylvania	1,600 "
Length of double track of road	1,600 "
Length of sidings	None.
Gauge of road	5 feet.
Weight of rail per yard on main track	20 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, (stationary,)	2
Number of first-class passenger cars, (average cost of each, \$1,060,)	2
Number of iron bridges, (total length in feet, 182,)	4
Number of wooden bridges, (total length in feet, 115,)	1
Number of stone bridges	None.
Number of culverts	None.
Number of railroads crossed	1
Number of stations on main road: Passenger	2
Number of wood and water stations on main road	None.
Value of real estate held by the company exclusive of road way	\$16,475 00
Number of tunnels	None.
How is track laid, and on what foundation? Trestle.	
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	20,367
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars...	219,083
Number of passengers carried one mile	66,388
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,)	None.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	5
Weight of first-class passenger and freight engines: Sta- tionary engines.	

MOUNT OLIVER INCLINED PLANE

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

January, 1873.....	11,746	July, 1873.....	24,198
February, 1873.....	10,330	August, 1872.....	22,761
March, 1873.....	15,288	September, 1872.....	22,480
April, 1873.....	18,987	October, 1872.....	14,935
May, 1873.....	22,812	November, 1872.....	16,272
June, 1873.....	26,520	December, 1872.....	12,740

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

For first-class through passengers.....	1½ cents.
For first class way passengers.....	None.
Per trip.....	5 cents.

The rate per ton (of 2,000 pounds) per mile charged for freight :
 No freight carried, only parcels.

EXPENSES.

Maintaining the road or real estate of the corporation, repairs of machinery and operating the road.....	\$11,635 35
--	-------------

Receipts on construction and equipment account during the year :

From stockholders.....	\$52,625 00
From sale of bonds.....	41,300 00
From other sources.....	Nothing.
Total.....	93,925 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Total.
January, 1873.....	\$629 41	\$ 30	\$629 71
February, 1873.....	566 47		566 47
March, 1873.....	833 92		833 92
April, 1873.....	1,066 82		1,066 82
May, 1873.....	1,249 20		1,249 20
June, 1873.....	1,455 26	50	1,455 76
July, 1873.....	1,317 45		1,317 45
August, 1872.....	1,322 78	3 05	1,325 83
September, 1872.....	1,253 48	4 90	1,258 38
October, 1872.....	887 53	1 80	889 33
November, 1872.....	907 71	8 48	916 17
December, 1872.....	704 18	1 30	706 48
Total.....	12,213 71	20 31	12,234 02

RAILROAD REPORT.

349

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$11,635 35
For dividends.....	Nothing.
For interest.....	3,343 62
	<hr/>
Total.....	14,978 87
	<hr/>

Cost of transportation :

Cost per passenger per mile, proximate average : No account kept.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. J. Schultz.....	Buchanan.
Joe. Keeling.....	Buchanan.
Peter Haberman.....	Buchanan.
B. Knigh.....	Buchanan.
Wm. Mitansway.....	Buchanan.
A. M. Rolfe.....	Pittsburg.
P. C. Devlin.....	Pittsburg.
C. J. Schulz.....	President.
Henry Stamm.....	Secretary.
Peter Haberman.....	Treasurer.

Ch. 51.)

MOUNT PLEASANT AND BROAD FORD.

STATE OF PENNSYLVANIA, }
 Fayette County, } SS:

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, 1873, 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 }
 5th day of February, 1874. }

P. M'CORMICK, 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.....	43,482 64
The amount now of floating debt.....	45,463 85
Total amount now of floating debt.....	45,463 85
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	2,131 00
Par value of each shares.....	\$50 00
Average market value during the year.....	About 20 00
Amount paid in on each share: All on part and part on all.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$154,632 64	\$156,613 85
Equipment.....		Nothing.

RAILROAD REPORT.

351

CHARACTERISTICS OF ROAD.

Length of main line of road, from Broad Ford to Mount Pleasant.....	9 $\frac{3}{4}$ miles.
Length of main line of road laid.....	9 $\frac{3}{4}$ "
Length of main line of road laid in Pennsylvania.....	9 $\frac{3}{4}$ "
Length of double track of road.....	None.
Length of sidings: 3,000 to 5,000 feet.	
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	45 to 46 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	16
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 194 $\frac{3}{4}$.).....	26
Number of railroads crossed, (South West Pennsylvania railway, at Fountain Mills,).....	1
Number of stations on main road: Passenger and freight,	12
Number of wood and water stations on main road.....	7
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 wooden cross-ties, bedded in broken stone.	
Length in miles laid with steel rail.....	None.

Our road being operated by the Pittsburg and Connellsville railroad company; they must answer all questions not answered by us.

This road was leased to the Pittsburg and Connellsville railroad company on the 2d day of January, 1871, for the term of 99 years. The Mount Pleasant and Broad Ford company claim that the lease was forfeited, and took possession of the road on the 28th day of March, 1873; but the Supreme Court granted the Pittsburg and Connellsville railroad company a preliminary injunction, and they are now operating the road, and the case is in the court awaiting a final trial.

MOUNT PLEASANT AND BROAD FORD

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. C. Markle.....	West Newton, Pa.
I. Painter.....	West Newton, Pa.
C. S. Overholt.....	Mt. Pleasant, Pa.
D. Shupe.....	Mt. Pleasant, Pa.
B. F. Overholt.....	West Overton, Pa.
Joseph R. Stauffer.....	West Overton, Pa.
A. J. Crossland.....	Latrobe, Pa.
E. K. Hyndman.....	Connellsville, Pa.
A. S. M. Morgan.....	Pittsburg, Pa.
Robert Pitcairn.....	Pittsburg, Pa.
S. Kelster.....	Broad Ford, Pa.
H. Clay Frick.....	Broad Ford, Pa.
A. O. Tinstman, President.....	Broad Ford, Pa.
H. Clay Frick, Secretary and Treasurer.....	Broad Ford, Pa.

(Ch. 52.)
MUNCY CREEK.

STATE OF PENNSYLVANIA, }
Sullivan and Lycoming Counties, } SS:

Personally appeared before me Michael Meylert, the president, and Michael Steck, M. D., 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, 1873, are true, to the best of their knowledge and belief.

(Signed) MICHAEL MEYLERT, *President.*
 M. STECK, *Treasurer.*

Sworn and subscribed before me, this 29th day of January, 1873, by Michael Meylert, as president.

LAPORTE, *Sullivan county.*

Sworn and subscribed before me, this — day of January, 1873, by Dr. Michael Steck, treasurer.

HUGHESVILLE, *Lycoming county.*

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	123,600 00
Total amount now paid in of capital stock	123,600 00
Funded debt, as per last report	105,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds	125,000 00
Floating debt, as by last report	30,000 00
The amount now of floating debt	26,000 00
Total amount now of floating and funded debt	151,000 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 value.	

MUNCY CREEK

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 last report.	By present report.
Construction	\$136,140 00	\$138,400 00
Equipment	12,500 00	12,500 00
Total cost	148,640 00	150,900 00

CHARACTERISTICS OF ROAD.

Length of main line of road from Hall's Station to Bernice,	40 miles.
Length of main line of 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: 36, 40 and 56 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	2
Number of first-class passenger cars, (average cost of each, \$2,500,)	1
Number of second-class passenger cars, (average cost of each, \$1,400,)	1
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, 105,)	3
Number of stone bridges	None.
Number of culverts	No record.
Number of railroads crossed	None.
Number of stations on main road: Passenger	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

RAILROAD REPORT.

355

Number of tunnels.....	None.
How is track laid, and on what foundation? On oak and chestnut sills, ballast track.	
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.....	7,500
Number of miles run by freight trains.....	8,000
Number of through passengers for the year on main road..	7,490
Number of passengers (all classes) carried in cars.....	8,690
Number of tons of 2,000 lbs. of through freight for the year on main road.....	12,374
(Gross amount of tonnage for the year, (2,000 lbs. per ton,))	12,374
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	12
Average rate of speed adopted by express trains, including stops	12
Average rate of speed adopted by freight trains, including stops.	12
Weight of first-class passenger engines.....	48,000 lbs.
Weight of freight engines.....	48,000 lbs.

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

January, 1873.....	799	July, 1873.....	745
February, 1873.....	460	August, 1873.....	1,160
March, 1873.....	1,104	September, 1873.....	965
April, 1873.....	856	October, 1873.....	608
May, 1873.....	834	November, 1873.....	708
June, 1873.....	563	December, 1873.....	718

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1,284	Live stock.....	8
Pig iron.....	82	Lumber.....	10,902
Agricultural products.....	60	Other articles.....	85
Merchandise and manufactures..	55		

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

For first-class through passengers	4 $\frac{1}{8}$ cents.
For first-class way passengers	4 $\frac{1}{8}$ "
For second-class through and way passengers.....	None.

MUNCY CREEK

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

For through freight, per ton per mile	7 cents.
For through coal, per ton per mile.....	6½ "
For local freight, per ton per mile.....	7 "
For local coal, per ton per mile.....	6½ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings, taxes on real estate	\$5 00
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Repairs of machinery :

Nothing done.

Operating the road :

Office expenses, stationery, &c.....	\$52 00
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water sta- tion attendance: All done by brakemen and firemen.	
Conductors, baggage masters and brakemen.....	1,236 00
Engineers and firemen.....	1,392 00
Fuel and cost of preparing for use.....	1,356 00
Use of freight cars.....	239 93
Total	4,275 93

Receipts on construction and equipment account during the year :

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

MONTHS.	Passen- gers.	Freight.	Total.
January, 1873.....	\$117 45	\$415 22
February, 1873.....	115 20	493 20
March, 1873.....	199 60	461 41	.....
April, 1873.....	219 60	820 59	.....
May, 1873.....	207 30	665 61	.....
June, 1873.....	153 78	456 06	.....
July, 1873.....	213 55	337 61	.....
August, 1873.....	477 63	572 37	.....
September, 1873.....	268 20	1,121 79	.....
October, 1873.....	191 60	853 25	.....
November, 1873.....	157 05	748 98	.....
December, 1873.....	188 65	577 16	.....
Total.....	2,509 61	7,523 25	\$10,032 86

RAILROAD REPORT.

357

Summary of payments :

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$4,280 93
For dividends	None.
For interest	None.
For municipal taxes ; Included in expense account.	
Total	4,280 93

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: No record kept:

What express companies run on your road, and on what terms? Philadelphia and Reading express, pays one-fifth of the gross receipts.

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

ACCIDENTS.

None.

REMARKS

About eight (8) additional miles graded ; no track laid ; new Y built, included in length of switch in foregoing report ; new turn table and round house completed at Hughesville.

NAMES AND RESIDENCE OF OFFICERS.

<i>Directors.</i>	<i>Post office address.</i>
Dr. Michael Steck.....	Hughesville, Lycoming co., Pa.
B. Morris Ellis.....	Hughesville, Lycoming co., Pa.
Dewitt Bodine.....	Hughesville, Lycoming co., Pa.
Henry Warner.....	Hughesville, Lycoming co., Pa.
One vacant.	
Michael Meylert, President.....	Laporte, Sullivan co., Pa.
Dewitt Bodine, Secretary.....	Hughesville, Lycoming co., Pa.
Dr. Michael Steck, Treasurer.....	Hughesville, Lycoming co., Pa.

(Ch. 83.)

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, 1873, are true, to the best of their knowledge and belief.

(Signed) J. B. MOORHEAD, *President.*
F. MITCHELL, *Treasurer.*

Sworn and subscribed before me, this }
6th day of February, 1874. }

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	1,300,000 00
Total amount now paid in of capital stock	1,300,000 00
Funded debt, as per last report	None.
The amount now of funded debt	None
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, 10 per cent. per annum, payable 5 per cent. March 1, 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	52 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>\$1,300,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$1,206,385 40</u>	<u>\$1,265,684 44</u>

RAILROAD REPORT.

359

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mauch Chunk to Tama- manend	16½ miles.
Length of main line of road laid	16½ "
Length of main line of road laid in Pennsylvania.....	16½ "
Length of double track of road.....	None.
Length of sidings	3¾ 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:	
Branch into Panther Creek Valley.....	1 mile
Roads worked or leased by the company.....	None.
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 stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed	None.
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 rail.....	<u>None.</u>

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

Equipment furnished by Central railroad company of New Jersey, lessees of Lehigh and Susquehanna railroad.

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	Nothing.
For dividends: Paid by the Lehigh coal and navigation company, per annum.....	\$130,000 00
For State taxes, or dividends: Paid by the Lehigh coal and navigation company.....	\$6,500 00
 Total.....	 <u>\$136,500 00</u>

NESQUEHONING VALLEY

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.
I. V. Williamson.....	Philadelphia.
F. R. Cope.....	Philadelphia.
M. Baird.....	Philadelphia.
E. W. Clark.....	Philadelphia.
Charles Wheeler.....	Philadelphia.
G. F. Tyler.....	Philadelphia.
J. P. Hsley.....	Philadelphia.
P. C. Garrett.....	Philadelphia.
A. J. Derbyshire.....	Philadelphia.
F. Hazard.....	Mauch Chunk.
J. B. Moorhead, President.....	Philadelphia.
F. Mitchell, Secretary and Treasurer.....	Philadelphia.

[No. 84.]

NEW CASTLE AND BEAVER VALLEY.

STATE OF PENNSYLVANIA, }
Lawrence County, } ss:

Personally appeared A. L. Crawford, president, and J. A. Crawford, treasurer, of the New Castle and Beaver Valley railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

A. L. CRAWFORD, *President.*J. A. CRAWFORD, *Treasurer.*

Affirmed and subscribed before me, this }
 11th day of November, 1873. }

GEO. W. VEACH, *Notary Public.*

STOCK AND DEBT

Capital stock as authorized by law	\$700,000 00
Amount of stock subscribed	700,000 00
Amount paid in as by last report	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, (date of maturity, May, 1882,)....	35,300 00
Floating debt, as by last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	35,300 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: Stock, none; cash, January, April, July and October, each 2½ per cent.	
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.....	\$799,412 39	\$810,480 54
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Home-wood	14 $\frac{97}{100}$ miles.
Length of main line of road laid.....	14 $\frac{97}{100}$ "
Length of main line of road laid in Pennsylvania.....	14 $\frac{97}{100}$ "
Length of double track of road.....	None.
Length of sidings.....	3 $\frac{1}{2}$ miles.
Gauge of road.....	41 $\frac{2}{3}$ feet.
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.....	2
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, 1,070,)..	6
Number of stone bridges, (total length in feet, 50,).....	2
Number of culverts.....	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	7
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak cross ties, gravel ballast.	
Length in miles laid with steel rail.....	None.

This road is operated by the Pennsylvania company, under a lease for 99 years, to whose report we would respectfully refer you for answers to the interrogatories.

RAILROAD REPORT.

868

RECEIPTS.

From Pennsylvania company under lease for 12 months
ending August 31, 1873..... \$141,327 75

SUMMARY OF PAYMENTS.

For construction.....	\$11,068 15
For dividends.....	60,000 00
For interest.....	6,036 71
For miscellaneous, (of which first mortgage bonds retired, \$53,000,).....	60,364 05
For State taxes.....	3,373 95
 Total.....	 <u>140,842 86</u>

The New Castle and Beaver Valley railroad was leased to the Pittsburg,
Fort Wayne and Chicago railway company, from July 1, 1865, for 99 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. L. Crawford.....	New Castle, Pa.
G. W. Crawford.....	New Castle, Pa.
W. Patterson.....	New Castle, Pa.
W. L. Scott.....	Erie, Pa.
G. W. Cass.....	New York.
W. Harbaugh.....	Pittsburg, Pa.
R. W. Cunningham.....	New Castle, Pa.
A. L. Crawford, President.....	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer.....	New Castle, Pa.

[No. 86.]
NEW CASTLE AND BEAVER VALLEY.

[*Pennsylvania Company, Lessee.*]

STATE OF PENNSYLVANIA, }
Allegheny County, } SS:

Personally appeared before me, W. Thaw, president, and W. H. Barnes, treasurer, of the New Castle and Beaver Valley railroad, (Pennsylvania company, lessee,) 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)

W. THAW, *Vice President.*

W. H. BARNES, *Treasurer.*

Sworn and subscribed before me, this }
30th day of January, 1874. }

FRANK SEMPLE, N. P

PENNSYLVANIA COMPANY, }
OFFICE OF THE AUDITOR, }
PITTSBURG, PA., *January 30, 1874.* }

HON. HARRISON ALLEN,

Auditor General:

DEAR SIR:—Your favors of the 28th and 29th inst., to J. S. Crawford, treasurer, of N. C. & B. V. R. R., and F. M. Hutchinson, treasurer, of P. F. W. & C. railway, with enclosures of reports for amendment have this day been referred to this office.

In reply, the omissions, as far as it is possible for us to answer, have been added to the reports. In regard to the expenses of N. C. & B. V. R. R., and Lawrence R. R., I would say that we do not keep a detailed account of the items of maintaining the road and real estate, repairs of machinery and operating the road, consequently we have been unable to report as you request.

In regard to the item on P. F. W. & C. railway, marked by you for value of real estate held by the company, exclusive of road way, this value is included in cost of railway construction and equipment, and we have no way of knowing what this is separately.

I herewith return the reports with corrections and explanations, and hope the same will be satisfactory.

Yours truly,

J. P. FARLEY,

Auditor:

RAILROAD REPORT

365

CHARACTERISTICS OF ROAD.

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, house and truck cars.....	None.
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.

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

Number of miles run by passenger trains	24,508
Number of miles run by freight and coal trains.....	170,357
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars...	171,711
Number of passengers carried one mile.....	1,699,520
Number of passengers carried one mile in the State of Pennsylvania	1,699,520
Number of tons of 2,000 lbs. of through freight for the year on main road	18,387
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	647,273
Number of tons of freight carried one mile.....	7,422,480
Number of tons of freight carried one mile in the State of Pennsylvania	7,422,480
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	27
Average rate of speed adopted by freight trains, including stops	12
Weight of first-class passenger engines.....	None.
Weight of freight engines.....	None.

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

January, 1873.....	11,713	July, 1873.....	18,259
February, 1873.....	10,585	August, 1873.....	16,722
March, 1873.....	12,573	September, 1873.....	17,710
April, 1873.....	15,765	October, 1873.....	15,148
May, 1873.....	14,911	November, 1873.....	11,726
June, 1873.....	14,415	December, 1873.....	12,189

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal..	315,044	Merchandise and manufactures..	164,721
Railroad iron.....	15,863	Live stock.....	8,273
Iron and other ores.....	101,361	Lumber.....	10,051
Agricultural products.....	9,510	Other articles.....	22,466

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

For first-class way passengers.....	4 $\frac{3}{4}$ cents.
-------------------------------------	------------------------

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

EXPENSES.

Maintaining the road or real estate of the corporation :

Allotted to passenger transportation.....	\$14,957,38
Allotted to freight transportation.....	29,814 78
	<u>44,772 16</u>

Repairs of machinery :

Allotted to passenger transportation.....	\$17,760 67
Allotted to freight transportation.....	35,521,36
	<u>53,282 03</u>

Operating the road :

Allotted to passenger transportation.....	\$20,743 34
Allotted to freight transportation.....	41,486 69
	<u>62,230 03</u>

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources : Pennsylvania company, lessee, have no receipts on this account.

RAILROAD REPORT.

367

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1873.....	\$5,867 32	\$21,321 89	\$226 00	\$26,935 21
February, 1873.....	4,521 42	18,340 77	374 50	23,236 69
March, 1873.....	5,677 01	22,945 32	400 50	29,023 78
April, 1873.....	7,223 45	29,417 33	400 50	37,041 28
May, 1873.....	6,686 55	25,916 32	413 50	33,016 37
June, 1873.....	6,493 31	22,471 23	387 50	29,352 04
July, 1873.....	8,019 92	22,816 24	413 50	31,249 66
August, 1873.....	7,579 46	23,867 03	400 50	31,846 99
September, 1873.....	8,225 22	25,678 60	400 50	34,304 32
October, 1873.....	7,034 38	24,811 52	413 50	32,259 40
November, 1873.....	5,043 60	17,010 11	387 50	22,441 21
December, 1873.....	5,289 38	13,568 62	418 50	19,271 50
Total.....	77,181 92	268,164 98	4,631 50	349,978 40

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$160,284 22
For miscellaneous: Paid Pennsylvania company operating,	209,987 04
Total.....	370,271 26

Cost of transportation:

Cost per passenger per mile, promimate average	3½ cents.
Cost per ton freight per mile, proximate average.....	1¼ "

What express companies run on your road, and on what terms? Adams express company, \$13 00 per day.

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

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	23
Others.....	2	1
Total.....	2	24

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:

1873.

April 12. F. Bender, killed by being run over by freight train, lying on track, one mile north of Moravia.

June 13. E. Kitch, leg broken, while attempting to jump on train near Rockpoint.

January 8. Mrs. E. Hunter, leg broken ; — Fellows, injured fatally ; Mary O'Neil, spine injured ; John Bolex, slightly injured ; W. Clarke, slightly injured ; C. Carbaugh, slightly injured ; George Peake, slightly injured ; John Flinn, slightly injured ; C. Passavant, slightly injured ; D. Passavant, slightly injured ; J. Batt, leg broken ; C. B. Yatman, slightly injured ; J. Hammond, slightly injured ; Mrs. Hammond, slightly injured ; E. Evans & wife, slightly injured ; P. Sherry, slightly injured ; Minnie Winters, slightly injured ; P. Osborne, slightly injured ; C. C. Young, slightly injured ; Miss C. Milliken, slightly injured ; N. S. Hewitt, slightly injured ; G. Holbrook, slightly injured, while on train 17, which was thrown from track by a broken rail a short distance north of Moravia.

October 28. S. Cogan, found dead near New Castle ; run over apparently by some train or engine in the night.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. L. Crawford.....	New Castle, Pa.
William 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.

OFFICERS OF THE PENNSYLVANIA COMPANY.

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. 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.

(Ch. 66.)
NEW CASTLE AND FRANKLIN.

STATE OF PENNSYLVANIA, }
Lawrence County, } ss:

Personally appeared A. L. Crawford, president, and Cyrus Clarke, treasurer, of the New Castle and Franklin railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

A. L. CRAWFORD, *President.*
CYRUS CLARKE, *Treasurer.*

Sworn and subscribed before me, this }
13th day of December, 1873. / }

S. BOWMAN, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with privilege to increase,)	\$150,000 00
Amount of stock subscribed, 6,241 shares, \$50 each	312,050 00
Amount of stock issued for construction, &c., 629 shares, \$50 each	31,450 00
Total amount now paid in of capital stock on subscription,	270,977 00
Total amount now paid in of capital stock on construction and right of way	31,450 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Aug. 1, 1902,) ..	175,000 00
The amount now of floating debt	79,192 00
Total amount now of floating and funded debt	254,192 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Number of shares of stock issued: On subscription, 4,354; on construction, 629; total	4,983
Par value of each share	\$50 00
Average market value during the year: No sales to establish price.	
Amount paid in on each share, (average on subscription,)	43 25

NEW CASTLE AND FRANKLIN

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$532, 134 12
Equipment.....	19, 835 44
Total cost.....	<u>551, 969 56</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to J. and F. road, about.....	36 miles.
Length of main line road laid and partly ballasted.....	23½ " "
Length of main line of road laid in Pennsylvania.....	All.
Length of double track of road.....	None.
Length of sidings.....	1, 500 feet.
Gauge of road.....	4 feet 9¼ 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 engines.....	1
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, none; trucks, (average cost of each, \$560;) total.....	12
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 801,)....	5
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	None yet.
Number of stations on main road: Passenger and freight, not arranged.	
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way.....	\$5, 000 00
Number of tunnels.....	None.
How is track laid and on what foundation? Oak ties, gravel ballast.	
Length in miles laid with steel rail.....	None.

We expect to have the 23½ miles ready for trains about December 1, 1873.

RAILROAD REPORT.

371

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. V. Boyles.....	New Castle, Pa.
R. W. Cunningham.....	New Castle, Pa.
I. N. Phillips.....	New Castle, Pa.
Samuel M'Dowell.....	East Brook, Pa.
V. Zahniser.....	Mercer, Pa.
Wm. Stewart.....	Mercer, Pa.
Johnson Pearson.....	Mercer, Pa.
A. L. Crawford, President.....	New Castle, Pa.
Cyrus Clarke, Secretary and Treasurer.....	New Castle, Pa.
George C. Reis, Vice President.....	New Castle, Pa.

(Ch. 87.)
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, 1873, are true, to the best of their knowledge and belief.

(Signed) JOSEPH FICHTNER, *President.*
JONATHAN CONRAD, *Treasurer.*

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

JAMES CONRAD, *J. P.*

STOCK AND DEBT.

Capital stock as 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	11,150 00
Funded debt, as per last report	None.
The amount now of funded debt.....	None.
Floating debt, as by last report, (exclusive of interest since December 31, 1871,).....	10,778 99
*The amount now of floating debt, (exclusive of interest since December 31, 1871,)	10,778 99
Total amount now of floating 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 twenty shares subscribed and not paid in,).....	25 00

* The floating debt of the company, as given in this report, does not include any excess of expenses over the receipts from the road in operating it by the Pennsylvania railroad company.

RAILROAD REPORT

373

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, grading and trestle work, estimated cost	\$12,283 00	\$12,283 00
Equipment, superstructure by Pennsylvania railroad company	10,374 31	10,374 31
Total cost	22,657 31	22,657 31

CHARACTERISTICS OF ROAD.

Length of main line of road, from Newry siding, on Allegheny Portage railroad, to Newry.....	1 ¹ / ₁₀ miles.
Length of main line of road laid.....	1 ¹ / ₁₀ "
Length of main line of road laid in Pennsylvania.....	1 ¹ / ₁₀ "
Length of double track of road.....	None.
Length of sidings: About	878 feet.
Gauge of road.....	4 ft. 8 ¹ / ₂ inches.
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, first and second-class passenger cars, baggage, mail and express cars: None owned by this company.	
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges: No regular bridge, but some trestle work.	
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 1; freight, 1; total.....	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 rail.....	None.

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 county, Pa.
Francis M'Coy.....	Newry, Blair county, Pa.
D. M. Bare.....	Roaring Springs, Blair county, Pa.
William Forbes.....	Altoona, Blair county, Pa.
James Stevens.....	Martinsburg, Blair county, Pa.
*W. H. Brooks,.....	Newry, Blair county, Pa.
John Hoover.....	Newry, Blair county, Pa.
Jonathan Conrad.....	Newry, Blair county, Pa.
William Smith.....	Duncansville, Blair county, Pa.
John Musselman.....	Duncansville, Blair county, Pa.
Jacob Burger.....	East Freedom, Blair county, Pa.
Henry M'Intosh.....	Newry, Blair county, Pa.
Joseph Fichtner, President.....	Newry, Blair county, Pa.
Alexander Knox, Secretary.....	Newry, Blair county, Pa.
Jonathan Conrad, Treasurer.....	Newry, Blair county, Pa.

*W. H. Brooks, died recently, and no one has as yet been appointed or elected to fill the vacancy.

Ch. 88.)

NORTH-EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Franklin A. Comly, president, and John S. Wise, treasurer, of the North-East 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*J. S. WISE, *Treasurer.*

Sworn, affirmed and subscribed before me, this }
 13th day of January, 1874. }

W. W. DOUGHERTY *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$400,000 00
Amount of stock subscribed.....	81,550 00
Total amount now paid in of capital stock.....	81,550 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1892,)	48,000 00
The amount now of floating debt.....	145,768 50
Total amount now of floating and funded debt.....	193,768 50
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.....	1,631
Par value of each share.....	\$50 00
Average market value during the year: Not on market.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$228,381 73
Equipment.....	None.

NORTH-EAST PENNSYLVANIA

CHARACTERISTICS OF ROAD.

Length of main line of road, from Abington to Bonair....	7 ⁵ / ₁₆ miles.
Length of main line of road laid	7 ³ / ₁₆ "
Length of main line of road laid in Pennsylvania.....	7 ³ / ₁₆ "
Length of double track of road.....	None.
Length of sidings.....	⁷ / ₁₆ miles.
Gauge of road.....	4 feet 8 ¹ / ₂ in.
Weight of rail per yard on main track.....	50 lbs.
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 iron bridges.....	None.
Number of wooden bridges, (total length in feet, 910,)....	5
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	6
Number of wood and water stations on main road.....	None.
Value of real estate held by the company, exclusive of road way.....	\$7,451 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Rails of 50 pounds per yard, oak ties and earth and stone ballast.	
Length in miles laid with steel rail.....	None.

Rolling stock owned, and road worked by the North Pennsylvania railroad company.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains,	15,345
Number of through passengers for the year on main road, and passengers (all classes) carried in cars, (all local,)..	40,984
Number of passengers carried one mile in the State of Penn- sylvania	236,036
Number of tons of 2,000 pounds of through freight for the year on main road, and gross amount of tonnage, (all local,).....	7,937
Number of tons of freight carried one mile in the State of Pennsylvania	51,790
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	20

RAILROAD REPORT.

377

Average rate of speed adopted by express trains, including stops.....	None.
Average rate of speed adopted by freight trains, including stops.....	<u>9</u>

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

December, 1872.....	1,425	July, 1873.....	6,290
January, 1873.....	2,683	August, 1873.....	6,020
February, 1873.....	2,245	September, 1873.....	4,861
March, 1873.....	2,804	October, 1873.....	4,553
April, 1873.....	2,875		
May, 1873.....	3,262	Total.....	<u>40,894</u>
June, 1873.....	3,867		

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	4,398	Live stock.....	10
Bituminous coal.....	104	Lumber.....	1,697
Stone and lime.....	48	Other articles.....	52
Agricultural products.....	419		
Merchandise and manufactures..	1,199	Total.....	<u>7,927</u>

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

For first-class through passengers.....	3 cents.
For first-class way passengers.....	3½ "
For second-class through passengers.....	None.
For second-class way passengers.....	<u>None.</u>

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

Average cost for freight, per ton per mile, (all local,).....	<u>9.84 cents</u>
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EXPENSES.

Total amount.....	<u>\$46,049 00</u>
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RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Total.
December, 1872.....	\$311 65	\$218 40		\$530 05
January, 1873.....	548 38	321 11		869 49
February, 1873.....	459 51	332 25		791 76
March, 1873.....	582 31	252 01		834 32
April, 1873.....	606 02	408 18		1,014 20
May, 1873.....	491 30	351 66		842 96
June, 1873.....	982 27	422 17		1,354 44
July, 1873.....	1,405 66	675 53		2,081 19
August, 1873.....	1,213 55	581 44		1,794 99
September, 1873.....	977 97	426 83		1,404 80
October, 1873.....	912 63	1,108 25	\$1 39	2,022 27
Total.....	8,441 25	5,097 83	1 39	13,540 47

SUMMARY OF PAYMENTS.

For construction, (including real estate and right of way,)	\$235, 832 73
For maintaining the road, &c.—repairs of machinery and operating the road	15, 089 46
For dividends	None.
For interest	11, 947 90
For State taxes	57 03
 Total.....	 <u>262, 927 12</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	3 ¹ / ₁₆ cents.
Cost per ton freight per mile, proximate average.....	8 ⁹ / ₁₆ "

What express companies run on your road, and on what terms? Central express, 12 cents per ton per mile.

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

This road is operated under a temporary arrangement with the North Pennsylvania railroad company; the North Pennsylvania railroad company furnish the motive power, for which they charge 15 cents per mile, in addition to the proportion of charges for other expenses.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	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.
G. J. Mitchell.....	Hatboro'.
Isaac Warner, Jr.....	Hatboro'.
George Fulmor.....	Hatboro'.
J. B. Larzelere.....	Norristown.
Franklin A. Comly, President.....	Philadelphia.
John S. Wise, Secretary and Treasurer.....	Philadelphia.

(Ch. 89.)
NORTHERN CENTRAL.

STATE OF MARYLAND, } ss:
Baltimore City, }

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, 1873, 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, 1874. }

THOMAS J. WELBY, *J. P.*

STATE OF MARYLAND, } ss:
City of Baltimore, }

I hereby certify, that Thomas J. Welby, Esq., is now a justice of the peace of the State of Maryland, in and for the city of Baltimore, duly commissioned and sworn, commission dated April 29, 1872, will expire on the 1st Monday in May, 1874.

In testimony whereof, I hereto set my hand and affix the seal of the superior court of Baltimore city, this 28th day of February, A. D. 1874.

GEORGE ROBINSON,
Clerk of the Superior Court of Baltimore City.

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.....	5,842,000 00
Total amount now paid in of capital stock.....	5,842,000 00
Funded debt, as per last report.....	11,040,602 09

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

2d mortgage 6 per cent., coupon bonds of York and Cumberland R. R. Co., guar- anteed by city of Baltimore, due Jan- uary 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

NORTHERN CENTRAL

3d mortgage 6 per cent., coupon bonds of Northern Central railway company, due April 1, 1900.....	\$1,223,000 00	
		4,223,000 00
Deduct amount of sinking funds	1,028,243 88	
		3,194,756 12
1st mortgage 6 per cent., annuity of Northern Central railway company, due State of Maryland, irredeemable.....	1,500,000 00	
Consolidated mortgage 6 per cent., gold bonds of Northern Central railway company, due July 1, 1900: Total, including \$3,194,756 12, as above, \$6,000,000 00.		
Issued dollar coupon bonds.....	2,520,000 00	
Issued dollar registered bonds.....	205,000 00	
	\$2,725,000 00	
		7,419,756 12
Income convertible 7 per cent. coupon 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.....	3,000,000 00	
		\$11,419,756 12
Floating debt, as by last report, less assets.....		539,656 92
The amount now of floating debt, less assets.....		704,041 60
Total amount now of floating and funded debt		12,123,797 72
Rate per cent. per annum of interest on funded debt: See above.		
Date and rate per cent. per annum of dividend or dividends,		None.
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

RAILROAD REPORT.

381

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$11,666,830 02	\$11,959,068 56
Equipment.....	3,223,407 73	3,470,815 34
	14,890,237 75	15,429,883 90
Total cost.....	14,890,237 75	15,429,883 90

CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore to Sunbury,	138 miles.
Length of main line of road laid.....	138 "
Length of main line of road laid in Pennsylvania.....	102 "
Length of double track of road.....	78 "
Length of sidings.....	None.
Gauge of road.....	4 feet 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.	
Roads owned by the company.....	None
Number of engine houses and shops.....	3
Number of engines.....	146
Number of first-class passenger cars, (average cost of each, \$3,000.).....	67
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$1,500.).....	41
Number of freight cars: House cars, (average cost of each, \$450,) 1,116; trucks, (average cost of each, \$325, 726;) total.....	1,842
Number of coal and stone cars: Coal, (average cost of each, \$180,) 4,658; stone, (average cost of each, \$180.) 38; total....	4,696
Number of caboose cars, (average cost of each, \$400.) . .	79
Number of iron bridges, (total length in feet, 726,).....	35
Number of wooden bridges, (total length in feet, 12,894,).....	119
Number of stone bridges, (total length in feet, 527,).....	30
Number of culverts.....	No record.
Number of railroads crossed.....	5
Number of stations on main road: Passenger and freight,	56
Number of wood and water stations on main road.....	22

Value of real estate held by the company exclusive of road way, (cost per accounts of company)	\$777,457 45
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	<u>23</u>

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

Number of miles run by passenger trains	552,209
Number of miles run by freight trains	1,536,006
Number of through passengers for the year on main road,	18,223
Number of passengers (all classes) carried in cars	813,561
Number of tons of 2,000 lbs. of through freight for the year on main road	331,356
Number of passengers carried one mile	20,122,129
Number of tons of freight carried one mile	130,587,674
Number of passengers carried one mile in the State of Pennsylvania	No record.
Number of tons of freight carried one mile in the State of Pennsylvania	No record.
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	2,169,217
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	30 miles.
Average rate of speed adopted by freight trains, including stops	10 "
Weight of first-class passenger engines	59,000 lbs.
Weight of freight engines	<u>63,000 lbs.</u>

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

January, 1873	45,882	July, 1873	91,863
February, 1873	40,785	August, 1873	85,648
March, 1873	55,878	September, 1873	90,271
April, 1873	64,206	October, 1873	75,140
May, 1873	67,233	November, 1873	60,670
June, 1873	69,002	December, 1873	<u>68,383</u>

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal ..	896,372	Stone and lime	93,866
Petroleum and other oils	39,361	Agricultural products	285,935
Pig iron	41,238	Merchandise and manufactures ..	267,200
Railroad iron	8,409	Live stock	21,194
Other iron or castings	45,934	Lumber	254,508
Iron and other ores	159,564	Other articles	<u>58,546</u>

RAILROAD REPORT.

383

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

For all passengers..... 3⁴⁵/₁₀₀₀ cents.

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

For all freight, per ton per mile..... 1⁸⁸/₁₀₀₀ cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$507,953 29	\$152,385 98	\$355,567 31
Taxes on real estate	1,692 19	507 65	1,184 54
Total	509,645 48	152,893 63	356,751 85
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$138,099 89	\$41,699 96	\$97,299 93
Repairs of passenger and baggage cars	73,614 09	73,614 09	
Repairs of freight cars.....	269,497 20		269,497 20
Repairs of tools and machinery in shops.....	9,464 86	2,839 45	6,625 41
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	91,591 93	27,477 89	64,114 54
Total	583,168 87	\$145,631 79	437,537 08
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$73,581 59	\$22,074 47	\$51,507 12
Agents and clerks.....	72,080 86	15,295 17	56,785 69
Labor—loading and unloading freight	23,155 86		23,155 86
Porters, watchmen and switch tenders.....	48,333 56	14,500 08	33,833 50
Car cleaning and inspecting, furniture and fixtures.....	62,497 03	14,251 47	48,245 56
Wood and water station attendance.....	20,897 00	6,269 10	14,627 90
Conductors, baggage masters and brakemen.....	191,506 32	44,467 10	147,039 22
Engineers and firemen.....	143,673 78	31,948 35	111,725 43
Fuel and cost of preparing for use.....	238,318 73	71,495 61	166,823 12
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	19,805 32	5,941 60	13,863 72
Telegraph, mail and station expenses.....	43,398 67	13,531 30	29,867 37
Loss and damage of goods and baggage	26,979 59	1,393 22	25,586 37
Tolls over other roads.....			
Use of freight cars.....	12,353 02		12,353 02
Shoveling snow.....	2,574 48	772 84	1,802 14
Damage for injury of persons.....			
Damage to property, including damage by fire and cattle killed on road			
General superintendence.....	10,432 47	4,498 48	11,934 04
Contingencies.....	211,018 42	68,303 52	147,712 00
Total	1,206,000 70	300,743 74	805,256 06

RAILROAD REPORT.

385

Receipts on construction and equipment account during the year :

From stockholders	None.
From sale of bonds.....	\$480,000 00
From other sources.....	173,055 64
 Total	 <u>653,055 64</u>

Receipts for the year ending December 31, 1873 :

Passengers	\$612,654 24
Freight.....	2,204,267 31
Mail and express	119,316 86
Miscellaneous	294,484 46
 Total.....	 <u>3,230,722 87</u>

SUMMARY OF PAYMENTS.

For construction and equipment	\$539,646 15
For maintaining the road, &c.—repairs of machinery and operating the road	2,299,421 05
For interest	673,988 45
For miscellaneous.....	364,245 97
For State tax on capital stock	6,476 89
 Total.....	 <u>3,883,778 51</u>
 Total amount of surplus fund	 <u>464,086 18</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 ⁶⁶ / ₁₀₀₀ cents.
Cost per ton freight per mile, proximate average.....	1 ³¹⁹ / ₁₀₀₀ “

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 companies run on your road, and on what terms? 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.

NORTHERN CENTRAL

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	5
Employees	5	15
Others	4	4
	—	—
Total	9	34
	==	==

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 :

1873.

March 5. Joseph Repetto, Samuel Kuhn, S. D. Killian, A. D. Smith and L. P. Alexander, passengers, on Cincinnati express north, were slightly injured by train being thrown from track by broken rail at Rattling Run.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Colder	Harrisburg, Pa.
A. E. Kapp	Northumberland, Pa.
Geo. Small	Baltimore, Md.
E. C. Biddle	Philadelphia, Pa.
J. M. Kennedy	Philadelphia, Pa.
B. F. Newcomer	Baltimore, Md.
Henry Welsh	York, Pa.
Thos. A. Scott	Philadelphia, Pa.
Jacob P. Jones	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
S. M. Shoemaker	Baltimore, Md.
Strickland Kneass	Philadelphia, Pa.
J. D. Cameron, President	Harrisburg, Pa.
Robert S. Hollins, Secretary	Baltimore, Md.
John S. Leib, Treasurer	Baltimore, Md.

(Ch. 90)
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, 1873, 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 }
17th day of January, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increasing	\$1,500,000 00
Amount of stock subscribed	3,150,000 00
Amount paid in as by last report	3,150,000 00
Total amount now paid in of capital stock	3,596,500 00
Funded debt as per last report	4,042,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1885,)	\$2,159,500 00
2d mortgage bonds, (date of maturity, April 1, 1877,)	360,000 00
General and 3d mortgage bonds, (date of maturity May 1, 1896, and January 1, 1903,)	1,936,500 00
	4,456,000 00
Floating debt, as per last report	63,394 00
The amount now of floating debt	252,985 37
Total amount now of floating and funded debt	4,708,485 37
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.	

NORTH PENNSYLVANIA

Date and rate per cent. per annum of dividend or dividends: Stock and cash, 1 scrip dividend of 5 per cent.	
Number of shares of stock issued	71,930
Par value of each share,	\$50 00
Average market value during the year	No record.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared	<u>3,501,400 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
-Construction, real estate, &c	\$7,086,930 01	\$7,174,125 61
Equipment	1,208,779 24	1,285,450 86
 Total cost	<u>8,295,709 25</u>	<u>8,459,576 47</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Bethlehem	55 $\frac{2}{5}$ miles.
Length of main line of road laid	55 $\frac{2}{5}$ "
Length of main line of road laid in Pennsylvania	55 $\frac{2}{5}$ "
Length of double track of road	25 $\frac{1}{2}$ "
Length of sidings	23 "
Gauge of road	4 ft. 8 $\frac{1}{2}$ inches
Weight of rail per yard on main track: 64, 60, 58 and 56 pounds.	
Branch roads owned by the company, and their length, viz: 1 $\frac{2}{5}$ and 10 $\frac{2}{5}$ miles.	
Roads worked or leased by the company, viz: North East Pennsylvania railroad, 7 $\frac{3}{5}$ miles long.	
Number of engine houses and shops	7
Number of engines	42
Number of first-class passenger cars, (average cost of each, \$4,014,)	42
Number of baggage, mail and express cars, (average cost of each, \$1,819,)	21
Number of freight cars, (average cost of each, \$600,)	460
Number of coal, ore and stone cars, (average cost of each, \$200,)	448
Number of iron bridges, (total length in feet, 968,)	9
Number of wooden bridges, (total length in feet, 575,)	4

RAILROAD REPORT.

389

Number of brick bridges, (total length in feet, 241,)	1
Number of culverts.	None.
Number of railroads crossed	4
Number of stations on main road: Passenger and freight.	35
Number of wood and water stations on main road.	9
Value of real estate held by the company exclusive of road way	\$1,567,581 83
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.	8 1/2

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

Number of miles run by passenger trains	410,034
Number of miles run by freight and coal trains.	299,252
Number of through passengers for the year on main road,	130,310
Number of passengers (all classes) carried in cars	984,723
Number of tons of 2,000 lbs. of through freight for the year on main road.	449,374
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	996,213
Number of passengers carried one mile	17,763,827
Number of tons of freight carried one mile	35,869,531
Number of passengers carried one mile in the State of Pennsylvania	17,763,827
Number of tons of freight carried one mile in the State of Pennsylvania	35,869,531
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	1 1/2
Average rate of speed adopted by express trains, including stops	26 miles.
Average rate of speed adopted by freight trains, including stops	9 "
Weight of first-class passenger engines	65,000 lbs.
Weight of freight engines.	76,000 lbs.

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

November, 1872.	78,110	June, 1873.	91,297
December, 1872.	65,579	July, 1873.	109,609
January, 1873.	58,821	August, 1873.	108,106
February, 1873.	54,041	September, 1873	105,237
March, 1873.	65,633	October, 1873.	100,155
April, 1873.	72,493		
May, 1873.	80,582	Total.	984,723

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	484,544	Agricultural products.....	80,567
Bituminous coal.....	4,349	Merchandise and manufactures..	108,713
Petroleum and other oils.....	2,805	Live stock.....	4,780
Pig iron.....	66,162	Lumber.....	50,137
Railroad iron.....	10,733	Other articles.....	14,300
Other iron or castings.....	12,062		
Iron and other ores.....	99,974		908,213
Stone and lime.....	52,190		

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

For first-class through passengers.....	2.77 cents.
For first-class way passengers.....	2.78 "
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, per ton per mile.....	2.88 cents.
For through coal, per ton per mile.....	1.89 "
For local freight, per ton per mile.....	4.38 "
For local coal, per ton per mile.....	2.33 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$255,887 72	\$148,414 88	\$107,472 84
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$54,537 77	\$27,782 88	\$26,754 89
Repairs of passenger and baggage cars.....	21,487 32	21,487 32	.....
Repairs of freight cars.....	50,114 88	.....	50,114 88
Repairs of tools and machinery in shops.....	10,465 02	4,186 01	6,279 01
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	7,553 89	3,776 94	3,776 95
Total.....	144,158 88	57,233 15	86,925 73
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$29,605 64	\$10,065 92	\$19,539 72
Agents and clerks.....	57,186 75	19,062 25	38,124 50
Labor—loading and unloading freight.....	22,133 98	.....	22,133 98
Porters, watchmen and switch tenders.....	13,332 55	6,234 50	7,098 05
Car cleaning and inspecting, furniture and fixtures.....	8,494 03	5,662 99	2,831 34
Wood and water station attendance.....	3,458 05	2,005 67	1,452 38
Conductors, baggage masters and brakemen.....	68,487 09	29,922 06	38,565 03
Engineers and firemen.....	59,310 11	22,834 11	36,476 00
Fuel and cost of preparing for use.....	97,581 53	39,630 34	57,951 19
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	10,520 20	5,369 69	5,150 51
Telegraph, mail and station expenses.....	8,838 41	2,408 74	6,429 67
Loss and damage of goods and baggage.....	2,974 79	.....	2,974 79
Tolls over other roads; balance account \$68,867 30.....	.....	.....	.....
Shoveling snow.....	2,881 54	1,671 29	1,210 25
Contingencies.....	146,722 63	45,798 44	100,924 19
Total.....	531,527 30	190,665 70	340,861 60

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.
November, 1872	\$36,288 59	\$66,240 07	\$1,677 27	\$6,442 53	.....	\$110,646 46
December, 1872	33,787 45	65,206 84	1,822 04	5,489 26	.....	106,305 59
January, 1873	31,630 18	66,942 96	1,533 24	4,508 50	.....	104,614 88
February, 1873	27,066 79	69,538 22	1,462 99	4,373 66	.....	102,441 66
March, 1873	31,773 42	85,216 72	1,542 40	4,194 32	.....	122,736 86
April, 1873	39,281 40	78,373 28	1,995 64	4,329 41	\$7,020 72	131,000 45
May, 1873	40,169 89	70,868 03	2,082 48	5,169 87	.....	118,289 77
June, 1873	46,662 42	73,025 91	1,989 87	4,075 04	.....	125,753 24
July, 1873	51,293 22	69,409 13	1,513 07	3,756 13	.....	125,971 55
August, 1873	53,020 46	83,836 66	1,645 46	4,137 09	.....	142,689 67
September, 1873	50,061 76	90,781 63	1,971 28	4,019 26	.....	146,833 93
October, 1873	52,112 72	75,404 93	1,847 26	3,578 79	7,374 52	140,316 02
Total	493,146 30	894,644 38	21,083 00	54,071 36	14,395 04	1,477,540 06

SUMMARY OF PAYMENTS.

For construction and equipment	\$163,867 21
For maintaining the road, &c.—repairs of machinery and operating the road	931,573 90
For dividends: No cash dividends. or interest	306,236 73
For miscellaneous	7,626 15
For municipal taxes	12,996 07
For State taxes	26,466 11
Total	1,448,766 16

COST OF TRANSPORTATION.

Cost per passenger per mile, proximate average	1.75 cents.
Cost per ton freight per mile, proximate average	1.90 "

What express companies run on your road, and on what terms? Central express, Heston's express, 10 to 12 cents per ton per mile.

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

ACCIDENTS

	Killed.	Injured.
Employees	7	1
Others	5	2
Total	12	3

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

1872.

November 7. William Allen, 6 years old, lost one foot by climbing on a coal train

November 30. John A. Eckert and Stephen R. Romaley, two men in a wagon, were fatally injured at Bethlehem, by their horses running in front of a coming train.

December 3. Andrew Welker, street brakeman, accidentally killed by being run over by a freight car on American street.

1873.

January 11. Charles Mouser, street brakeman, lost one foot by its being accidentally run over at Erie avenue.

January 22. Adam Rothenhausler was killed and his son George badly hurt by the explosion of the steel boiler of a locomotive, caused by a hidden internal flaw in the steel plate. The engine was standing near the Berks street depot, and the man and his son were going by at the time.

March 20. Richard Goosebury, a colored man, was accidentally killed by falling from a freight car on American street.

April 5. Michael Fagan, street brakeman, was accidentally killed in Sharp, Weiss & Co's coal yard.

June 19. Adam Hoar, a track laborer, was accidentally killed near Quakertown.

June 23. Henry Ludlam, baggage master, accidentally killed by falling out of his car near Abington.

July 2. William Tomlinson, brakeman, killed by falling from a freight car near Berks street.

July 4. John Diehl, run over and killed near Quakertown; intoxicated at the time.

September 26. Frederick Geyer, track laborer, killed near Lansdale, by walking on the track in front of a train.

October 20. Edward Rice, street brakeman, killed by falling from a coal car on Germantown avenue.

NORTH PENNSYLVANIA

NAMES AND RESIDENCE OF OFFICERS.

Directors.	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.
Wm. C. Kent.....	Philadelphia.
Thomas Smith.....	Philadelphia.
Ario Pardee.....	Hazleton.
James H. Stevenson.....	Philadelphia.
Jacob Riegel, City Director.....	Philadelphia.
O. Howard Wilson, City Director.....	Philadelphia.
Franklin A. Comly, President.....	Philadelphia.
John S. Wise, Secretary.....	Philadelphia.
William Wister, Treasurer.....	Philadelphia.

(Ch. 81.)
OIL CREEK AND ALLEGHENY RIVER.

STATE OF PENNSYLVANIA, }
Alleghey County, } ss:

Personally appeared William Phillips, president, and F. A. Phillips, treasurer, of the Oil Creek and Allegheny River 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 their knowledge and belief.

(Signed) W. PHILLIPS, *President.*
F. A. PHILLIPS, *Treasurer.*

Sworn and subscribed before me, this }
30th day of January, 1874. }

C. L. PHILLIPS, *Notary Public.*

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
1st mortgage bonds, (date of maturity, April 1, 1882,).....	580,000
1st mortgage bonds, (date of maturity, July 2, 1890,).....	500,000
Consolidated mortgage bonds, (date of maturity, May 1, 1888,).....	1,100,000
	3,180,000 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	249,104 81
Total amount now of floating and funded debt.....	3,429,104 81
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, 3 per cent.; July 1, 1872, 3 per cent.; rate per annum, 6 per cent.	

Number of shares of stock issued	99,189
Par value of each share	\$50 00
Average market value during the year	No record.
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	\$8,554,547 14	\$8,615,632 88
Equipment	1,008,330 63	1,008,330 63
Total cost	<u>9,562,877 77</u>	<u>9,623,963 51</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Corry to Irvineton....	95 miles.
Length of main line of road laid	95 "
Length of main line of road laid in Pennsylvania	95 "
Length of double track of road	None.
Length of sidings	33 miles.
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: Union and Titusville branch, 25 miles; Cherry Run branch, 3 miles; total	28 miles.
Roads worked or leased by the company	None.
Number of engine houses and shops	12
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: House cars and trucks, (average cost of each, \$700,)	301
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 culverts	No record.

RAILROAD REPORT.

397

Number of railroads crossed, (Atlantic and Great Western, at Union,).....	1
Number of stations on main road: Passenger and freight,	27
Number of wood and water stations on main road.....	23
Value of real estate held by the company exclusive 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.....	219,895
Number of miles run by freight trains.....	443,401
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.....	445,707
Number of tons of 2,000 lbs. of through freight for the year on main road.....	None.
Gross amount of tonnage for the year, (2,000 per ton,)...	556,546
Number of passengers carried one mile.....	6,928,035
Number of tons of freight carried one mile: No account kept.	
Number of passengers carried one mile in the State of Pennsylvania.....	6,928,035
Number of tons of freight carried one mile in the State of Pennsylvania: No account kept.	
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first-class passenger engines.....	22 tons.
Weight of freight engines.....	<u>32 "</u>

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

January, 1873.....	36,063	July, 1873.....	42,673
February, 1873.....	33,417	August, 1873.....	39,684
March, 1873.....	39,493	September, 1873.....	36,506
April, 1873.....	45,398	October, 1873.....	33,156
May, 1873.....	42,749	November, 1873.....	30,022
June, 1873.....	39,281	December, 1873.....	<u>27,267</u>

OIL CREEK AND ALLEGHENY RIVER

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal, 107,032	Agricultural products.....	8,420
Petroleum and other oils..... 291,649	Merchandise and manufactures...	86,306
Other iron or castings..... 11,210	Lumber.....	50,775
Stone and lime..... 1,154	Other articles.....	48,908

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

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

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

For through freight, per ton per mile.....	1½ cents.
For through coal, per ton per mile.....	1½ "
For local freight, per ton per mile.....	5 "
For local coal, per ton per mile.....	3 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transporta'n.
Repairs or maintenance of way, including buildings.....	\$224,242 79	\$56,060 69	\$168,182 10
Taxes on real estate	8,212 26	2,053 00	6,159 26
Total	232,455 05	58,113 69	174,341 36
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$57,464 60	\$14,366 15	\$43,098 45
Repairs of passenger and baggage cars	13,793 42	13,793 42	.....
Repairs of freight cars	26,324 19	.....	26,324 19
Repairs of tools and machinery in shops.....	7,056 55	1,764 14	5,292 41
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	7,070 01	1,767 50	5,302 51
Total	111,708 77	31,691 21	80,017 56
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$5,735 23	\$1,433 81	\$4,301 42
Agents and clerks.....	45,546 27	11,386 57	34,159 70
Labor—loading and unloading freight.....	9,483 78	2,370 94	7,112 84
Porters, watchmen and switch tenders.....	20,162 62	5,040 65	15,121 97
Car cleaning and inspecting, furniture and fixtures	15,449 47	3,862 37	11,587 10
Wood and water station attendance.....	2,687 90	671 98	2,015 92
Conductors, baggage masters and brakemen.....	80,503 92	20,125 98	60,377 94
Engineers and firemen.....	56,634 12	14,158 53	42,475 59
Fuel and cost of preparing for use	55,550 03	13,887 50	41,662 53
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	8,880 31	2,220 08	6,660 23
Telegraph, mail and station expenses.....	22,425 73	5,606 43	16,819 30
Loss and damage of goods and baggage.....	2,066 01	516 50	1,549 51
Damage for injury of persons.....	579 60	579 60	.....
General superintendence.....	13,223 87	3,305 97	9,917 90
Contingencies.....	13,340 24	3,337 31	10,011 93
Total	352,278 10	88,504 22	263,773 88

RAILROAD REPORT

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.	Miscellaneous.	Total.
January, 1873	\$18,258 53	\$61,904 25	\$2,062 45	\$1,077 28	\$83,302 51
February, 1873	16,367 29	60,333 49	1,952 82	997 17	79,700 77
March, 1873	20,161 15	68,288 36	1,959 14	1,243 13	91,651 78
April, 1873	22,899 54	74,163 88	2,044 90	666 00	99,774 02
May, 1873	22,243 76	83,514 07	2,042 60	1,279 30	109,079 73
June, 1873	18,733 47	65,280 26	1,947 68	622 66	86,584 07
July, 1873	23,547 98	79,944 85	2,187 13	847 20	106,527 06
August, 1873	23,132 50	66,765 86	2,034 14	31 00	91,963 00
September, 1873	21,263 80	67,825 36	1,914 96	35 00	91,039 12
October, 1873	18,363 10	69,307 48	2,000 06	114 00	89,804 64
November, 1873	14,924 48	54,185 62	1,906 52	158 28	71,174 90
December, 1873	15,637 60	49,120 00	2,152 06	223 10	67,132 76
Total	235,553 20	800,632 48	24,203 86	7,294 42	1,067,733 96

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$45,085 74
For maintaining the road, &c.—repairs of machinery and operating the road	696,441 92
For dividends	148,783 50
For interest	257,600 00
For miscellaneous	23,331 22
For State taxes.....	5,223 27
Total	<u>1,176,465 65</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	3 cents.
Cost per ton freight per mile, proximate average.....	3 "

What express companies run on your road, and on what terms? Union express company, 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 .....	..	1
Employees .....	..	5
Others	2	1
Total	<u>2</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 :

1873.

February 11. Geo. Long, in attempting to cross track in Oil City yard, in front of passenger train, was run over, rendering amputation of right leg necessary ; was intoxicated.

March 29. Michael Golden, sleeping on track in Oil City yard, was run over and instantly killed by switching train.

June 16. Eugene Gibson, messenger boy, in attempting to get on a freight train at Miller Farm, fell on the track and had his left foot badly crushed.

July 8. Michael Quinn, brakeman ; in making a coupling in Titusville yard, had his arm crushed, rendering amputation necessary.

August 10. Jas. Goldsmith, brakeman ; in turing engine on turn table, at Oil City, caught his foot between the rails crushing it so badly that it had to be amputated.

September 27. John Sheehan, car repairer ; while engaged in re-placing cars on track ar Rynd Farm, had his leg broken.

October 16. M. C. Fulton, brakeman ; making coupling at Rynd Farm, had his shoulder sprained.

November 8. Thomas Wood, while crossing track under freight car at Imperial, was run over and killed.

December 9. Thomas Moore, in jumping off freight train in Oil City yard, fell on the track, cars passed over his leg crushing it badly so that amputation was necessary.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Phillips.....	Pittsburg, Pa.
William M. Lyon.....	Pittsburg, Pa.
William K. Nimick.....	Pittsburg, Pa.
J. Patton Lyon.....	Pittsburg, Pa.
F. B. Brunot.....	Pittsburg, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
William S. Lane.....	Philadelphia, Pa.
William Phillips, President.....	Pittsburg, Pa.
F. A. Phillips, Secretary and Treasurer.....	Corry, Pa.

(Ch. 98.)
PARKER AND KARNS CITY.

STATE OF PENNSYLVANIA, }
 Armstrong County, } ss:

Personally appeared Fullerton Parker, vice president, and W. C. Mobley, treasurer, of the Parker and Karns City 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 their knowledge and belief.

(Signed)

F. PARKER, *Vice President.*

W. C. MOBLEY, *Treasurer.*

Sworn and subscribed before me, this }
 2d day of March, 1874. }

WALLACE MARTIN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$150,000 00
Amount of stock subscribed	147,800 00
Total amount now paid in of capital stock	47,356 22
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1878,)	8,000 00
The amount now of floating and funded debt.....	92,405 00
Total amount now of floating debt	100,405 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, (gold,)	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	3,000
Par value of each share.....	\$50 00
Average market value during the year.....	19 00
Amount paid in on each share.....	19 00
Amount of stock on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$116,161 67
Equipment	31,599 55
Total cost.....	<u>147,761 22</u>

RAILROAD REPORT.

403

CHARACTERISTICS OF ROAD.

Length of main line of road, from Parker Junction to Karns City.....	10½ miles.
Length of main line of road laid.....	4 "
Length of main line of road laid in Pennsylvania.....	4 "
Length of double track of road.....	None.
Length of sidings.....	500 feet.
Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	30 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 of each, \$3,472,).....	1
Number of second-class passenger cars, (average cost of each, \$1,323,).....	2
Number of baggage, mail and express cars, (average cost of each, \$1,223,).....	1
Number of freight cars: House cars, (average cost of each, \$524,) 3; trucks, (average cost of each, \$423,) 12; total.....	15
Number of coal cars, (average cost of each, \$473,).....	2
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,130,)..	10
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 40,).....	4
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 4; freight, 4; total.....	4
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? Hemlock and oak ties; 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.....	512
Number of miles run by freight trains.....	480

PARKER AND KARNS CITY

Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road,	650
Number of passengers (all classes) carried in cars.....	867
Number of tons of 2,000 lbs. of through freight for the year on main road.....	123
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	123
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.....	None.
Average rate of speed adopted by freight trains, including stops.....	9 miles.
Weight of first-class passenger engines.....	16½ tons.
Weight of freight engines.....	16½ "

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

December, 1873.....	867
---------------------	-----

The amount of freight, specifying the quantity in tons :

Other irons or castings.....	70 tons.
Merchandise and manufactures.....	17 "
Lumber.....	36 "

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

For first-class through passengers.....	10 cents.
For first-class way passengers.....	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 per ton per mile.....	50 cents.
For through coal.....	None.
For local freight per ton per mile.....	50 cents
For local coal.....	None.

EXPENSES.

Maintaining the road or real estate of the corporation: In- cluded in construction.	
Repairs of machinery.....	None
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	\$140 00

RAILROAD REPORT.

405

Operating the road :

Office expenses, stationery, &c.....	\$581 34
Agents and clerks.....	170 00
Labor—loading and unloading freight.....	157 50
Conductors, baggage masters and brakemen.....	101 00
Engineers and firemen.....	110 00
Fuel and cost of preparing for use.....	61 20
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	17 00
Telegraph, mail and station expenses.....	None.
General superintendence.....	2,000 00
Total.....	3,198 04

Receipts on construction and equipment account during the year :

From stockholders.....	\$47,356 22
From sale of bonds.....	8,000 00
From other sources, (including floating debt,).....	96,324 38
Total.....	151,680 60

RECEIPTS.

	December, 1873.
Passengers.....	\$433 66
Freight.....	211 60
Total.....	645 26

Summary of payments :

For construction and equipment.....	\$147,761 22
For maintaining the road, &c.—repairs of machinery and operating the road.....	3,338 04
For dividends.....	None.
For interest.....	None.
For miscellaneous.....	721 34
For surplus funds.....	None
For municipal and State taxes.....	None.
Total.....	151,820 60

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: On account of short time, and most work being for construction, we cannot tell.

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.

GENERAL OFFICE,
PARKER & KARNS' CITY R. R. CO., NARROW GAUGE, }
PARKER, PA., March 2, 1874. }

Hon. HARRISON ALLEN,

Auditor General, Harrisburg, Pa. :

DEAR SIR :—The accompanying yearly report of our railroad has been prepared carefully, and is as nearly correct as it is possible to make it under the circumstances. The road is not quite finished, and up to the end of last year we had only been carrying passengers a little over two weeks, and freight a shorter time; and as there was much work on hand and no settlements made with the contractors, it made it very difficult to give a strictly accurate report of the condition of the road, but we consider this one very close to the true condition of the road at this time.

Hoping this may be satisfactory, I remain,

Very respectfully yours,

R. W. MOORE,

Auditor, P. & K. C. R. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. D. Karns.....	Parker, Pa.
F. Parker.....	Parker, Pa.
W. C. Mobley.....	Parker, Pa.
W. E. Karns.....	Parker, Pa.
H. R. Fullerton.....	Parker, Pa.
R. L. Brown.....	Pollock, Pa.
S. D. Karns, President.....	Parker, Pa.
W. C. Mobley, Secretary.....	Parker, Pa.
W. C. Mobley, Treasurer.....	Parker, Pa.
R. M. Moore, Auditor.....	Parker, Pa.

(No. 83)
PEACH BOTTOM.

STATE OF PENNSYLVANIA, } ss:
York County, }

Personally appeared S. G. Boyd, president, and A. C. Manifold, treasurer, of the Peach Bottom 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)

S. G. BOYD, *President.*

A. C. MANIFOLD, *Treasurer.*

Affirmed and subscribed before me, this }
19th day of January, 1874. }

H. CLAY M'INTYRE, *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	32,881 05
Total amount now paid in of capital stock.....	138,764 16
The amount now of funded debt: No bonds disposed of.	
The amount now of floating debt.....	84,614 00
Total amount now of floating and funded debt.....	84,614 00
Par value of each share.....	\$50 00
Average market value during the year	50 00
Amount paid in on each share: Nearly fifty per cent.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,263 14	\$215,228 16
Equipment.....	None.	8,310 00
Total cost.....	<u>2,263 14</u>	<u>223,538 16</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from York, Pa., to Oxford, Pa.,	60 miles.
Length of main line of road laid	8 "
Length of main line of road laid in Pennsylvania.....	8 "
Length of double track of road.....	None.
Length of sidings.....	None.

PEACH BOTTOM

Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	30 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.....	1
Number of freight cars: Trucks, (average cost of each, \$316 66,).....	6

Receipts on construction and equipment account during the year:

From stockholders.....	\$105,883 16
Total.....	105,883 16

Road not yet opened. The trucks are used for construction purposes.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Wallace.....	Hopewell Centre, Pa.
A. C. Manifold.....	Hopewell Centre, Pa.
T. K. Loucks.....	York, Pa.
Michael Schall.....	York, Pa.
C. R. M'Conkey.....	Slate Hill, Pa.
L. W. Finley.....	Castle, Fin, Pa.
Samuel Dickey.....	Oxford, Pa.
J. A. Alexander.....	Oxford, Pa.
R. B. Patterson.....	Oxford, Pa.
S. B. Russell.....	Oxford, Pa.
S. M'Cullough.....	Mechanics Grove, Pa.
N. Myers.....	Chestnut Level, Pa.
S. G. Boyd, President.....	York, Pa.
Wm. Wallace, Secretary.....	Hopewell Centre, Pa.
A. C. Manifold, Treasurer.....	Hopewell Centre, Pa.
Samuel Dickey, Vice President.....	Oxford, Pa.

[No. 94.]
PENNSYLVANIA.

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

Personally appeared J. Edgar Thomson, president, and Edmund Smith, 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, 1873, are true, to the best of their knowledge and belief.

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

Sworn and subscribed before me, this }
6th day of February, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$151,700,000 00
Amount of stock subscribed.....	68,417,300 00
Amount paid in as by last report	53,271,937 50
Total amount now paid in of capital stock	68,144,475 00
Funded debt, as per last report	29,326,600 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
Consolidated mortgage bonds, (date of maturity, 1905,)	8,245,000 00
General mortgage bonds, (date of maturity, 1910,).....	19,558,760 00
	37,639,600 00
Debt due the State (for purchase of main line) bearing 5 per cent. interest	5,401,675 41
Floating debt, as by last report	3,713,246 15
The amount now of floating debt	4,611,797 24
Total amount now of floating and funded debt	42,251,397 24
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.; general mortgage, 6 per cent.; consolidated mortgage, 6 per cent.	

PENNSYLVANIA

Date and rate per cent. per annum of dividend or dividends: Cash, May 1, 1873, 5 per cent.; scrip, November 1, 1873, 5 per cent.

Number of shares of stock issued.....	1,341,135
Par value of each share.....	\$50 00
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: May, \$53,582,900 00; November, \$66,075,700 62, in scrip, payable 1875.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, equipment, real estate, telegraph line, Philadelphia and Columbia railroad and Delaware Extension.....	\$42,450,207 68	\$48,279,666 09

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pittsburg.....	354 $\frac{9}{10}$ miles.
Length of main line of road laid.....	354 $\frac{9}{10}$ "
Length of main line of road laid in Pennsylvania.....	354 $\frac{9}{10}$ "
Length of double track of road.....	353 $\frac{9}{10}$ "
Length of sidings.....	230 "
Gauge of road.....	4 feet 9 in.
Weight of rail per yard on main track: Steel, 56, 65, 67 pounds; iron 64, 67 pounds.	
Roads worked or leased by the company, viz: East Brandywine and Waynesburg railroad, 17 miles; Harrisburg and Lancaster, 54 miles; Mifflin and Centre Connty, 12 $\frac{9}{10}$ miles; Sunbury and Lewistown, 44 miles; Tyrone and Clearfield, 40 $\frac{6}{10}$ miles; Bald Eagle Valley, 51 $\frac{2}{10}$ miles; Newry Branch, 1 $\frac{1}{10}$ miles; Ebensburg and Cresson, 11 miles; West Pennsylvania, 84 $\frac{7}{10}$ miles; South-West Pennsylvania, 24 miles; Philadelphia and Erie, 287 $\frac{6}{10}$ miles; Bedford and Bridgeport, 38 miles; Dunning's Creek, 12 miles; Danville, Hazleton and Wilkesbarre, 45 miles; Lewisburg, Centre and Spruce Creek, 11 miles; Connecting railway, 6 $\frac{8}{10}$ miles; Philadelphia and Trenton, 26 $\frac{6}{10}$ miles; Frankford and Holmesburg, 4 $\frac{2}{10}$ miles.	

Branch roads owned by the company, and their length, viz:	
Hollidaysburg Branch, $7\frac{1}{10}$ miles;	
Morrisons Cove Branch, $19\frac{8}{10}$ miles;	
Williamsburg Branch, 14 miles;	
Indiana Branch, 19 miles;	
Delaware Extension, $5\frac{3}{10}$ miles;	
Steubenville Extension, $1\frac{2}{10}$ miles;	
Tyrone Branch, $3\frac{1}{10}$ miles;	
York Branch, 13 miles.	
Number of engine houses and shops	17
Number of engines.....	697
Number of first-class passenger cars, (average cost of each, \$5,350,)	259
Number of second-class passenger cars, (average cost of each, \$3,000,).....	60
Number of baggage, mail and express cars, (average cost of each, \$2,225,).....	105
Number of freight cars: House cars, (average cost of each, \$750,) 4,817; trucks, (average cost of each, \$750,) 5,309; total.....	10,126
Number of coal, ore and stone cars: Coal, 1,847; ore, none; stone, none; (average cost of each, \$600;) total,	1,847
Number of caboose cars, (average cost of each, \$600,)..	321
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 culverts.....	No record kept.
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 and 80 water.	
Value of real estate held by the company exclusive of road way: Included in construction account.	
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 stone ballast.	
Length in miles laid with steel rail, including third and fourth track and yard sidings.....	<u>689 miles.</u>

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

Number of miles run by passenger trains	3,060,185
Number of miles run by freight and coal trains.....	13,051,130
Number of through passengers for the year on main road,	211,414

Number of passengers (all classes) carried in cars	5, 879, 684
Number of tons of 2,000 lbs. of through freight for the year on main road	1, 193, 456
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	9, 211, 231
Number of passengers carried one mile	177, 479, 070
Number of tons of freight carried one mile	1, 384, 831, 970
Number of passengers carried one mile in the State of Pennsylvania	177, 479, 070
Number of tons of freight carried one mile in the State of Pennsylvania	1, 384, 831, 970
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	13
Weight of first-class passenger engines	71, 300 lbs
Weight of freight engines	77, 400 "

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

January, 1873	379, 575½	August, 1873	602, 230½
February, 1873	414, 330	September, 1873	585, 945½
March, 1873	394, 230	October, 1873	517, 220
April, 1873	405, 364	November, 1873	423, 630
May, 1873	502, 935	December, 1873	460, 630
June, 1873	493, 828½		
July, 1873	600, 794	Total	5, 879, 684

The amount of freight, specifying the quantity in tons :

Anthracite coal	1, 173, 960	Agricultural products	1, 119, 770
Bituminous coal	3, 353, 541	Merchandise & manufactures	619, 830
Petroleum and other oils	649, 506	Live stock	412, 510
Pig iron	320, 933	Lumber	516, 900
Railroad iron	128, 457	Other articles	23, 500
Other iron or castings	240, 582		
Iron and other ores	419, 174	Total	9, 211, 231
Stone and lime	238, 555		

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 emigrant passengers	1½ "

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

For through and local freight and coal, per ton per mile,	1. ⁴¹ / ₁₀₀₀ cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$3,725,585 92	\$943,597 40	\$2,781,988 52
Taxes on real estate	117,855 64	22,267 09	95,588 55
Total	3,843,441 56	965,864 49	2,877,577 07
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$796,858 57	\$144,818 42	\$652,040 15
Repairs of passenger and baggage cars.....	646,435 41	646,435 41	.....
Repairs of freight cars.....	1,126,378 12	.....	1,126,378 12
Repairs of tools and machinery in shops.....	109,947 78	27,486 91	82,460 87
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	647,788 94	161,957 33	485,831 61
Total	3,327,408 82	980,698 07	2,346,710 75
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$360,472 20	\$137,045 92	\$223,426 34
Agents and clerks.....	749,352 28	251,043 82	497,308 46
Labor—loading and unloading freight	229,787 98	.....	229,787 98
Porters, watchmen and switch tenders.....	82,672 45	84,775 81	47,897 14
Car cleaning and inspecting, furniture and fixtures.....	272,565 80	135,257 16	137,308 64
Wood and water station attendance.....	109,513 86	27,378 44	82,135 42
Conductors, baggage masters and brakemen.....	1,639,978 54	258,349 09	1,381,629 45
Engineers and firemen.....	1,004,788 61	172,825 80	831,963 21
Fuel and cost of preparing for use.....	1,196,904 20	175,522 27	1,021,381 93
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	247,380 89	58,650 35	188,721 54
Telegraph, mail and station expenses.....	701,108 33	65,408 57	635,704 76
Loss and damage of goods and baggage	195,512 32	30,391 54	165,120 78
Tolls over other roads.....	743,224 73	145,271 68	597,953 05
Use of freight cars.....	252,257 18	18,523 32	233,733 86
Shoveling snow.....	59,326 64	14,831 64	44,495 00
Damage for injury of persons.....	22,134 55	22,134 55	.....
General superintendence.....	157,371 72	40,817 79	116,553 93

E X P E N S E S—CONTINUED.

OPERATING THE ROAD—Continued.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Contingencies	\$82,105 23	\$20,520 25	61,578 98
Total	8,105,457 45	1,608,757 00	6,498,700 45
Total expenses, less State, revenue and tonnage tax	15,276,307 83	3,555,319 56	11,720,988 27
State, revenue and tonnage tax	163,997 33	17,737 97	148,209 36
Grand total	15,440,305 16	3,573,107 53	11,867,197 63

RAILROAD REPORT.

Receipts on construction and equipment account during the year :

From stockholders	\$14,872,537 50
From sale of bonds	8,313,000 00
Total	<u><u>23,185,537 50</u></u>

RECEIPTS.

Passengers	\$4,399,671 46
Freight	19,608,555 07
Mail and express	608,528 90
Miscellaneous	269,253 47
Total	<u><u>24,886,008 90</u></u>

SUMMARY OF PAYMENTS.

For construction and equipment, (Pennsylvania railroad proper,)	\$5,829,458 41
For maintaining the road, &c.—repairs of machinery and operating the road.....	15,276,307 83
For dividends: Cash, \$2,679,145 00; scrip, \$3,303,785 03.....	5,982,930 03
For interest: Balance to debit of account.....	407,070 81
For miscellaneous: Payment to State on account main line	460,000 00
For State taxes, upon capital and coupons	359,074 33
For State taxes: Tonnage and revenue	163,997 33
Total	<u><u>28,478,838 74</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average	$2\frac{013}{1000}$ cents.
Cost per ton freight per mile, proximate average.....	$\frac{857}{1000}$ "

What express companies run on your road, and on what terms? Adams, at a minimum rate per day, varying according to the carrying facilities furnished.

What transportation or freight companies run on your road, and on what terms? National line, Peipher line, Crescent line, Empire line. Conditions are arranged from time to time, as required to meet the competition of other lines.

ACCIDENTS.

	Killed.	Injured.
Passengers	6	31
Employees	69	221
Others	81	103
	<hr/>	<hr/>
Total	156	355
	<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 :

Of the six passengers killed, 2 jumped from windows of cars, 1 jumped from the train in motion, 2 fell from train. Of the 31 injured, 12 received slight injuries, 6 jumped from train, 1 jumped from train intoxicated. 5 fell from train, 1 injured from stone thrown through window of car. 1 jumped off train after his hat, 1 jumped from window.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	233 South Fourth street, Philadelphia.
Josiah Bacon.....	309 Market street, Philadelphia.
Wistar Morris.....	209 South Third street, Philadelphia.
Samuel T. Bodine.....	520 Walnut street, Philadelphia.
Jno. M. Kennedy.....	1423 Arch street, Philadelphia.
Edward C. Knight.....	Water and Chestnut streets, Philadelphia.
John Rice.....	129 South Seventh street, Philadelphia.
John Scott.....	P. O. box 268, Pittsburg.
Alex. J. Derbyshire.....	109 North Water street, Philadelphia.
Samuel M. Felton.....	125 South Fifth street, Philadelphia.
Wm. Anspach	226 Walnut street, Philadelphia.
G. Morrison Coates.....	822 Chestnut street, Philadelphia.
Alex. M. Fox.....	888 North Sixth street, Philadelphia.
Thos. A. Scott.....	233 South Fourth street, Philadelphia.
Geo. B. Roberts.....	233 South Fourth street, Philadelphia.
J. Edgar Thomson, President.....	Philadelphia.
Joseph Lesley, Secretary.....	Philadelphia.
Edmund Smith, Treasurer.....	Philadelphia.

(No. 95.)
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, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOHN EWEN, *President.*

GEO. A. HOYT, *Treasurer.*

Sworn and subscribed before me, this }
30th and 31st days of January, 1874. }

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.....	536,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1881,)	\$487,500 00
	487,500 00
Floating debt, as by last report.....	375,000 00
The amount now of floating debt	565,000 00
Total amount now of floating and funded debt.....	1,052,500 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, 5 per cent. each, February 1, May 1, August 1, and November 1.	.
Number of shares of stock issued.....	80,000
Par value of each share.....	\$50 00
Average market value during the year	No record.
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared	4,000,000 00

PENNSYLVANIA COAL

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment : These have never been kept separate, account closed in 1860.....	<u>\$2,000,000 00</u>	<u>\$2,000,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road from Hawley, Pa., to Port Griffith, Pa.....	47 miles.
Length of main line of road 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 inches.
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 ⁶⁷ / ₁₀₀ 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, and 3 car shops.	
Number of engines : None but stationary engines.	
Number of passenger cars, (average cost of each, \$650,)...	8
Number of freight cars : House cars, (average cost of each, \$350,) 10 ; flat and box, (average cost of each, \$300,) 50 ; total.....	60
Number of coal cars, (average cost of each, \$230,).....	2,480
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 496,)...	5
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 1,095,).....	8
Number of railroads crossed.....	2
Number of stations on main road : Passenger and freight,	5
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road way ; (estimated,)	\$1,342,929 00

RAILROAD REPORT

419

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 ground.	
Length in miles laid with steel rail.	2

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

Number of miles run by passenger, freight and coal trains:	
Stationary engines.	
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars.	3,970
Number of tons of 2,000 lbs. of through freight for the year on main road	1,194,124
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,391,454
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	10 miles.
Weight of first-class passenger and freight engines: Stationary engines.	

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

January, 1873. 170	August, 1873. 245
February, 1873. 160	September, 1873. 556
March, 1873. 165	October, 1873. 462
April, 1873. 372	November, 1873. 244
May, 1873. 380	December, 1873. 330
June, 1873. 506	
July, 1873. 380	Total. 3,970

The amount of freight, specifying the quantity in tons:

Anthracite coal. 1,380,845	Lumber. 7,943.
Merchandise and manufactures, 2,666	Total. 1,391,454.

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

For first-class through passengers.	3 cents.
For first-class way passengers	3 " "
For second-class through passengers.	None.
For second-class way passengers.	None.

PENNSYLVANIA COAL

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

For through freight, merchandise, per ton per mile.	7½ cents.
For through coal: None but company's coal carried.	
For local freight and coal: Same as above.	
For lumber, per ton per mile	<u>4½ "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings, taxes on real estate, (estimated,)	<u>\$121,500 00</u>
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Repairs of machinery:

Repairs of engines and tenders, passenger, baggage and freight cars, tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops, (estimated)	<u>\$192,200 00</u>
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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 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, (estimated,)	<u>\$100,000 00</u>
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Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources.	<u>None.</u>
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RAILROAD REPORT.

421

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Total.
January, 1873.....	\$126 00	\$1,694 73	
February, 1873.....	120 00	1,297 13	
March, 1873.....	124 00	1,005 81	
April, 1873.....	278 00	1,880 63	
May, 1873.....	284 75	2,369 94	
June, 1873.....	381 75	3,060 57	
July, 1873.....	287 00	1,839 91	
August, 1873.....	184 00	2,332 86	
September, 1873.....	417 00	2,885 35	
October, 1873.....	346 50	2,785 57	
November, 1873.....	185 00	2,379 30	
December, 1873.....	251 00	1,984 69	
Total.....	2,985 00	25,516 43	\$28,501 43

SUMMARY OF PAYMENTS.

For construction and equipment: No addition made to this account in 1873.

For maintaining the road, &c.—repairs of machinery and operating the road, (estimated,).....	\$413,700 00
For dividends.....	800,000 00
For interest, (on bonds due August 1, 1881,).....	35,665 00
For municipal taxes.....	25,201 00
For State taxes, upon business of 1873.....	83,785 00
Total.....	1,358,351 00

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.....	2	5
Others.....	2	..
Total.....	4	5

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 :

1873.

November 4. John Smallwood, killed while coupling cars at plane No. 4.

May 20. William Lafrance, killed on freight train ; cause, a broken axle.

December 10. ——— M'Carty, killed while attempting to get on a coal train at Hawley, Pa.

December 12. ——— Ward, killed while attempting to get on a coal train at foot of plane No. 12.

February 24. Jacob Curtiss, injured by falling under cars ; injured in the back.

November 18. Alser Vanderwort, injured by falling under cars at plane No. 19.

December 26. George Cross and Charles Mathewron, injured near plane No. 22, by obstruction on the road, throwing cars off the track.

April —. ——— Kiger, injured at head of No. 9 plane ; leg broken ; run over by cars.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ewen.....	New York.
Wm. F. Havemeyer.....	New York.
Isaac L. Platt.....	Plainfield, N. J.
Jonathan Thorne.....	New York.
Wm. R. Griffith.....	New York.
Charles Morgan.....	New York.
John O. 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. 86.)

PENNSYLVANIA AND DELAWARE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles Weiler, president, and Walter B. Mitchell, treasurer, of the Pennsylvania and Delaware 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)

CHARLES WEILER, *President.*WALTER B. MITCHELL, *Treasurer.*Sworn and subscribed before me, this }
3d day of February, 1874. }ANDREW J. REILLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (18,000 shares,)	\$900,000 00
Amount of stock subscribed, (18,000 shares,)	900,000 00
Amount paid in as by last report: This is the first report.	
Total amount now paid in of capital stock, (18,000 shares,)	900,000 00
Funded debt, as per last report: First report.	
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity,	
July 1, 1903,)	\$1,083,000 00
2d mortgage bonds, (date of maturity,	
July 1, 1903,)	519,000 00
	<hr/>
	1,602,000 00
The amount now of floating debt, (first report,)	71,346 21
Total amount now of floating and funded debt	1,673,346 21
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.	14,682
Par value of each share	\$50 00
Average market value during the year. No market value.	
Amount paid in on each share.	Full paid.
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	First report.	<u>\$2,502,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pomeroy, Chester county, Pa., to Delaware City, Delaware.....	41½ miles.
Length of main line of road laid	41½ "
Length of main line of road laid in Pennsylvania.....	22½ "
Length of double track of road.....	None.
Length of sidings	6,232 feet.
Gauge of road.....	4 feet 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 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 caboose cars	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 2,040,)...	19
Number of stone bridges.....	None.
Number of railroads crossed.....	3
Number of stations on main road: Passenger, 22; freight, 18; total.....	40
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road way	None.
Number of tunnels.....	None.
How is track laid and on what foundation? With fish joints on hard wood cross-ties, and earth and stone foundation.	
Length in miles laid with steel rail.....	<u>None.</u>

REMARKS—This company is a corporation created by the consolidation of the Pennsylvania and Delaware railroad company, a corporation of this State, and the Delaware and Pennsylvania railroad company, a corporation of the State of Delaware, by joint agreement entered into between the two

companies, and duly filed in the Secretary of State's office of both States, the one May 1, 1873, the other May 8, 1873. The road has been operated by the Pennsylvania railroad company since June 30, 1873, and we are advised that the returns of that company will include all operations of this road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Weiler.....	Landenburg, Chester Co., Pa.
George S. Jones.....	Philadelphia, Pa.
Geo. W. Smith.....	Philadelphia, Pa.
Win. S. Sager.....	Philadelphia, Pa.
F. P. Nicholson.....	Philadelphia, Pa.
William Reybold.....	Delaware City, Del.
John M. Pomeroy.....	Pomeroy, Chester Co., Pa.
Chandler Phillips.....	Avondale, Chester Co., Pa.
Joshua B. Broomall.....	Coatesville, Chester Co., Pa.
Charles Weiler, President.....	Landenburg, Chester Co., Pa.
Walter B. Mitchell, Sec'y and Treas.....	727 Walnut St., Philadelphia.

(No. 97.)

PENNSYLVANIA INLAND.

STATE OF PENNSYLVANIA, }
Wayne County, } ss:

Personally appeared C. P. Waller, president, of the Pennsylvania Inland 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)

C. P. WALLER, *President.*

Sworn and subscribed before me, this }
21st day of January, 1874. }

JAMES B. ELDRED, *J. P.*

Hon. HARRISON ALLEN,

Auditor General:

DEAR SIR:—The Pennsylvania Inland railroad company has not completed any portion of the road, but owing to the financial situation of the country we concluded last summer to await better times and suspended all work.

We have expended what money was paid in, and owe no man anything, and I suppose do not owe the Commonwealth even a formal report; but I wish to treat you fairly and make the statements accordingly. Had not the collapse come we might have been able to make a *larger* if not a *better* showing.

I have the honor to be,

Yours truly,

C. P. WALLER,

President Penn'a Inland R. R. Co.

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	27,000 00
Total amount now paid in of capital stock.....	3,510 00
The amount now of funded debt.....	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, none; 2d mortgage; none; 3d mortgage, none	
Number of shares of stock subscribed; none issued	270

RAILROAD REPORT.

427

Par value of each share.....	\$100 00
Average market value during the year..	None sold.
Amount paid in on each share, 13 per cent.....	<u>\$13 00</u>

COST OF ROAD UP TO DECEMBER 31, 1873.

	By present report.
Construction	<u>\$3,500 00</u>

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Delaware river, near Hancock, to Carbondale.....	35 miles.
Length of main line of road laid: None laid with track.	
Length of main line of road laid in Pennsylvania: Surveyed and located from Hancock to Carbondale	35 "
Whole length of proposed road will be from Hancock to Smithfield, about	115 "
Proposed gauge of road	4 feet 8½ in.
Proposed weight of rail per yard on main track.....	<u>56 pounds.</u>

Receipts on construction and equipment account during the year :

From stockholders.....	\$3,510 00
From sale of bonds and other sources.....	Nothing.
Total.....	<u>3,510 00</u>

SUMMARY OF PAYMENTS.

For construction, and equipment and surveys, &c.....	\$3,200 00
For dividends, interest, miscellaneous, surplus funds and municipal taxes.....	None.
For State taxes.....	300 00
Total.....	<u>3,500 00</u>

PENNSYLVANIA INLAND

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. Martin.....	Hancock, N. Y.
J. H. Beach.....	Milanville, Pa.
F. M. Wheeler.....	Philadelphia, Pa.
H. K. Nichols.....	Pleasant Mount, Pa.
D. E. Culver.....	Jersey City, N. J.
George F. Bentley.....	Honesdale, Pa.
C. P. Waller.....	Honesdale, Pa.
C. P. Waller, President.....	Honesdale, Pa.
George F. Bentley, Secretary.....	Honesdale, Pa.
F. M. Wheeler, Treasurer.....	Philadelphia, Pa.

(Ch. 88.)
PENNSYLVANIA AND NEW YORK CANAL.

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, 1873, are true, to the best of their knowledge and belief.

(Signed)

ROBERT H. SAYRE, *President.*

CHAS. HARTSHORNE, *Treasurer.*

Sworn and subscribed before me, this)
3d day of February, 1874.)

W. C. ALDERSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$4,061,700 00
Amount paid in as by last report	3,561,700 00
Total amount now paid in of capital stock: Common stock, \$1,061,700 00; preferred stock, \$3,000,000 00; total ...	4,061,700 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
	3,000,000 00
Floating debt as per last report	351,234 23
The amount now of floating debt	74,017 48
Total amount now of floating and funded debt	3,074,017 48
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	2½ per cent.
Number of shares of stock issued: Preferred 30,000; com- mon, 21,234.	

430 PENNSYLVANIA AND NEW YORK CANAL AND

Par value of each share: Preferred, \$100; common, \$50.
 Average market value during the year No record.
 Amount paid in on each share: Preferred, \$100; common, \$50.
 Amount of capital on which the respective dividends were declared \$2,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$5,086,425 79	\$5,351,750 07
Equipment	628,814 19	791,077 04
	<u>5,715,239 98</u>	<u>6,142,827 11</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilkesbarre, Pa., to Erie railway junction $104\frac{55}{100}$ miles.
 Length of main line of road laid $104\frac{55}{100}$ "
 Length of main line of road laid in Pennsylvania $104\frac{3}{100}$ "
 Length of double track of road $21\frac{38}{100}$ "
 Length of sidings $21\frac{18}{100}$ "
 Gauge of road 4 ft. $8\frac{1}{2}$ inches.
 Weight of rail per yard on main track 58 to 60 lbs.
 Branch roads owned by the company, and their length, viz: Southern Central Branch, $2\frac{23}{100}$ miles; Ithaca and Athens Branch, $2\frac{43}{100}$ miles; Barclay Connection, $2\frac{53}{100}$ miles; Pleasant Valley Branch, $6\frac{18}{100}$ miles; Wyoming Coal and Transportation Branch, $\frac{80}{100}$ miles; Mill Creek Branch, $2\frac{61}{100}$ miles; Mineral Spring Branch, $1\frac{08}{100}$ miles; connection with Erie railway and other sidings, $5\frac{04}{100}$ miles.
 Roads worked or leased by the company: Sullivan and Erie railroad.
 Number of engine houses and shops: 11 engine houses, 2 shops.
 Number of engines 18
 Number of first-class passenger cars, (average cost of each, \$4,000,) 2
 Number of freight cars: House cars, (average cost of each, \$750,) 231; stock cars, (average cost of each, \$650,) 70; Flat, (average cost of each, \$600,) 257; total 558

RAILROAD REPORT.

431

Number of coal and gravel cars: Coal, 800; gravel, 31; (average cost of each, \$250;) total.....	831
Number of caboose cars, (average cost of each, \$500,)....	18
Number of iron bridges, (total length in feet, 348,).....	8
Number of wooden bridges, (total length in feet, 6,324,)..	45
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	1
Number of stations on main road: Passenger 26; freight, 3; total.....	29
Number of wood and water stations on main road.....	22
Value of real estate held by the company exclusive of road way: None owned except what is necessary for railroad purposes.	
Number of tunnels.....	None.
How is track laid, and on what foundation? With fish joint, oak and chestnut ties, 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 trains.....	251,652
Number of miles run by freight trains.....	125,200
Number of miles run by coal trains.....	375,600
Number of through passengers for the year on main road.	169,372
Number of passengers (all classes) carried in cars.....	191,584
Number of tons of 2,000 lbs. of through freight for the year on main road: Merchandise, 280,210 ⁵⁰ ; coal, 628, 569 ⁵⁵ ; total.....	858,780
Gross amount of tonnage for the year, (2,000 lbs. per ton)	1,328,081
Number of passengers carried one mile.....	5,207,735
Number of tons of freight carried one { 16,961,749 ²⁴ } mile..... { 57,236,061 ⁵⁵ }	74,197,811
Number of passengers carried one mile in the State of Pennsylvania.....	5,207,735
Number of tons of freight carried one mile in the State of Pennsylvania.....	74,197,811
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
Average rate of speed adopted by freight trains, including stops.....	10

432 PENNSYLVANIA AND NEW YORK CANAL AND

Weight of first-class passenger engines.....	30 tons.
Weight of freight engines.....	<u>35 to 40 "</u>

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

December, 1872.....	14,767	June, 1873.....	14,795½
January, 1873.....	11,807	July, 1873.....	19,849½
February, 1873.....	12,884½	August, 1873.....	19,900½
March, 1873.....	14,086	September, 1873.....	20,385½
April, 1873.....	15,854½	October, 1873.....	16,923
May, 1873.....	15,897½	November, 1873.....	<u>14,411½</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	767,618	Stone and lime.....	9,845
Bituminous coal.....	330,253	Merchandise, and manufactures	
Pig iron.....	3,887	and miscellaneous.....	171,744
Railroad iron.....	5,707	Lumber.....	<u>38,562</u>
Iron and other ores.....	485		

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 and way passengers.....	<u>None.</u>

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

For through local freight, per ton per mile.....	2.43 cents.
For through local coal, per ton per mile.....	<u>1.50 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings and taxes on real estate.....	<u>\$328,522 09</u>
--	---------------------

Repairs of machinery :

Repairs of engines and tenders.....	\$70,382 67
Repairs of passenger, baggage and coal cars.....	64,115 25
Total.....	<u>134,497 92</u>

RAILROAD REPORT.

433

Operating the road :

Office expenses, stationery, &c.....	\$45,547 95
Agents and clerks.....	35,483 95
Labor—loading and unloading freight.....	12,393 36
Railroad ties, porters, watchmen and switch tenders.....	31,829 90
Supplies.....	16,531 79
Conductors, baggage masters and brakemen.....	96,673 72
Engineers and firemen.....	84,982 68
Fuel and cost of preparing for use.....	73,377 86
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	18,788 37
Telegraph, mail and station expenses.....	9,777 06
Loss and damage of goods and baggage.....	5,390 10
Use of engines.....	79,935 00
General superintendence.....	17,000 00
Contingencies.....	44,322 23
Total.....	572,033 97

Allotted to passenger transportation.....	\$140,005 67
Allotted to freight transportation.....	895,048 24

Receipts on construction and equipment account during the year :

From stockholders, (from sale of same amount of preferred stocks,).....	\$500,000 00
From sale of bonds and other sources.....	Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
December, 1872.....	\$14,245 50	\$83,788 09	\$1,507 89	\$2,121 18	\$101,662 57
January, 1873.....	10,349 83	87,708 44	1,036 33	1,500 45	100,595 05
February, 1873.....	11,418 16	83,866 35	986 06	1,555 97	97,826 54
March, 1873.....	11,831 47	96,675 43	938 05	1,287 75	110,732 70
April, 1873.....	13,795 90	96,827 97	984 34	1,200 39	112,808 60
May, 1873.....	13,918 04	121,937 28	1,083 67	1,773 50	138,712 49
June, 1873.....	13,548 73	117,361 00	1,190 45	1,565 35	133,660 53
July, 1873.....	18,081 08	108,169 26	1,144 58	1,563 30	128,768 22
August, 1873.....	19,170 51	135,249 27	1,249 06	1,047 43	157,316 27
September, 1873.....	20,427 17	142,228 05	1,396 62	1,828 09	165,879 93
October, 1873.....	17,438 31	101,971 30	1,289 25	1,916 19	122,595 05
November, 1873.....	15,740 73	95,217 82	1,529 47	4,470 86	114,958 88
Total.....	177,960 43	1,271,000 17	14,315 77	22,529 46	1,485,805 83

434 PENNSYLVANIA AND NEW YORK CANAL AND

SUMMARY OF PAYMENTS.

For construction and equipment	\$376,867 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,035,053 91
For dividends	50,000 00
For interest	210,000 00
For miscellaneous.....	14,198 73
For municipal taxes.....	1,050 70
For State taxes.....	32,097 91
Total.....	<u>1,719,268 25</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	02 ⁶⁹ cents.
Cost per ton freight per mile, proximate average.....	<u>01²¹ "</u>

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? None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	..
Employees.....	..	5
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 :

1873.

February 10. Thomas Dougherty, passenger, insane, jumped from passenger train while in motion, near Ulster; killed.

April 17. L. H. Woodward, brakeman, hand pinched coupling cars; slight.

April 23. H. M. Rosencrans, brakeman, hand mashed and arm bruised coupling cars.

April 24. H. A. Johnson, conductor, empty car ran over his foot; injury slight.

May 14. Charles A. Ward, baggage master, body squeezed coupling cars; not serious; recovered.

November 17. Jacob S. Patterson, brakeman, switching cars at Athens; foot caught in rail and leg run over by car; recovering.

RAILROAD REPORT.

485

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.
Robert A. Packer.....	Towanda, Pa.
Victor E. Piollet.....	Wysox, Pa.
Garret B. Linderman.....	Bethlehem, Pa.
J. Henry Swoyer.....	Wilkesbarre, Pa.
John J. Taylor.....	Owego, N. Y.
Robert Lockhart.....	Bethlehem, Pa.
John W. Hollenback.....	Wilkesbarre, Pa.
Wm. H. Sayre.....	Bethlehem, Pa.
Joseph Wharton.....	Philadelphia, Pa.

PENNSYLVANIA PETROLEUM

(No. 99.)

PENNSYLVANIA PETROLEUM.

[For financial year ending December 31, 1873.]

VICE PRESIDENT'S OFFICE,
PENNSYLVANIA PETROLEUM RAILROAD COMPANY, }
MEADVILLE, PA., February 25, 1874. }

HON. HARRISON ALLEN,

Auditor General, Pennsylvania:

MY DEAR SIR:—Your circular requesting a report from this company, for the past fiscal year has been received, and in reply I would respectfully state, that as yet no portion of the road has been completed and opened for business. The amount of stock, debt, cost of road, thus far, and the names and residence of the officers and directors, are as follows, viz:

I am as ever, yours faithfully,

A. H. STEELE, *Vice 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, and expended in construction, &c.: About	750,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road in process of construction, from city of Erie, via Titusville and Tidioute.....	67 miles.
Length of Pithole Branch, from Colorada Junction to Pithole City, via Pleasantville.....	14 "
Length of main line of road laid, about	5 "
Length of main line of road laid in Pennsylvania	5 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	64 pounds.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. H. Devereux	Meadville, Pa.
A. H. Steele	Meadville, Pa.
John T. Wann	Meadville, Pa.
R. E. O'Brien	Meadville, Pa.
John H. Dynes	Meadville, Pa.
Thomas Warnock	Meadville, Pa.
William B. Shattoe	Cincinnati, Ohio.
J. H. Devereux, President and Treasurer.....	Meadville, Pa.
A. H. Steele, Vice President.....	Meadville, Pa.
James T. Blair, Secretary.....	Meadville, Pa.
Thomas Warnock, Auditor.....	Meadville, Pa.
John T. Wann, Assistant Treasurer	Meadville, Pa.
Robert E. O'Brien, Chief Engineer.....	Meadville, Pa.

(No. 100.)

PEOPLE'S FREIGHT.

[For the financial year ending December 31, 1873.]

PHILADELPHIA, *March 20, 1874.*HON. HARRISON ALLEN, *Auditor General of Pennsylvania :*

DEAR SIR:—The People's Freight railway company was formed by the consolidation and merger of the Bendersville, Bendersville Extension and Sherman's Valley railroad companies. The articles of consolidation were filed on the 13th day of December, 1873, and its road will extend from a point on the Delaware river, at the mouth of Tohicken creek, in Bucks county, through the Sherman's valley, in Perry county, to Georgetown, on the Ohio river, in the county of Beaver, with a branch from a point near Landisburg, in the county of Perry, by the way of Bendersville to Gettysburg, in the county of Adams, a total distance of 336 miles on the main line and 75 miles on the branch. The consolidated companies which formed the People's Freight railway company were incorporated as follows:

The Sherman's Valley railroad company was incorporated by act of Assembly of Pennsylvania, approved March 7, 1872, with a capital stock of \$100,000, with power to increase the same to an unlimited amount; also to construct a railroad from a point at or near Marysville, Pennsylvania, by way of Shermansdale and Landisburg, to or near Loysville, Perry county, Pennsylvania. A supplement to the charter, passed in 1873, authorizes the company to extend its road eastward to the Delaware river, at the mouth of Tohicken creek, and westward to the Ohio State line at Georgetown.

The Bendersville railroad company was incorporated by an act of Assembly of Pennsylvania, approved March 11, 1871, with a capital stock of \$100,000, with power to increase the same to an unlimited amount, and to construct a road from or near Gettysburg, Pennsylvania, to Bendersville, Adams county, Pennsylvania, and to the iron mines in the vicinity thereof. A supplement to the Bendersville charter, passed in 1873, authorizes the company to consolidate with other companies, and makes the time within which all the roads of the consolidated company shall be constructed, the longest time given to any of the companies parties to the consolidation. The time for constructing the Sherman's Valley railroad is unlimited.

The Bendersville Extension railroad company was formed under the provisions of the act of Assembly of Pennsylvania, approved April 4, 1868, entitled "An Act to authorize the formation and regulation of rail-

road companies," and the articles of association to incorporate the company were filed November 4, 1873, with a capital stock of \$600,000, and with power to construct a road from a point on the Bendersville railroad near Bendersville, to a point on the Sherman's Valley railroad at or near Landisburg, in the county of Perry, a distance of 60 miles.

The capital stock of the People's Freight railway company is \$100,000,000, divided into 2,000,000 shares of the par value of \$50 each, of which 1,000,000 shares are preferred stock and 1,000,000 are common stock.

It is contemplated to consolidate with the People's Freight railway company, a corporation in each of the States of Ohio, Indiana, Illinois and New Jersey, whose roads when constructed, will form with each other a continuous line of railroad from the Atlantic to the Mississippi river. Consolidation laws for that purpose being in existence in each of said States as well as in Pennsylvania.

The capital stock of the People's Freight railway company was made \$100,000,000 for convenience in consolidating the other companies with it, it having been previously determined that the capital stock for the whole line from the Atlantic to the Mississippi should be fixed at that amount.

The grading of the People's Freight railway was commenced on the 15th of December, and has been progressing ever since. It is expected that arrangements for the construction of the whole line from the Atlantic to the Mississippi river will be perfected before the 1st of July, 1874.

The officers of the company are: W. B. Burr, President, Philadelphia; E. A. Ford, Treasurer, Bordentown, N. J.; Robert R. Corson, Secretary, Philadelphia.

Truly yours,

W. B. BURR.

(No. 101.)
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, 1873, are true, to the best of their knowledge and belief.

(Signed) A. H. SEIPT, *President.*
 JOHN WELCH, *Treasurer.*

Sworn, affirmed and subscribed before me, this }
 6th day of February, 1874. }

B. F. HORAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	40,100 00
Amount paid in as by last report.....	37,890 00
Total amount now paid in of capital stock	38,040 00
Funded debt, as per last report.....	621,800 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1887,)	\$621,800
Consolidated mortgage bonds, (date of maturity, June 1, 1913,).....	1,200,000
	1,821,800 00
Floating debt, as per last report.....	538,184 61
The amount now of floating debt.....	20,478 00
Total amount now of floating and funded debt.....	1,842,278 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
None declared.	
Number of shares of stock issued, (full paid,).....	750
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	50 00

RAILROAD REPORT.

441

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,109,321 88	\$1,388,700 26
Equipment furnished by the Philadelphia and R. R. company, lessees.	<u> </u>	<u> </u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Perkiomen Junction to Emaus.....	36.5 miles.
Length of main line of road laid.....	23.8 "
Length of main line of road laid in Pennsylvania.....	23.8 "
Length of double track of road.....	None.
Length of sidings.....	3.12 miles.
Gauge of road.....	4 ft. 8½ inches.
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, 1,866,)..	13
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 2,144,).....	59
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, and freight,	18
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road way.....	\$18,529 41
Number of tunnels, (under construction on new extension,)	1
How is track laid, and on what foundation? Wooden cross- ties and stone ballast.	
Length in miles laid with steel rail.....	<u>None.</u>

Receipts on construction and equipment account during the year :

From stockholders.....	\$150 00
From sale of bonds.....	1,200,500 00
 Total.....	 <u>1,200,650 00</u>

PERKIOMEN

RECEIPTS.

MONTHS.	Passengers.	Freight.	Express.	Miscellaneous.	Total.
December, 1872.....	\$479 28	\$408 91	\$25 33	\$50 66	\$964 18
January, 1873.....	388 02	453 87	38 90	41 36	922 15
February, 1873.....	344 12	486 20	13 42	36 01	879 75
March, 1873.....	497 49	475 24	18 38	50 92	1,042 03
April, 1873.....	520 91	590 59	21 29	45 94	1,176 73
May, 1873.....	502 10	551 02	21 39	43 59	1,118 10
June, 1873.....	514 09	420 52	17 66	43 24	995 11
July, 1873.....	555 59	511 62	17 12	48 55	1,132 86
August, 1873.....	684 67	757 33	19 09	46 16	1,507 15
September, 1873.....	607 29	730 16	22 27	51 16	1,410 88
October, 1873.....	665 68	641 14	26 77	54 94	1,388 53
November, 1873.....	646 34	566 73	25 72	48 35	1,287 14
Total.....	6,406 08	6,593 33	267 34	560 88	13,827 63

SUMMARY OF PAYMENTS.

For construction	\$279,378 38
For dividends.....	None.
For interest on bonded debt.....	79,784 00
For miscellaneous.....	5,720 66
Discount and interest.....	46,555 69
For State taxes.....	2,804 05
For United States taxes.....	232 16
Total.....	<u>414,474 96</u>
Total amount of surplus fund.....	<u>\$323,009 08</u>

All returns not given in this report will be included in the returns made by the Philadelphia and Reading railroad company, lessees. Date of lease August 16, 1868, for a term of 19 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Philip Super.....	Pennsburg, Montgomery co., Pa.
George Graber.....	Pennsburg, Montgomery co., Pa.
Jesse Zeigler.....	Salfordsville, Montgomery co., Pa.
Jacob Schwenk.....	Schwenksville, Montgomery co., Pa.
G. D. Hunsicker.....	Perkiomen Bridge, Montgomery co., Pa.
S. Gross Fry.....	Philadelphia, Pa.
Charles Shanely.....	Hosensack, Montgomery co., Pa.
Isaac Rahn.....	Perkiomenville, Montgomery co., Pa.
William Grim.....	Allentown, Lehigh co., Pa.
E. W. Trexler.....	Allentown, Lehigh co., Pa.
William F. Reed.....	Hoppenville, Montgomery co., Pa.
James Boyd.....	Norristown, Montgomery co., Pa.
A. H. Seipt, President.....	Skippackville, Montgomery co., Pa.
Howard Hancock, Secretary....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
Wm. Lorenz, Chief Engineer...	Philadelphia.

(No. 102.)

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, 1873, are true, to the best of his knowledge and belief.

(Signed)

H. WOOD,
President and acting Treasurer.

Affirmed and subscribed before me, this }
 20th day of January, 1874. }

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
2d mortgage bonds, States of Pennsylvania and Maryland, (date of maturity, 1st January, 1900,).....	400,000 00
	<hr/>
	1,500 000 00
Floating debt, as per last report.....	53,413 53
The amount now of floating debt.....	46,945 52
Total amount now of floating and funded debt.....	1,546,945 52
Rate per cent. per annum of interest on funded debt: 1st mortgage, Pennsylvania, 7 per cent.; 2d mortgage, Maryland, 6 per cent.; 3d mortgage, Pennsylvania and Maryland, 7 per cent.	

444 PHILADELPHIA AND BALTIMORE CENTRAL

Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued: Common, 4,335; preferred, 4,852.	
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	\$1, 806, 208 76	\$1, 811, 106 61
Equipment	177, 743 94	177, 743 94
Total cost.....	<u>1, 983, 952 70</u>	<u>1, 988, 850 55</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester junction to junction of Columbia and Port Deposit railroad.....	46 miles.
Length of main line of road laid.....	46 "
Length of main line of road laid in Pennsylvania	36½ "
Length of double track of road	None.
Length of sidings: About 6½ miles.	
Gauge of road.....	4 ft. 8½ inches
Weight of rail per yard on main track: 50, 56, 57 and 60 pounds.	
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.....	10
Number of first-class passenger cars, (average cost of each, \$3, 500,).....	8
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, (total length in feet, 2,800)...	30

RAILROAD REPORT

445

Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed: West Chester and Philadelphia, Wilmington and Reading, Pennsylvania and Delaware.....	3
Number of stations on main road: Passenger and freight..	31
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road way: About \$20,000 00, partly held by easement and partly in fee.	
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	118,556
Number of miles run by freight trains.....	61,678
Number of miles run by other trains	2,652
Number of through passengers for the year on main road,	128,988
Number of passengers (all classes) carried in cars	309,498
Number of tons of 2,000 lbs. of through freight for the year on main road.....	72,946
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	138,262
Number of passengers carried one mile	4,137,751
Number of tons of freight carried one mile	2,692,982
Number of passengers carried one mile in the State of Pennsylvania.....	3,723,975
Number of tons of freight carried one mile in the State of Pennsylvania.....	2,423,684
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.....	<u>32 "</u>

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

November, 1872.....	22,766	May, 1873.....	22,685
December, 1872.....	19,413	June, 1873.....	35,415
January, 1873.....	29,176	July, 1873.....	31,645
February, 1873.....	16,812	August, 1873.....	40,179
March, 1873.....	19,346	September, 1873.....	24,754
April, 1873.....	22,074	October, 1873.....	25,302

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	22,820	Agricultural products.....	25,415
Bituminous coal.....	2,210	Merchandise and manufactures..	30,801
Petroleum and other oils.....	238	Live stock.....	3,173
Other iron or castings.....	12,437	Lumber.....	12,300
Stone and lime.....	16,597	Other articles.....	12,765

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

For first-class through passengers.....	3 cents.
For first-class way passengers.....	4 "
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 and coal, per ton per mile.....	None
For local freight and local coal, per ton per mile.....	3 cents

EXPENSES.

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. He cannot give information in details.

Receipts on construction and equipment account during the year:

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

447

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellane- ous.	Total.
November, 1872.....	\$10,335 04	\$11,039 07	\$545 31	\$176 86	\$22,096 28
December, 1872.....	9,495 41	11,058 24	755 31	119 11	21,428 07
January, 1873.....	8,883 21	9,867 50	545 32	338 68	19,634 71
February, 1873.....	7,524 18	10,358 89	545 31	107 29	18,533 67
March, 1873.....	9,294 82	13,442 31	545 31	74 22	23,356 66
April, 1873.....	10,085 58	14,585 54	545 31	419 73	25,636 14
May, 1873.....	10,022 47	13,329 76	545 31	107 09	24,004 63
June, 1873.....	13,904 25	17,871 37	545 31	111 28	32,432 21
July, 1873.....	13,124 97	11,760 95	545 31	130 75	25,561 98
August, 1873.....	17,255 39	14,134 70	545 33	125 89	32,061 31
September, 1873.....	12,072 05	15,219 13	545 31	148 13	27,979 62
October, 1873.....	12,314 02	17,501 21	545 31	135 27	30,495 81
Total.....	134,311 37	160,166 67	6,753 75	1,989 30	303,221 09

SUMMARY OF PAYMENTS.

Operating expenses, including renewals and repairs	\$224,861 83
Other expenses, including rent of leased lines and property, taxes and insurance, law, interest and improvements....	97,569 66
Total.....	322,431 49

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.

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

ACCIDENTS.

	Killed.	Injured
Employees	2	1
Others.....	2	..
Total	4	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 :

1873.

January 3. Michael Hughes, car inspector ; went between cars of freight train, at Oxford, without notice to train men, and was run over and killed when train started.

448 PHILADELPHIA AND BALTIMORE CENTRAL

March 31. John Davis, freight brakeman; injured by coal car wheel, breaking and throwing car from track.

May 25. William Quinn, news boy; knocked from train by bridge and killed.

June 17. J. Stokes, freight brakeman; struck by overhead bridge, near West Grove, and killed.

July 27. Patrick Stewart, walking on track near Lenni, struck by passenger train and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Dickey.....	Oxford, Pa.
David Woelpper.....	Chadd's Ford, Pa.
Edwin Haines.....	Rising Sun, Md.
John Hulme.....	Philadelphia, Pa.
R. H. Lamborn.....	Philadelphia, Pa.
Henry Wood, President.....	Philadelphia, Pa.
S. E. Dickey, Secretary.....	Philadelphia, Pa.
Henry Wood, Acting Treasurer.....	Philadelphia, Pa.

(Ch. 108.)
PHILADELPHIA AND CHESTER COUNTY.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Tryon Lewis, president, and W. C. Pritchett, treasurer, of the Philadelphia and Chester 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

TRYON LEWIS *President.*

W. C. PRITCHETT, *Treasurer.*

Affirmed, and subscribed before me, this }
 13th day of February, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	84,450 00
Total amount now paid in of capital stock.....	31,210 00
The amount now of floating debt.....	None.
Par value of each share.....	\$50 00
	\$50 00

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$61,577 65
	\$61,577 65

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia, via West Chester, to Downingtown.....	30 miles.
Length of main line of road laid, and length of main line of road laid in Pennsylvania: Road not constructed.	
Gauge of road.....	4 ft. 8½ inches.
	4 ft. 8½ inches.

PHILADELPHIA AND CHESTER COUNTY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Evans.....	White Horse P. O., Chester co., Pa.
S. R. Dowling.....	West Chester, Pa.
Thomas S. Cox.....	Sugartown P. O., Pa.
Barton D. Evans.....	West Chester, Pa.
Levi Lukens.....	Haverford P. O., Pa.
Thomas H. Powers.....	Philadelphia.
Enos Williamson.....	Newtown Square P. O., Pa.
R. Johnson.....	205½ Walnut street, Philadelphia.
John M. Pomeroy,.....	Pomeroy, Pa.
William P. Thomas.....	Newtown Square P. O., Pa.
Tryon Lewis, President.....	Radnor P. O. Pa.
Joseph H. M'Keehan, Secretary.....	225 S. Sixth street, Philadelphia.
W. C. Pritchett, Treasurer.....	S. Second street, Philadelphia.

(Ch. 104.)
PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared W. Hasell Wilson, 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, 1874, are true, to the best of their knowledge and belief.

(Signed) **WM. HASELL WILSON, *President.***
GEORGE P. LITTLE, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of February, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$10,000,000 00
Amount of stock subscribed, (common,).....	6,500,000 00
Amount paid in as by last report, (common,).....	6,048,700 00
Total amount now paid in of capital stock (common) and preferred stock.....	8,448,700 00
Funded debt, as per last report.....	14,730,000 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,).....	7,252,000 00
	16,252,000 00
Floating debt, as per last report.....	573,966 00
The amount now of floating debt.....	1,202,228 13
Total amount now of floating and funded debt.....	17,454,228 13
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6½ per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 6 per cent. (gold.)	
Date and rate per cent. per annum of dividend or divi- dends.....	None.

PHILADELPHIA AND ERIE

Number of shares of stock issued, (common and preferred,)	168,974
Par value of each share.....	\$50 00
Average market value during the year.....	23 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, less assets.....	\$21,139,470 00	\$23,644,262 00
Equipment furnished by Pennsylvania railroad.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Erie, Pa., to Sunbury, Pa.....	287 ¹ / ₂	miles.
Length of main line of road laid.....	287 ¹ / ₂	"
Length of main line of road laid in Pennsylvania.....	287 ¹ / ₂	"
Length of double track of road.....	28 ¹⁷ / ₃₀	"
Length of sidings.....	100 ²²⁹ / ₁₀₀₀	"
Gauge of road.....		4 ¹ / ₂ feet.
Weight of rail per yard on main track: 56 and 60 pounds, steel; 56 and 64 pounds, iron.		
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.		
Number of engines.....		150
Number of first-class passenger cars, (average cost of each, \$3,500,).....		34
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,).....		21
Number of freight cars: House cars, (average cost of each, \$700,) 945; trucks, (average cost of each, \$650,) 2,140; total.....		3,085
Number of coal, ore and stone cars: Coal, 66; ore, none; stone, 96; (average cost of each, \$475;) total.....		162
Number of caboose cars, (average cost of each, \$528,)..		64

RAILROAD REPORT.

453

Number of iron bridges, (total length in feet, 219,)	7
Number of wooden bridges, (total length in feet, 17,072,)	149
Number of stone bridges	None.
Number of culverts: Have no information.	
Number of railroads crossed	5
Number of stations on main road: Passenger, 37; freight, 53; total	90
Number of wood and water stations on main road	44
Value of real estate held by the company, exclusive of road way, (according to assessment, 1873,)	\$471,564 00
Number of tunnels	None.
How is track laid, and on what foundation? T rails; stone and gravel ballast.	
Length in miles laid with steel rail, 51 $\frac{3}{4}$; 2 $\frac{1}{2}$ miles laid with steel capped rails.	

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

Number of miles run by passenger trains	626,898
Number of miles run by freight trains, (including distributing mileage,)	2,874,831
Number of miles run by coal trains: Have no trains exclusively for coal.	
Number of through passengers for the year on main road,	4,511
Number of passengers (all classes) carried in cars	777,273
Number of tons of 2,000 lbs. of through freight for the year on main road	446,480
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,164,246
Number of passengers carried one mile	20,257,569
Number of tons of freight carried one mile	268,091,431
Number of passengers carried one mile in the State of Pennsylvania	20,257,569
Number of tons of freight carried one mile in the State of Pennsylvania	268,091,431
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 pounds to 68,500 pounds.	
Weight of freight engines: 62,000 pounds to 88,000.	

PHILADELPHIA AND ERIE

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

January, 1873.....	\$49,884½	August, 1873.....	85,934½
February, 1873.....	47,166	September, 1873.....	70,841
March, 1873.....	59,249½	October, 1873.....	65,532
April, 1873.....	78,415½	November, 1873.....	49,734
May, 1873.....	68,736½	December, 1873.....	54,569
June, 1873.....	64,792½		
July, 1873.....	82,106½	Total.....	777,273

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	877,517	Agricultural products.....	419,321
Bituminous coal.....	81,742	Merchandise & manufactures..	132,906
Petroleum and other oils.....	58,783	Live stock.....	7,323
Pig iron.....	18,673	Lumber.....	360,654
Railroad iron.....	21,987	Other articles.....	119,674
Other iron or castings.....	19,322		
Iron and other ores.....	21,857	Total.....	2,164,246
Stone and lime.....	25,777		

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

For first-class through passengers.....	2 ⁷ / ₁₀ cents.
For first-class way passengers.....	3 ¹ / ₂ "
For emigrant passengers.....	1 ³ / ₁₀ "

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

For through local freight and coal, average rate.....	1 ¹³⁴ / ₁₀₀₀ cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transporta'n.
Repairs or maintenance of way, including buildings.....	\$1,263,069 12	\$326,095 23	\$936,973 89
Taxes on real estate	14,533 66	4,227 15	10,306 51
Total	1,277,602 78	330,322 38	947,280 40
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$230,938 63	\$60,523 53	\$170,415 10
Repairs of passenger and baggage cars	79,063 57	79,063 57	
Repairs of freight cars.....	305,602 61		305,602 61
Repairs of tools and machinery in shops.....	33,509 20	8,377 23	25,131 97
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	147,218 07	36,804 42	110,413 65
Total	796,332 08	184,768 75	611,563 33
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$47,317 85	\$23,449 25	\$23,868 60
Agents and clerks.....	98,568 63	29,727 26	68,839 37
Labor—loading and unloading freight.....	35,990 75		35,990 75
Porters, watchmen and switch tenders.....	5,728 33	2,012 61	3,716 72
Car cleaning and inspecting, furniture and fixtures	57,182 56	19,127 08	38,055 48
Wood and water station attendances.....	22,511 23	5,627 80	16,883 43
Conductors, baggage masters and brakemen.....	297,097 52	46,227 74	250,869 78
Engineers and firemen.....	208,051 51	36,555 40	166,496 11
Fuel and cost of preparing for use	272,020 20	40,426 25	231,593 95
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	33,875 43	6,785 68	27,089 75
Telegraph, mail and station expenses.....	106,060 26	20,085 99	87,974 27
Loss and damage of goods, and baggage and incidentals.....	60,499 18	6,719 71	53,779 47
Tolls over other roads.....	14,671 40	548 51	14,122 89
Use of freight cars.....	12,755 36		12,755 36
Shoveling snow	19,889 17	4,972 28	14,916 89
Damage for injury of persons	2,831 31	2,831 31	
General superintendence.....	13,775 00	3,444 00	10,331 00

EXPENSES—CONTINUED.

OPERATING THE ROAD— <i>Continued.</i>	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Light for cars, stations, &c.....	\$8,501 61	\$5,498 96	\$8,002 65
Total	1,314,320 30	254,039 83	1,060,280 47
Total, less State, revenue and tonnage tax	3,388,255 16	760,130 96	2,619,124 20
State, revenue and tonnage tax	25,055 68	2,553 18	22,502 50
Grand total	3,418,310 84	771,684 14	2,641,626 70

RAILROAD REPORT.

457

Receipts on construction and equipment account during the year :

From stockholders	None.
From sale of bonds.....	\$1,232,820 00
From other sources.....	97,305 00
	<u> </u>
Total	1,330,125 00
	<u> </u>

RECEIPTS.

Passengers	\$632,620 30
Freight	3,042,806 00
Mail and express	71,937 51
Miscellaneous	94,703 39
	<u> </u>
Total	3,842,067 20
	<u> </u>

SUMMARY OF PAYMENTS.

For construction.....	\$1,196,651 40
For maintaining the road, &c.—repairs of machinery and operating the road	3,388,255 16
For dividends	None.
For interest	1,130,351 32
For State tax on tonnage and revenue	25,055 68
For State taxes.....	41,976 75
	<u> </u>
	<u> </u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	3 ⁸ / ₁₆ cents.
Cost per ton freight per mile, proximate average.....	0 ⁹⁸⁵ / ₁₀₀₀ "
	<u> </u>
	<u> </u>

What express companies run on your road, and on what terms? Leased to Pennsylvania railroad company.

What transportation or freight companies run on your road, and on what terms? Leased to Pennsylvania railroad company.

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	13
Employees	15	62
Others	12	4
	<u> </u>	<u> </u>
Total	27	79
	<u> </u>	<u> </u>

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

1873.

February 11. Of the above 13 passengers, 12 were injured at Ridgeway; accident caused by broken rail.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. Hasell Wilson.....	233 South Fourth street, Philadelphia.
J. Edgar Thomson.....	233 South Fourth street, Philadelphia.
Josiah Bacon.....	309 Market street, Philadelphia.
Samuel T. Bodine.....	520 Walnut street, Philadelphia.
Jacob P. Jones.....	1608 Market street, Philadelphia.
Wistar Morris.....	209 South Third street, Philadelphia.
James M. Kennedy.....	218 South Fourth street, Philadelphia.
Jos. W. Gaskill.....	N. E. Cor. Greene & Delaware av. Philadelphia.
Samuel G. Thompson.....	241 South Third street, Philadelphia.
Alex. J. Derbyshire.....	109 North Water street, Philadelphia.
J. Alex. Simpson.....	619 Walnut street, Philadelphia.
John Noblit.....	1319 North Broad street, Philadelphia.
Robert Thompson.....	423 Walnut street, Philadelphia.
W. Hasell Wilson, President.....	Philadelphia.
George P. Little, Secretary and Treasurer.....	Philadelphia.

(No. 105.)

PHILADELPHIA, GERMANTOWN AND NORRISTOWN.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Coffin Colket, president, and Alexander E. Dougherty, treasurer, of the Philadelphia, Germantown and Norristown railroad company, and in due form of law made affirmation that the statements in the within report, for the financial year ending September 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
 23d day of October, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,500,000 00
Amount of stock subscribed, (including amount of loan converted and stock issued under act, approved March 29, 1870,).....	2,231,900 00
Amount paid in as by last report, (including amount of loan converted and stock issued under act approved March 29, 1870,).....	2,231,900 00
Total amount now paid in of capital stock, (including amount of loan converted and stock issued under act approved March 29, 1870,).....	2,231,900 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, December 4, 1872, March 4, 1873, June 4, 1873, and September 4, 1873, each.....	3 per cent.
Number of shares of stock issued.....	44,638
Par value of each share.....	\$50 00
Average market value during the year: About.....	86 50
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u>2,231,900 00</u>

460 PHILADELPHIA, GERMANTOWN AND NORRISTOWN

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,) including Germantown branch.....	20 miles.
Length of main line of 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, and Plymouth, 9¼, (leased, as branches of the Philadelphia, Germantown and Norristown railroad, to the Philadelphia and Reading railroad company, for the term of 999 years, from the 1st of December, 1870.)	
Roads worked or leased by the company.....	None.
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 second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$1,211,).....	13
*Number of freight cars, house cars and trucks, (average cost of each, \$469,).....	192
Number of stone cars: Stone and lime cars included with freight cars.	
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 33,).....	1

*The cost of freight cars has, during many years past, been charged to "barthen cars," and the number appears to be equal to 198 8-wheeled cars; and as they were not classified in the books, we cannot give the number of each class.

Number of wooden bridges, 16; number of stone bridges, 9; number of culverts, no record. These questions, as to length of bridges in feet, and culverts, can only be answered by the lessees.

Number of railroads crossed: Three city railways cross the railroad belonging to this company.

Number of stations on main road: Passenger and freight, 17

Number of wood and water stations on main road..... 4

Value of real estate held by the company exclusive of road way \$500,793 49

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 rail..... 3½

The railroad, its appurtenances and rolling stock of this company are leased to the Philadelphia and Reading railroad company for the term of 999 years, and the answers to these interrogatories are to be included in the return to be made by said lessees.

RECEIPTS.

MONTHS.	Miscellaneous.	Total.
October, 1872.....		
November, 1872.....		
December, 1872.....	\$69,405 83	\$69,405 83
January, 1873.....	638 40	638 40
February, 1873.....		
March, 1873.....	69,405 83	69,405 83
April, 1873.....	396 35	396 35
May, 1873.....		
June, 1873.....	69,405 83	69,405 83
July, 1873.....	100 94	100 94
August, 1873.....		
September, 1873.....	69,405 83	69,405 83
Total.....	278,759 01	*278,759 01

The return for passengers, freight, mail, express and use of cars, to be included in return to be made by the Philadelphia and Reading railroad company, lessees.

Summary of payments:

For maintaining the road, &c.—repairs of machinery and operating the road: Maintained and repairs paid for by lessees.

* This amount includes rent for railroad, real estate, rolling stock, &c.

462 PHILADELPHIA, GERMANTOWN AND NORRISTOWN

For dividends	\$269,791 50
For miscellaneous, (including salaries, rent, legal expenses, stationery, office expenses, advertising and incidental ex- penses)	11,831 27
For municipal taxes, State taxes and United State taxes: The lessees, by the terms of the lease, are to pay all taxes on the company's real estate, United States taxes, State tax on capital, &c.	
Total	<u>281,622 77</u>

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Coffin Colket.....	Philadelphia, Pa.
J. J. Woodward.....	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 S. Wilson.....	Philadelphia, Pa.
Coffin Colket, President.....	Philadelphia, Pa.
Alexander E. Dougherty, Secretary and Treasurer,	Philadelphia, Pa.

(No. 106.)
 PHILADELPHIA, NEWTOWN AND NEW YORK,

STATE OF PENNSYLVANIA, }
 Bucks County, } ss:

Personally appeared H. G. Sickel, president, and Charles Willard, treasurer, of the Philadelphia, Newton and New York 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 their knowledge and belief.

(Signed)

H. G. SICKEL, *President.*

CHAS. WILLARD, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1874. }

GEO. A. JENKS, *J. P.*

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.....	124,600 00
Total amount now paid in of capital stock.....	199,360 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1903,).....	164,000 00
The amount now of floating debt.....	57,000 00
Total amount now of floating and funded debt.....	221,000 00
Number of shares of stock issued.....	3,951
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share: All instalments called....	197,550

COST OF ROAD.

Construction, up to December 31.....	By present report. \$440,400 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Delaware river.....	27 miles.
Length of main line of road laid.....	3 "
Length of main line of road laid in Pennsylvania.....	3 "

464 PHILADELPHIA, NEWTOWN AND NEW YORK

Length of double track of road.....	None laid.
Length of sidings.....	None laid.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company.....	None.
Number of iron, wooden and stone bridges.....	None finishpd.
Number of culverts.....	<u>10 finished.</u>

NEWTOWN, PA., February 5, 1874.

HON. HARRISON ALLEN,

Auditor General, Harrisburg, Pa. :

DEAR SIR :—I was not aware that any, except statistical information, was required or expected of an unfinished road. The name was changed to the Philadelphia, Newtown and New York railroad company, by a supplement, approved January 29, 1873, which said supplement gave the right also to extend the road to the Delaware river, with branches from Newtown to New Hope, or Doylestown.

A further supplement, approved May 1, 1873, gave the right to bridge said river at any point or points between Yardleyville and Easton, with the consent of the Legislature of New Jersey. The cost of construction to December 31, 1873, has been \$440,400 00. The work is done in a substantial manner, mostly stone arch bridges, and without any trestle work on the entire line.

The progress of the road has been somewhat impeded by the difficulty of realizing on the bonds through the late money stringency, but it has been continued through the whole time, and the graduation and masonry are now three quarters done. Iron of the best quality, 56 pounds to the yard, is being laid; three miles are put down, and several hundred tons are delivered on the road ready for work in the early spring.

The managers hope to have the whole line to Newtown ready for use by the first of September next.

Respectfully yours, &c.,

CHARLES WILLARD,
Secretary.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. G. Sickel.....	Philadelphia, Pa.
Robert Johnston.....	Philadelphia, Pa.
B. J. Smith.....	Newtown, Pa.
Isaac Eyre.....	Newtown, Pa.
Alfred Blaker.....	Newtown, Pa.
Isaac H. Hillborn.....	Newtown, Pa.
Charles Willard.....	Newtown, Pa.
H. G. Sickel, President.....	No. 722 Sansom st., Philadelphia.
Charles Willard, Sec'y and Treas.....	Newtown, Pa.

Chs. 107.)
PHILADELPHIA AND READING.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and S. Bradford, treasurer, of the Philadelphia and Reading railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1874. }

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

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount paid in as by last report	\$34,236,175 28
Total amount now paid in of capital stock	34,270,575 28
Funded debt, as per last report	29,042,169 00
The amount now of funded debt, as follows:	
Mortgage bonds	\$35,268,115 58
Debenture bonds	3,885,685 00
Total	39,153,800 58
Bonds and mortgages on real estate	\$1,958,765 28
Less ground rents,	1,002,604 99
	956,160 29
	40,109,960 87
Floating debt, as per last report	300,000 00
The amount now of floating debt	700,000 00
Total amount now of floating and funded debt	40,809,960 87
Rate per cent. per annum of interest on funded debt ...	5, 6 and 7 per cent.
Date and rate per cent. per annum of dividend or dividends: Stock, none; cash, 5 per cent. each, June and December, 1873.	
Number of shares of stock issued	685,411
Par value of each share	\$50 00
Average market value during the year	Not ascertained.

30 RAILROAD REP,

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared: June, 1873, \$34,270,075 28; December, 1873, \$34,270,575 28.	

COST OF ROAD AND EQUIPMENT.

	Year ending Nov. 30, 1872.	Year ending Nov. 30, 1873.
Construction, including real estate, depots, &c.....	\$34,812,621 02	\$36,586,574 00
Equipment.....	7,480,719 50	8,732,774 89
Total cost.....	42,293,340 52	45,319,348 89

CHARACTERISTICS OF ROAD.

Length of tracks and sidings of main line, and all roads worked, leased or controlled by the company	1,440 $\frac{1}{10}$ miles.
Length of main line of road laid.....	98 $\frac{4}{10}$ "
Length of main line of road laid in Pennsylvania.....	98 $\frac{4}{10}$ "
Length of double track of road, (main line).....	98 $\frac{4}{10}$ "
Length of sidings.....	149 $\frac{9}{10}$ "
Gauge of road.....	4 feet 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, (not including sidings,) viz: Northern Liberty and Penn Township, 1 $\frac{4}{10}$ miles; Port Kennedy, 1 $\frac{2}{10}$ miles; Lebanon Valley, 53 $\frac{7}{10}$ miles; Lebanon and Tremont, 42 $\frac{2}{10}$ miles; Schuylkill and Susquehanna, 53 $\frac{4}{10}$ miles; Mount Carbon, 8 $\frac{5}{10}$ miles; Mahanoy and Shamokin, 64 $\frac{6}{10}$ miles; Moslem, 1 $\frac{7}{10}$ miles; West Reading, 1 $\frac{9}{10}$ miles.	
Roads worked or leased by the company, viz: Chester Valley, worked; Perkiomen, lease dated August 16, 1868; Colebrookdale, lease dated January 17, 1870; Pickering Valley, lease dated January 18, 1872; East Pennsylvania, lease dated May 19, 1869; Allentown, worked; Little Schuylkill, lease dated July 7, 1868; East Mahanoy, lease dated July 7, 1868; Philadelphia, Germantown and Norristown, lease dated November 10, 1870; Catawissa, lease dated November 1, 1872, and Philadelphia and Chester Branch, worked.	

RAILROAD REPORT.

467

Roads controlled by the company, viz: Reading and Columbia.	
Number of engine houses and shops: 24 engine houses and 14 shops.	
Number of engines.....	400
Number of first-class passenger cars, (average cost of each, \$5,000.).....	215
Number of second-class passenger cars, (average cost of each, \$3,000.).....	6
Number of baggage, mail and express cars, (average cost of each, \$1,950.).....	59
Number of freight cars: House cars, (average cost of 8-wheeled cars, each, \$695,) 1,307; trucks, (average cost of 8-wheeled cars, each, \$590,) 2,338; total.....	3,645
Number of coal, ore and stone cars: Coal, (average cost of 8-wheeled cars, each, \$580,) 15,192; ore, (average cost of 8-wheeled cars, each, \$500,) 20; stone, (average cost of 8-wheeled cars, each, \$540,) 791; total.....	16,003
Number of caboose cars, (average cost of 8-wheeled cars, each, \$600,).....	104
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: Passenger and freight.....	78
Number of wood and water stations on main road: 12 wood; 31 water.	
Value of real estate held by the company exclusive of road way.....	\$7,408,352 94
Number of tunnels, (length of each, Pulpit Rock, 1,657 feet; Black Rock, 1,932 feet; Flat rock, 932 feet.)....	3
How is track laid, and on what foundation? Broken stone and furnace cinder.	
Length in miles laid with steel rail.....	<u>73 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains on main road and branches.....	1,484,373
Number of miles run by freight trains on main road and branches.....	1,780,206

Number of miles run by coal trains on main road and branches	2, 932, 555
Number of through passengers for the year on main road and all branches	860, 829
Number of passengers (all classes) carried in cars on main road and branches.....	6, 790, 088
Number of tons of 2,000 lbs. of through freight and coal for the year on main road and branches	7, 692, 313
Gross amount of tonnage for the year, (2,000 lbs. per ton,) including materials for use of road and weight of passengers	11, 932, 262
Number of tons of coal (2,240 lbs.) carried one mile in the State of Pennsylvania.....	499, 433, 430
Number of passengers carried one mile in the State of Pennsylvania	80, 057, 143
Number of tons of merchandise (2,000 lbs.) carried one mile in the State of Pennsylvania.....	161, 644, 430
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	14
Average rate of speed adopted by coal trains, including stops	9
Weight of first-class passenger engines.....	18 to 29 tons
Weight of freight engines.....	<u>24 to 34 "</u>

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

December, 1872.....	470, 681	July, 1873.....	725, 726
January, 1873.....	540, 541	August, 1873.....	667, 139
February, 1873.....	389, 699	September, 1873	676, 786
March, 1873.....	487, 726	October, 1873.....	588, 745
April, 1873.....	529, 615	November, 1873.....	496, 279
May, 1873.....	549, 663		
June, 1873.....	668, 489	Total	<u>6, 790, 088</u>

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

Anthracite coal.....	6, 969, 983	Merchandise and manufactures,	183, 177
Bituminous coal.....	362, 157	Live stock.....	252, 809
Petroleum and other oils.....	188, 649	Lumber.....	341, 486
Pig iron.....	273, 826	Other articles and express goods,	226, 366
Railroad iron.....	78, 791	Companies materials, passen-	
Other iron or castings.....	200, 619	ger, baggage, &c.....	<u>1, 268, 927</u>
Iron and other ores.....	663, 927		
Stone and lime.....	533, 718		<u>11, 932, 262</u>
Agricultural products.....	328, 827		

RAILROAD REPORT.

469

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

For first-class through passengers, (average,).....	2 $\frac{47}{100}$ cents.
For first-class way passengers, (average,).....	2 $\frac{47}{100}$ "
For second-class through passengers, (average,).....	2 "
For second-class way passengers, (average,).....	2 "
	<hr/> <hr/>

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

For freight and tolls on coal, tons, 2,240, (per ton per mile, average,).....	1 $\frac{82}{100}$ cents.
For freight and tolls on merchandise, (per ton per mile, average,).....	2 $\frac{23}{100}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Coal & M'dse Trans.
Repairs or maintenance of way, including buildings, and taxes on real estate.....	\$1,674,590 68	\$386,690 54	\$1,287,900 14
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$493,519 55		
Repairs of passenger and baggage cars.....	109,227 73		
Repairs of freight and coalcars.....	943,838 91		
Repairs of plane and stationery engines.....	56,956 73		
Repairs of depots, offices, signal towers, water stations, &c.....	83,045 65		
Total	1,636,588 57	171,841 80	1,464,746 77
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$418,298 42		
Agents and clerks and superintendence.....			
Labor—loading and unloading freight.....			
Porters, watchmen and switch tenders.....	479,894 79		
Car cleaning and inspecting, furniture and fixtures.....			
Wood and water station attendance.....			
Conductors, baggage masters and brakemen.....	1,302,424 99		
Engineers and firemen, and all train hands.....			
Fuel and cost of preparing for use.....	933,320 49		
Oil, tallow and waste for engines and tenders, passenger, baggage and freight cars.....	152,917 50		
Hauling and assorting cars in coal region, and at Richmond.....	128,215 07		
Salaries of officers and clerks, law, stationery, advertising, sundries, water rents, &c.....	874,819 63		
Total	3,789,890 89	\$628,865 76	\$3,161,025 13

RAILROAD REPORT.

471

Receipts on construction and equipment account during the year :

From stockholders	\$34,400 00
From sale of bonds	10,926,970 58
Total	10,961,370 58

RECEIPTS.

MONTHS.	Passengers.	Merchan- dise.	Coal.	U. S. mail.	Miscella- neous.	Total.
Dec., 1872...	\$146,141 24	\$227,723 46	\$507,840 29	\$3,544 16	\$6,542 00	\$891,791 15
Jan., 1873...	136,879 33	244,986 65	348,775 56	3,544 13	7,855 65	742,041 32
Feb., 1873...	115,055 74	226,479 18	386,089 82	11,220 29	6,254 55	745,099 58
March, 1873,	144,895 65	334,598 37	766,218 10	4,722 35	8,036 05	1,258,470 52
April, 1873...	160,860 40	324,357 50	881,550 70	4,734 04	7,506 60	1,379,009 24
May, 1873...	160,960 84	366,263 74	768,348 65	4,734 03	8,142 37	1,308,449 63
June, 1873...	175,278 81	341,718 51	851,480 09	4,734 04	8,884 58	1,382,096 03
July, 1873...	207,959 06	292,906 05	808,647 36	4,734 02	7,296 48	1,321,542 97
August, 1873	202,596 71	326,136 85	905,261 83	4,734 01	7,517 15	1,446,246 55
Sep., 1873...	201,037 66	343,348 80	991,266 64	4,734 04	7,087 55	1,547,474 69
Oct., 1873....	174,440 89	311,625 57	988,247 11	4,734 02	7,043 57	1,486,091 16
Nov., 1873...	150,538 62	263,032 12	900,368 28	4,734 04	5,674 78	1,324,347 84
Total	1,976,644 95	3,603,176 80	9,104,094 43	60,903 17	87,841 33	14,832,660 68

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$3,026,008 37
For maintaining the road, &c.—repairs of machinery and operating the road.....	7,101,070 14
For dividends and State taxes on same.....	3,596,578 15
For interest on bonded debt and bonds and mortgages on real estate.....	1,968,126 03
For rents of laterals, Richmond shipping expenses	1,278,549 16
Appropriated for renewing railroad iron	922,851 59
For municipal taxes.....	120,724 05
For State taxes on tonnage and gross receipts.....	159,576 16
For United States taxes.....	None.
Total	18,173,483 65
Total amount of surplus fund	\$2,492,205 34

COST OF TRANSPORTATION.

Cost per passenger per mile, proximate average.....	.01 ⁴⁸ / ₁₀₀
Cost per ton freight per mile, proximate average.....	.01 ⁸⁰ / ₁₀₀
Cost per ton coal per mile, proximate average.....	.03 ⁸³ / ₁₀₀

NOTE.—Taxes, cost of renewing rails, rents and interest not included.

ACCIDENTS.

	Killed.	Injured.
Passengers	6	9
Employees	16	38
Others	38	27
	—	—
Total	60	74
	==	==

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.

December 2. James M'Closkey, seriously injured about the head while trying to cross the track in front of an approaching engine, above Manayunk.

December 2. Seth Lenhardt. Hip bone broken; caught between bumpers while coupling cars at Hummelstown.

December 2. Joshua Emrick, badly hurt; was intoxicated and fell asleep on track at Reader's station.

December 6. Edward Meanan, killed; he was caught by the engine while wheeling a barrow close to the track, at Chelton avenue crossing, Germantown.

December 7. Kossuth Greiner, killed, whilst giving a signal to the engine he was employed on, at Reading.

December 7. Caleb Lavengood, injured by falling from a loaded truck, at Summit station, on Richmond branch.

December 7. Mary E. Bricker, killed, while attempting to cross in front of a passenger engine, at Penn street, Reading.

December 7. Charles Watson, injured about the body; caught between cars at Philadelphia.

December 10. Henry Shack and John Ketner, slight injuries; caused by a collision on Mill Creek railroad.

December 11. Henry Kiffert, slightly injured about the head while driving across the track ahead of an approaching engine, at Philadelphia.

December 12. A. J. Dotterer, slightly injured; driving across the track ahead of an engine, at Mermaid station.

December 18. William Wallace, shoulder blade dislocated by being caught between bumpers, while coupling cars at Philadelphia.

1873.

January 1. David Facie, killed, while crossing the track in front of an approaching engine, at Royer's Ford.

January 3. William Webb, injured about the head; caught by engine while walking between the tracks, at Philadelphia.

January 6. William Coyne, both arms broken; was thrown from passenger train in motion, at turnpike bridge, Germantown and Norristown branch.

January 11. Patrick Walsh, killed by jumping off passenger train while in motion, at Bridgeport.

January 15. Michael Lasley, injured about the body; was caught by engine while walking on tracks, at Manayunk.

January 17. George Rothenberger, leg bruised; was thrown under cars while moving switch, at Reading.

January 18. Michael Bryan, killed; lying intoxicated on track, and was run over by passenger train, at Allenwood.

January 18. John Schwoope, killed, while attempting to cross track ahead of engine, at Reading.

January 24. Albert Layton, finger crushed; caught between bumpers, at Conshohocken.

January 31. Samuel Vandersmith, injured internally; caught between bumpers, at Reading.

February 5. Conrad Barnes, hand crushed while coupling cars, at Philadelphia.

February 5. Frank Brown, killed; lying asleep on track, and run over by train, at Spring Mill.

February 8. Hugh Mullen, killed by a collision, at Mount Carbon.

February 8. John Johnson, slightly injured by a collision, at Mount Carbon.

February 9. Thomas Taylor, injured about the head by jumping from a passenger train while in motion, at Manayunk.

February 12. Robert Gill, injured; was caught by engine while walking on track, at Manayunk.

February 13. Jacob Brandt, two fingers cut off; caught between bumpers while coupling cars, at Lebanon.

February 13. Henry Mulvensy, found dead on track, at Reading; cause unknown.

February 14. William Griffiths, leg broken; sitting too near the track, at Good Spring.

February 15. George Parker, killed while attempting to jump on a coal train, at Reading.

February 16. Charles Baker, hand mashed while in the act of crawling under cars in motion, at Philadelphia.

February 21. Daniel Dailey, killed; was struck by a passing engine while working on the track, at Schuylkill Haven.

February 23. Thomas M'Glaughlin, badly injured; was struck by passing engine while standing on track, at Philadelphia.

February 25. John Cusick, killed; was struck by an engine while walking on the track, at Nicetown Summit.

February 26. George Bechtel, killed, by falling from a car while in motion, at Philadelphia.

March 1. Lewis R. Spohn, leg crushed; was lying on track and run over by engine at Reading.

March 9. George Taggart, foot cut off, by falling from car in motion, at Philadelphia.

March 11. William Eiler, killed, while trying to get on car in motion, at Landingville.

March 13. John Reparee, foot crushed, by car running over it, at Spring Mills.

March 14. John Robeson, foot mashed; trying to get on train in motion, near Birdsboro.

March 17. John Newitt, killed; tried to get on cars in motion, at Tioga.

March 22. Oliver Beaver, badly bruised about the body; was struck by train while walking on the track, at Reading.

March 27. Michael Dunn, arm broken; trying to get on a coal train, at Philadelphia.

March 27. Michael Mooney, hip broken, while coupling cars, at Girardville.

March 29. Matthew M'Donald, leg crushed; struck by an engine while walking on the track, at Philadelphia.

March 31. Samuel Bauder, killed; was run over by train, while lying on the track at Millerstown.

April 3. William Brown, injured about the body while jumping from train in motion, at Conshohocken.

April 7. Warren Frieman, cut about the head; jumping off train in motion, at Reading.

April 7. William Stone, killed; trying to cross the track ahead of engine, at Philadelphia.

April 15. Frank Crafford, thigh broken; trying to get on train in motion, at Lebanon.

April 22. John Faust, killed; walking on track, and was struck by engine, at Harrisburg.

April 25. E. S. Yeager, killed; was struck by engine while walking on the track, at Neversink.

April 26. William Moore, killed; was struck by engine while walking on track, at Norristown.

April 25. Henry Guertler, killed ; trying to cross the track ahead of engine, near Schuylkill Haven.

May 7. Thomas Rooke, killed ; fell from coal train, and was run over, at Philadelphia.

May 7. Isaac M'Cormick, bodily injuries ; caught between cars, at Germantown.

May 14. Edward Hartz, foot mashed ; trying to get on train in motion, at Big Run.

June 2. Samuel Shuckling, killed ; run over by passenger train while standing on track, at Philadelphia.

June 3. Mary Widdis, killed ; attempted to cross track in front of engine of express train, at Day's station.

June 3. Elmer E. Bolton, killed ; trying to cross tracks in front of engine, at Schuylkill Haven.

June 10. Nathaniel Hamilton, killed ; attempting to cross the track in front of engine, at Pottstown.

June 12. Charles River, killed ; run over by express train while lying on the track, near Alburdis.

June 13. Charles Conner, killed ; run over while picking coal under cars, at Philadelphia.

June 13. John Hahn, slightly scalded by engine, at Reading.

June 14. Henry Henkley, thigh broken ; caught between cars at Reading.

June 15. John Schnitzel, killed ; attempting to get on cars while in motion, at Falls.

June 15. John Stevens, killed ; run over while trying to get on cars while in motion, at Richmond.

June 16. Catharine Garrifan, ankle broken ; trying to get off cars while in motion, at Rotheville.

June 21. John Oldrick, killed ; attempting to cross the track ahead of a passenger train, at Swedeland.

June 21. Frank Baxter, ankle and foot mashed ; trying to jump from a train while in motion, at Norristown.

June 21. John Stuard, killed ; walking on track ahead of engine, at Domino.

June 22. Gustivus C. Braun, toes cut off ; falling under caboose, at Reading.

June 24. Edward Radcliff, severe bodily injuries, jumping off train while in motion, at Philadelphia.

June 25. Terrence Martin, killed ; crushed between bumpers of coal cars, at Mine Hill crossing.

June 25. John Talon, shoulder dislocated ; attempting to jump off train while in motion, at Norristown.

June 28. Hugh Watkins, foot cut off ; trying to get on cars while in motion, at Monitor Colliery.

June 28. John Donnelly, found dead on track, at Philadelphia ; cause unknown.

July 3. Charles Upjohn, killed ; stepping on track in front of engine and run over, at Philadelphia.

July 3. Francis Byron, ankle mashed ; thrown from car and run over, at Philadelphia.

July 4. James Degnene, killed ; run over while lying asleep on the track, at St. Nicholas.

July 5. Michael Gaffeny, killed ; head cut off by freight train, while lying asleep on the track, at Schuylkill Haven.

July 5. Monroe Herman, killed ; fell from passenger car while in motion, at Gordon.

July 8. E. B. Woodland, bodily injuries ; caught between bumpers while coupling cars, at Norristown.

July 8. Joseph Patzner, killed ; jumping off cars in motion, at Falls.

July 8. Frank Marks, foot crushed ; falling under cars, at Philadelphia.

July 11. Mrs. Samuel Shuller, killed ; struck by engine while attempting to cross track, at Robesonia.

July 12. Christian Hoover, killed ; attempting to cross the track in front of engine, at Philadelphia.

July 13. Morgan Rambo, leg cut off ; stepping on track in front of engine, at Philadelphia.

July 17. Hugh Toby, injured bodily ; crushed between cars and milk platform, at Philadelphia.

July 24. Frederick Memory, legs and arm crushed ; falling on track and run over, at Mine Hill Gag.

July 31. Michael Fleming, bodily injuries ; stealing a ride, and fell from cars, at Spring Mill.

August 2. Thomas Fealy, leg broken while coupling cars, at Nicetown.

August 5. Matthias Gamowski, both legs cut off ; run over while walking on the track, at Catawissa crossing.

August 6. Unknown man, killed ; supposed to have fallen from cars, at Beaver bridge.

August 6. John Zeisset, arm cut off ; struck by train while walking on track, at Reading.

August 7. P. Woodland, arm broken while coupling cars, at Norristown.

August 9. Thomas Rowland, killed ; falling from passenger train while in motion, at Conshohocken.

August 14. Samuel Cooper, leg cut off; attempting to get on train while in motion, at Harrisburg.

August 14. Charles Shelly, injured bodily; caught between bumpers of cars, at Mintzger's switch.

August 23. John Ahrens, killed; run over while lying on track, at Allentown.

August 23. Lewis Krouse, killed; jumping off passenger train while in motion, at Philadelphia.

August 27. W. H. Freeborn, injured internally, falling from a car while in motion, at Harrisburg.

August 28. George Meyers, killed; fell from a car and was run over, at Deep Cut.

August 28. Henry Hilkert, killed; struck by engine while walking on the track, at Tackerton.

August 28. Ferdinand Vance, leg broken; caught between bumpers, at Richmond Summit.

August 29. William Berger, severe bodily injuries; fell from car and was run over, near Auburn.

September 2. Marion W. Tomkins, killed; run over while crossing track with team, at Philadelphia.

September 5. John Peters, leg cut off; fell from car and was run over, at Philadelphia.

September 5. James Wallahan, killed; run over while sitting on track, at Valley Forge.

September 8. John Van Hosen, killed; caught between bumpers while coupling cars, at Reading.

September 16. James Lyle, killed; was run over while attempting to get on cars while in motion, at Conshohocken.

September 17. Charles Walker, leg crushed; trying to get on train while in motion, at Leesport.

September 17. William Grove, killed; found dead on track; supposed to have been run over by passenger train, near Pine Grove.

September 17. John M'Conville, both legs cut off; fell from train and run over, at Port Clinton.

September 17. Lizzie Deck, killed; caught between cars, at Port Clinton.

September 17. William Ryan, foot crushed; falling asleep on track, and was run over, at Mount Carbon.

September 18. George Russell, foot crushed; attempting to get on train in motion, at Birdsboro'.

September 18. Catharine Folks, killed; standing on track, and was run over, at Ridge road.

September 28. James Ohme, foot mashed while coupling cars, at Falls.

October 3. Reuben Beahme, killed; fell from cars, and was run over, at Temple.

October 6. John F. Bradwell, injured internally; attempting to cross the track ahead of train, at Philadelphia.

October 16. Henry Kelly, killed; run over while walking on the track, at Spring Mill.

October 21. Henry Gilmour, injured internally; struck by engine while standing on track, at Conshohocken.

October 22. Henry Kissinger, foot crushed; attempting to get on train in motion, at Reading.

October 22. Richard Stuart, found dead on track, cause unknown, at Nicetown.

November 3. Lewis Epstein, killed; threw himself on track in front of engine, at Philadelphia.

November 8. Frederick Zimmerman, killed; trying to get on train in motion, at Birdsboro'.

November 10. Paul Klutz, leg cut off; run over while picking coal on track, at Philadelphia.

November 13. John W. Potter, foot mashed; caught by engine while walking on the track, at Exeter.

November 15. John Hess, bodily injuries; fell from coal train in motion, at Mount Carbon.

November 27. John Gallagher, killed; trying to get on train in motion, at Rappahannock.

November 28. Joseph E. Cary, killed; engine ran off the track, and was caught between the tank and engine, at Byers.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Charles E. Smith.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
J. W. Jones, 1st Vice President.....	Philadelphia.
G. A. Nicolls, 2d Vice President.....	Philadelphia.
David J. Brown, Secretary.....	Philadelphia.
S. Bradford, Treasurer.....	Philadelphia.
John E. Wootten, General Superintendent.....	Reading.
William Lorenz, Chief Engineer.....	Philadelphia.

(No. 108.)
PHILADELPHIA AND TRENTON.

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, 1873, are true, to the best of his knowledge and belief.

(Signed) J. EDGAR THOMSON, *President.*
FLOYD H. WHITE, *Treasurer.*

Sworn and subscribed before me, this }
6th day of February, 1874. }

HENRY C. SPACKMAN, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2, 662, 900 00
Amount of stock subscribed	1, 259, 100 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 per 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.....	12, 591
Par value of each share.....	\$100 00
Average market value during the year.. ..	119 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared	<u>\$1, 259, 100 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$1, 534, 478 76</u>	<u>\$1, 534, 478 76</u>

Equipment, none; (furnished by Pennsylvania railroad company.)

CHARACTERISTICS OF ROAD.

Length of main line of road, from Kensington to Morrisville.....	26.6 miles.
Length of main line of road laid.....	26.6 "
Length of main line of road laid in Pennsylvania.....	26.6 "
Length of double track of road.....	26.4 "
Length of sidings.....	13.33 "
Gauge of road.....	4 ft. 9½ inches.
Weight of rail per yard on main track: Iron, 62, 67, 68 and 70 pounds; steel, 57 and 67 pounds.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz: Connecting railway, 6 miles; Frankford and Holmesburg railroad, 4 miles.	
Number of engine houses and shops.....	4
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 2,506,)..	57
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed: Philadelphia and Reading railroad.	
Number of stations on main road: Passenger and freight,	33
Number of wood and water stations on main road: 5 water and 2 wood; total.....	7
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: On cross-ties with gravel ballast.	
Length in miles laid with steel rail, (single track,).....	26.27
Rolling stock furnished by Pennsylvania railroad company.	

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

Number of miles run by passenger trains.....	523, 944
Number of miles run by freight trains.....	258, 216
Number of miles run by coal trains: Mileage of coal trains included in freight.	
Number of through passengers for the year on main road,	944, 055½
Number of passengers (all classes) carried in cars.....	1, 747, 216
Number of tons of 2,000 lbs. of through freight for the year on main road.....	1, 289, 630

RAILROAD REPORT.

481

Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,400,983
Number of passengers carried one mile	38,702,597
Number of tons of freight carried one mile	43,799,747
Number of passengers carried one mile in the State of Pennsylvania	38,702,597
Number of tons of freight carried one mile in the State of Pennsylvania	43,799,747
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	33
Average rate of speed adopted by freight trains, including stops	15
Weight of first-class passenger engines: 70,000 to 76,000 pounds.	
Weight of freight engines	<u>76,000 lbs.</u>

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

January, 1873.....	116,978½	August, 1873.....	162,589
February, 1873.....	116,197½	September, 1873.....	184,170
March, 1873.....	141,245½	October, 1873.....	157,813½
April, 1873.....	138,477½	November, 1873.....	131,524
May, 1873.....	150,682½	December, 1873.....	129,422½
June, 1873.....	151,439		
July, 1873.....	166,676½	Total	<u>1,747,216</u>

The amount of freight, specifying the quantity in tons:

Total tons.....	<u>1,400,983</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	3¼ "
For second-class through passengers	2¼ "
For emigrant passengers	<u>1¼ "</u>

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

for through and local freight and coal, per ton per mile ..	<u>1.600</u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transp't'n.
Repairs or maintenance of way, including buildings.....	\$391,004 93	\$195,970 73	\$105,934 20
Taxes on real estate.....	3,646 83	1,983 65	1,663 18
Total.....	394,651 76	197,954 38	196,697 38
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$70,983 34	\$37,920 84	\$33,062 50
Repairs of passenger and baggage cars.....	59,826 93	59,826 93	
Repairs of freight cars.....	55,273 24		55,273 24
Repairs of tools and machinery in shops.....	2,502 45	1,251 21	1,251 24
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	47,095 91	23,547 91	23,548 00
Total.....	235,681 87	122,546 89	118,184 98
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$30,617 71	\$22,810 26	\$7,807 45
Agents and clerks.....	107,004 55	59,463 69	47,540 86
Labor—loading and unloading freight.....	42,937 22		42,087 22
Porters, watchmen and switch tenders.....	82,682 93	22,592 14	10,690 79
Car cleaning and inspecting, furniture and fixtures.....	33,691 25	23,712 69	9,978 56
Wood and water station attendance.....	18,776 93	9,388 46	9,388 47
Conductors, baggage masters and brakemen.....	101,589 01	46,068 07	55,560 94
Engineers and firemen.....	80,366 43	42,800 09	38,166 34
Fuel and cost of preparing for use.....	80,991 46	16,219 89	14,772 07
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	33,363 63	19,531 15	13,582 48
Telegraph, mail and station expenses.....	32,898 91	13,708 00	19,190 25
Loss and damage of goods and baggage.....	44,027 15	20,072 40	23,354 75
Tolls over other roads.....	142,965 90	71,482 90	71,482 94
Use of freight cars.....	10,698 73	268 49	10,430 24
Shovelling snow.....	8,846 83	1,923 18	1,923 17
Damage for injury of persons, and legal expenses.....	10,549 37	12,322 87	4,293 50
General superintendence.....	2,724 96	1,302 43	1,462 52

EXPENSES—Continued.

OPERATING THE ROAD—Continued.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Contingencies, or items for which there are no appropriate headings on this blank.....	\$187,016 55	\$112,655 63	\$24,860 92
Total	908,329 61	497,283 14	406,046 47
Grand total.....	1,533,603 24	817,784 41	715,878 83
Add State revenue and tonnage taxes.....	13,368 85	6,890 53	6,478 32
	1,547,032 09	824,674 94	722,357 15

PHILADELPHIA AND TRENTON

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources Nothing.

RECEIPTS.

Passengers	\$1, 124, 774 07
Freight	744, 066 95
Mail and express	107, 882 50
Miscellaneous	18, 882 46
	<hr/>
	<hr/>
Total	1, 995, 605 98

SUMMARY OF PAYMENTS.

For construction	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road	\$1, 533, 663 94
For dividends	125, 910 00
For State taxes, tonnage and revenue	13, 368 85
	<hr/>
	<hr/>
Total	1, 672, 942 09

Cost of transportation :

Cost per passenger per mile, proximate average	1 ²²² / ₁₀₀₀ cents
Cost per ton freight per mile, proximate average	1 ⁰⁶⁶ / ₁₀₀₀ "

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

What transportation or freight companies run on your road, and on what terms? None. Leased by Pennsylvania railroad company.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	2
Employees	3	10
Others	7	14
	<hr/>	<hr/>
Total	11	26

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 :

One passenger, killed, in consequence of standing on the platform in violation of rules.

Of the two injured, one was stepping from one car to the other and fell: the other passenger jumped from the train while in motion.

RAILROAD REPORT.

485

The Philadelphia and Trenton railroad has been leased to the Pennsylvania railroad company for the term of 999 years, from June 30, 1871.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
Alexander J. Derbyshire.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
Edward C. Knight.....	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Strickland Kneass.....	Philadelphia.
Edmund Smith.....	Philadelphia.
George B. Roberts.....	Philadelphia.
George M. Dorrance.....	Bristol, Pa.
J. Edgar Thomson, President.....	Philadelphia.
Floyd H. White, Secretary and Treasurer.....	Philadelphia.

(No. 108.)
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, 1873, are true, to the best of their knowledge and belief.

(Signed)

ISAAC HINCKLEY, *President.*
 ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me, this)
 21st day of January, 1874.)

SAMUEL P. HULL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$11,507,750 00
Amount paid in as by last report.....	11,485,750 00
Total amount now paid in of capital stock	11,507,750 00
Funded debt, as per last report.....	1,990,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1884,)	\$318,500 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,)	500,000 00
	2,218,500 00
Floating debt, as per last report.....	69,803 43
The amount now of floating debt.....	28,749 34
Total amount now of floating and funded debt.....	2,247,249 34
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 8, 1873, and July 3, 1873, 4 per cent. each.	

RAILROAD REPORT.

487

Number of shares of stock issued.....	230,155
Par value of each share.....	\$50 00
Average market value during the year.....	About \$53 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: January 8, 1873, \$11,501,750 00; July 3, 1873, \$11,501,750 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$11,890 736 59	\$11,814,765 89

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Baltimore.....	94.91 miles.
Length of main line of road laid.....	94.91 "
Length of main line of road laid in Pennsylvania.....	17.81 "
Length of double track of road.....	81.25 "
Length of sidings.....	45.86 "
Gauge of road.....	4 ft. 8½ inches.
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, 3¾ miles.	
Roads worked or leased by the company: Southwark, New Castle and Wilmington, New Castle and Frenchtown, and Delaware railroads, and Smyrna branch of Delaware railroad company.	
Number of engine houses and shops: 5 engine houses, 3 shops.	
Number of engines.....	70
Number of first-class passenger cars, (average cost of each, \$4,000,) 22 twelve-wheeled; 94 eight-wheeled.	
Number of baggage, mail and express cars, (average cost of each, \$1,800,)	47
Number of freight cars, (average cost of each, \$690;) total,	1,187
Number of coal, ore and stone cars.....	None.
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 736,).....	14
Number of wooden bridges, (total length in feet, 13,898,)..	31
Number of stone bridges, (total length in feet, 1,147,)....	34
Number of culverts, (total length in feet, 732,).....	172

Number of railroads crossed.....	7
Number of stations on main road: Passenger 50; freight, 39; total	89
Number of wood and water stations on main road.....	13
Estimated value of real estate held by the company, exclusive of road way, in Pennsylvania, not used for railroad purposes.....	\$58,350 00
Number of tunnels.....	None.
How is track laid, and on what foundation? With stone and gravel ballast.	
Length in miles laid with steel rail.....	109.97

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

Number of miles run by passenger trains	730,949
Number of miles run by freight trains.....	640,706
Number of miles run by construction trains.....	65,946
Number of through passengers for the year on main road	345,425
Number of passengers (all classes) carried in cars.....	2,331,722
Number of tons of 2,000 lbs. of through freight for the year on main road.....	153,331
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	500,023
Number of passengers carried one mile	63,051,773
Number of tons of freight carried one mile.....	56,268,462
Number of passengers carried one mile in the State of Pennsylvania.....	23,010,390
Number of tons of freight carried one mile in the State of Pennsylvania.....	2,961,498
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; way, 8.	
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:

November, 1872.....	152,094	May, 1873.....	157,991
December, 1872.....	148,765	June, 1873.....	163,695
January, 1873.....	143,473	July, 1873.....	161,922
February, 1873.....	135,279	August, 1873.....	164,548
March, 1873.....	175,505	September, 1873.....	183,527
April, 1873.....	173,071	October, 1873.....	184,194

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal	44,211	Stone and lime	96,212
Petroleum and other oils	3,985	Agricultural products	72,549
Pig iron	15,647	Merchandise and manufactures	39,827
Railroad iron	24,001	Live stock	19,435
Other iron or castings	87,453	Lumber	66,491
Iron and other ores	4,678	Other articles	25,534

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

For first-class through passengers	3 cents.
For first-class way passengers	3½ "
For second-class through passengers	2 "
For second-class way passengers	None.

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

For through freight, per ton per mile	2 cents.
For through coal, per ton per mile	1 ⁷ / ₁₀ "
For local freight, per ton per mile	3 ¹ / ₈ "
For local coal, per ton per mile	1 ³ / ₄ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings	\$320,530 55	\$224,371 30	\$96,159 16
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$128,827 50	\$72,143 40	\$56,684 10
Repairs of passenger and baggage cars	153,212 95	107,249 07	45,963 88
Repairs of freight cars	107,152 67		107,152 67
Repairs of tools and machinery in shops	22,182 07	15,527 45	6,654 62
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	38,287 96	22,072 78	15,315 18
Total	449,663 15		
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$1,987 74	\$1,391 42	\$596 32
Agents and clerks, (Included below,).....			
Labor—loading and unloading freight, (Included below,)			
Porters, watchmen and switch tenders	61,189 40	42,832 58	18,356 82
Car cleaning and inspecting, furniture and fixtures, (Included below,).....			
Wood and water station attendance, (Included below,).....			
Conductors, baggage masters and brakemen, (Included below,).....			
Engineers and firemen, (Included below,).....			
Fuel and cost of preparing for use	154,359 46	92,615 68	61,743 78
Oil and waste for engines & tenders, passenger, baggage & freight cars, (Included above,).....			
Telegraph, mail and station expenses, (Included below,).....			
Loss and damage of goods and baggage, (Included below,).....			
Tolls over other roads, (Included below,).....			
Use of freight cars, (Included below,).....			
Shoveling snow	8,175 45	5,722 82	2,452 63
Damage for injury of persons, (Included below,).....			
Damage to property, including damage by fire & cattle killed on road, (Included below,).....			
General superintendence and contingencies.....	983,712 88	500,227 78	393,485 15
Total	1,200,424 93	1,175,064 32	804,564 81
Grand total	1,670,618 93		

RAILROAD REPORT.

491

Receipts on construction and equipment account during the year :

From stockholders.....	Nothing.
From sale of bonds.....	\$250,000 00
From other sources.....	<u>Nothing.</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.		Miscellaneous.	Total.
November, 1872....	\$132,542 02	\$70,214 75				
December, 1872....	129,653 98	69,338 02				
January, 1873....	125,037 74	89,883 47				
February, 1873....	117,899 91	89,677 57				
March, 1873.....	152,850 18	86,778 06				
April, 1873.....	150,830 78	92,720 28				
May, 1873.....	137,683 89	83,665 91				
June, 1873.....	142,662 39	79,906 99				
July, 1873.....	141,107 01	80,209 97	Total.....			
August, 1873.....	144,397 84	80,678 91				
September, 1873....	161,679 90	117,041 30				
October, 1873.....	160,487 90	149,891 84				
Total.....	1,696,933 04	1,090,010 07	124,852 85	89,752 85	80,232 71	2,992,028 67

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$1,979,618 63
For dividends.....	920,380 00
For interest.....	120,050 62
For miscellaneous, surplus funds, municipal and State taxes: Included in general expenses.....	
Total.....	<u><u>3,020,049 25</u></u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	1.77 cents.
Cost per ton freight per mile, proximate average.....	<u>2 "</u>

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

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

ACCIDENTS.

	Killed.	Injured.
Passengers.....	2	18
Employees.....	6	2
Others.....	13	7
Total.....	<u><u>21</u></u>	<u><u>27</u></u>

492 PHILADELPHIA, WILMINGTON AND BALTIMORE

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 1. Wm. Parker, killed by jumping off freight train opposite Reaney's switch.

November 16. An old man, name unknown, while crossing the track in front of passenger train, near Gray's Ferry bridge, was instantly killed.

November 22. H. C. Fritz and G. Pullett, killed in collision between two express trains, at Edge Moor, and 18 others injured.

December 24. Mary P. Gilbert and Addie Lyman while sitting in a carriage standing on track, near Newport, were struck by an express train and injured.

December 25. D. Bagley, killed by passenger train while walking on track, near Eleven Mile switch.

1873.

January 7. T. Kenney, brakeman ; killed by falling under freight train, near Claymont.

January 15. Richard M'Guigan, freight brakeman, had his hand crushed while coupling cars at Southwark ; died January 27, 1873.

February 25. H. Lynch and J. T. Abrams, killed by passenger train while walking on track, near Bacon Hill.

March 7. Robert Jones, asleep on track, near Elkton, was killed by passenger train.

April 4. J. North, (colored,) killed by falling under passenger train, at Chester.

April 5. J. Clenn, aged 7 years, killed in attempting to jump on shifting engine, in Baltimore.

April 29. James Broomhead, walking on track in Chester, was killed by passenger train.

May 28. A boy, about 6 years of age, had his foot crushed by falling off freight train, on Washington avenue, Philadelphia.

May 29. Jane Davenport threw herself in front of freight train, at Milk House curve, and was killed ; supposed to be insane.

June 12. A drover, name unknown, badly injured by jumping off freight train, at North Point.

June 21. George W. Dooley, freight brakeman, killed by falling under freight train on Washington avenue, Philadelphia.

July 17. Joseph Campbell, brakeman, killed while shifting cars in Wilmington.

August 4. Alexander Taylor, aged about 12 years, struck by passenger train while sitting on Darby bridge ; injured severely.

August 13. William Adams, baggage master, was thrown from engine at Aberdeen, and injured about the head.

August 26. William Muntz, killed in attempting to jump on passenger train in Baltimore.

September 13. R. Steel, killed while repairing car on side track, in Wilmington.

September 20. F. Shoot, freight brakeman, fell under train at North East; badly injured.

September 27. G. Hopman, killed while attempting to cross the track in front of freight train, near Claymont.

October 8. W. A. Spencer, brakeman, killed while coupling cars, at Bay View.

October 15. James Cottingin, colored, struck by passenger train while lying on track at Wilmington and Reading railroad crossing, and injured.

October 29. P. J. Noble, while walking on track near Ridley creek bridge, was struck by passenger train, and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley	Philadelphia, Pa.
Samuel M. Felton	Thurlow, 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.
Nath. Thayer	Boston, Mass.
William Minot	Boston, Mass.
Isaac Hinckley, President	Philadelphia, Pa.
Alfred Hornet, Secretary and Treasurer	Philadelphia, Pa.

PICKERING VALLEY

(Chs. 110.)
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, 1873, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
16th day of February, 1874. }

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	92,125 00
Total amount now paid in of capital stock	92,875 00
Funded debt, as per last report	331,800 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1900,) .	332,300 00
Floating debt as per last report	130,552 67
The amount now of floating debt	161,362 90
Total amount now of floating and funded debt	493,662 90
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
None declared.	
Number of shares of stock issued, full paid	1,779
Par value of each share	\$50 00
Average market value during the year	No record.
Amount paid in on each share	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$472,837 77	\$474,551 54

Equipment furnished by P. and R. R. R. company, lessees.

RAILROAD REPORT.

495

CHARACTERISTICS OF ROAD.

Length of main line of road, from Phoenixville to Byers ..	11.3 miles.
Length of main line of road laid.	11.3 “
Length of main line of road laid in Pennsylvania	11.3 “
Length of double track of road.....	None.
Length of sidings.....	.43 miles.
Gauge of road.....	4 feet 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,).....	3
Number of wooden bridges, (total length in feet, 170,) ...	2
Number of stone bridges.....	None
Number of railroads crossed.....	None.
Number of stations on main road : Passenger and freight ; total	9
Number of wood and water stations on main road.....	None.
Value of real estate held by the company, exclusive of road way	\$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 LEASE ACCOUNT.

MONTHS.	Passengers.	Freight.	Express.	Miscellaneous.	Total.
December, 1872.....	\$240 74	\$91 21	\$3 07	\$7 52	\$342 54
January, 1873	167 07	73 96	9 21	7 92	257 26
February, 1873	177 60	82 07	2 20	9 68	271 55
March, 1873	232 08	122 79	2 33	11 22	368 42
April, 1873	276 99	122 38	3 04	18 17	420 58
May, 1873	224 97	98 97	3 79	22 15	349 88
June, 1873	253 93	122 96	2 81	27 10	406 82
July, 1873	298 48	98 57	2 61	27 61	427 27
August, 1873	380 32	141 98	3 02	29 68	555 00
September, 1873.....	354 59	184 23	4 97	21 14	564 93
October, 1873.....	281 40	167 46	4 26	20 96	424 08
November, 1873.....	236 30	106 67	4 07	15 34	362 38
Total.....	3,074 47	1,413 27	45 38	217 59	4,750 71

SUMMARY OF PAYMENTS.

For construction.....	\$1,713 77
For dividends	None.
For interest on bonded debt	27,137 84

PICKERING VALLEY

For miscellaneous.....	\$994 00
For discount and interest	8,583 18
For State taxes.....	1,766 02
Total.....	40,194 81

All returns not given in this report will be included in the returns made by the Philadelphia and Reading railroad company, lessees.

Date of lease, September 1, 1871, for a term of 29 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Levi Prizer	Chester Springs, Pa.
Elias Oberholtzer.....	Cambria, Pa.
John Oberholtzer.....	Cambria, Pa.
Daniel Keeley	Uwchlan, Pa.
H. K. Brownback	Uwchlan, Pa.
Jos. J. Tustin.....	Chester Springs, Pa.
Jacob Beerbrower.....	Uwchlan, Pa.
Adam Raby.....	Kimberton, Pa.
John Jones.....	Phoenixville, Pa.
Samuel Kramer.....	Phoenixville, Pa.
Samuel Holman.....	Chester Springs, Pa.
Levi B. Kealer.....	Phoenixville, Pa.
James Boyd.....	Norristown, Pa.
Franklin B. Gowen, President.....	Philadelphia.
Howard Hancock, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
William Lorenz, Chief Engineer	Philadelphia.

(Ch. 111.)
PIT-HOLE VALLEY.

STATE OF PENNSYLVANIA, } ss:
Crawford County, }

Personally appeared A. H. Steele, vice president, and John T. Wann, assistant treasurer, of the Pit-Hole 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

A. H. STEELE, *Vice President.*

JOHN T. WANN, *Assistant Treasurer.*

Sworn and subscribed before me, this }
13th day of January, 1874. }

J. H. HANNEN, 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.....	250,000 00
Total amount now paid in of capital stock.....	250,000 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, May 1, 1881,) ..	100,000 00
Floating debt, as per last report.....	17,131 93
The amount now of floating debt.....	24,254 91
Total amount now of floating and funded debt.....	124,254 91
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.
Amount paid in on each share.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$100,000 00	\$101,764 67

PIT-HOLE VALLEY

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pit-Hole City to Oleopolis.....	7 miles.
Length of main line of road laid.....	7 "
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. 9 $\frac{1}{4}$ inches.
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 from U. S. rolling stock company.	
Number of second-class passenger cars, (average cost of each, \$1,500,).....	2
Number of baggage, mail and express cars, (average cost of each, \$800,).....	2
Number of freight cars: House cars, (average cost of each, \$800,) 2; trucks, (average cost of each, \$600,) 11; total,	13
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, 1,000,)..	12
Number of stone bridges.....	None,
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 road way.....	\$300 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.....	None.

RAILROAD REPORT.

499

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

Number of miles run by passenger trains: No account kept.	
Number of miles run by freight trains: No account kept.	
Number of miles run by coal trains: No account kept.	
Number of passengers (all classes) carried in cars, about..	5,855
Number of tons of 2,000 pounds of through freight for the year on main road.....	None.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	7,966
Number of passengers and tons of freight carried one mile: Accounts not kept in a manner to give this information.	
Number of passengers and tons of freight carried one mile in the State of Pennsylvania: Accounts not kept in a manner to give this information.	
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, miles per hour, (trains all mixed,).....	15
Weight of first-class passenger and freight engines: Each, 25 and 27 tons.	

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

From November, 1872, to October, 1873, inclusive, about..	<u>5,855</u>
---	--------------

The amount of freight, specifying the quantity in tons:

No account of this kind kept.

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.....	7 cents.
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 local freight.....	24 cents.
For local coal.....	<u>11 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including building.....	<u>\$5,665 37</u>
--	-------------------

Repairs of machinery :

Repairs of engines and tenders, passenger baggage, and freight cars	<u>\$523 43</u>
---	-----------------

Operating the road :

Office expenses, stationery, &c.	\$134 45
Agents and clerks	1,275 00
Porters, watchmen and switch tenders	581 50
Wood and water station attendance	41 25
Conductors, baggage masters and brakemen	1,900 14
Engineers and firemen	1,999 27
Fuel and cost of preparing for use	1,662 28
Oil and waste for engines and tenders, passenger, baggage and freight cars	184 41
Telegraph, mail and station expenses	20 00
Damage for injury of persons	71 50
General superintendence	7,492 85
Contingencies	<u>231 63</u>
Total	<u><u>15,524 28</u></u>
Grand total	<u><u>21,713 08</u></u>

Allotted to passenger and freight transportation: No distinction; all trains being mixed.

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds	Nothing.
From other sources: Floating debt and advances on securities	<u>\$21,013 91</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Total.
November, 1872	\$178 25	\$468 59	\$28 58		\$675 42
December, 1872	152 90	658 65	26 58		838 13
January, 1873	154 50	653 11	24 86		832 47
February, 1873	130 75	488 04	23 00		641 79
March, 1873	156 85	585 81	21 60		714 26
April, 1873	159 60	323 94	25 27		508 81
May, 1873	173 60	549 94	21 98		745 52
June, 1873	126 45	332 39	21 50		480 34
July, 1873	182 30	297 60	22 93		502 83
August, 1873	132 70	275 93	25 06		433 69
September, 1873	119 58	335 65	21 40		476 63
October, 1873	88 85	319 70	21 44		429 99
Total	1,756 33	5,239 35	284 20	\$415 16	7,695 04

RAILROAD REPORT.

501

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$21,713 08
For dividends	None.
For interest	2,450 00
For miscellaneous, (interest,).....	947 25
For surplus funds.....	None.
For municipal taxes.....	None.
For State taxes.....	None.
 Total.....	<hr style="border-top: 1px solid black;"/> <u>25,110 33</u> <hr style="border-top: 1px solid black;"/>

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? Union express company; terms, 25 cents.

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

ACCIDENTS.

None.

This road is so insignificant, and does so little business, and that little at a heavy loss that the former management did not like to go to any expense in keeping statistics; and therefore no data was on hand to answer the interrogatories asked in this report. The accounts now being kept in my office all questions will be fully replied to in next annual report.

THOS. WARNOCK, *Auditor.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. H. Steele.....	Meadville, Pa.
R. E. O'Brien	Meadville, Pa.
Thomas Warnock.....	Meadville, Pa.
John T. Wann.....	Meadville, Pa.
John H. Dynes.....	Meadville, Pa.
One vacancy.	
J. H. Devereux, President and Treasurer.....	Meadville, Pa.
A. H. Steele, Vice President.....	Meadville, Pa.
J. T. Blain, Secretary.....	Meadville, Pa.
John T. Wann, Assistant Treasurer.....	Meadville, Pa.
Thomas Warnock, Auditor.....	Meadville, Pa.
J. T. Odell, Superintendent.....	Meadville, Pa.
T. E. Rittman, Cashier.....	Meadville, Pa.

(Ch. 118.)
PITTSBURG AND CASTLE SHANNON.

STATE OF PENNSYLVANIA, }
Allegheny County. } SS:

Personally appeared Milton D. Hays, president, and Josiah Reamer, treasurer, of the Pittsburg and Castle Shannon 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 their knowledge and belief.

(Signed)

M. D. HAYS, *President.*

J. REAMER, *Treasurer.*

Sworn and subscribed before me, this }
7th day of March, 1874. }

ANDREW HUMBERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	960,850 00
Total amount now paid in of capital stock.....	446,920 80
The amount now of funded debt.....	*336,899 99
The amount now of floating debt.....	136,996 69
Total amount now of floating and funded debt.....	473,896 68
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.....	19,217
Par value of each share.....	\$50 00
Average market value during the year.....	14 00
Amount paid in on each share.....	25 00

*Of this amount, \$172,630 57 on purchase money mortgages, given for real estate owned by the company; rate of interest, 6 per cent. per annum; also, mortgages for coal, \$39,269 42; no interest. The balance of funded debt, \$125,000, is the immatured balance of a purchase money mortgage, given to the Pittsburg coal company, from whom we purchased part of our road; rate of interest, 6 per cent. per annum. The above are all first mortgages, have three years to run from January 1, 1874, one-third maturing annually. The coal mortgages must be paid as the coal is taken out. The Pittsburg coal company's mortgage has five years to run, one-tenth maturing semi-annually.

RAILROAD REPORT.

503

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction	\$384,000 00
Equipment	70,426 83
Total cost	454,426 83

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Finleyville,	16 miles.
Length of main line of road laid	6 "
Length of main line of road laid in Pennsylvania	6 "
Length of double track of road	None.
Length of sidings .....	.83 miles.
Gauge of road	3.83 feet.
Weight of rail per yard on main track	45 to 50 lbs.
Branch roads owned by the company, and their length...	1.41 miles.
Roads worked or leased by the company	None.
Number of engine houses and shops	1
Number of engines	5
Number of first-class passenger cars, (average cost of each, \$2,600,)	2
Number of second-class passenger cars, (average cost of each, \$400,)	5
Number of baggage, mail and express cars	None.
Number of freight cars: Trucks, (average cost, \$450,)...	1
Number of coal cars: Coal, (average cost of each, \$50,)	320
Number of caboose cars	None.
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 1,920,) ..	6
Number of stone bridges	None.
Number of culverts, (total length in feet, 300,)	4
Number of railroads crossed	None.
Number of stations on main road: Passenger	14
Number of wood and water stations on main road	2
Value of real estate held by the company, exclusive of road way	\$292,294 92
Number of tunnels, (length of each, 1,740 feet and 1,766 feet,)	2
How is track laid, and on what foundation: On oak and locust ties, 12 miles ballast, (average.)	
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.....	17,520
Number of miles run by freight and coal trains.....	32,400
Number of through passengers for the year on main road..	14,640
Number of passengers (all classes) carried in cars.....	29,497
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,).....	126,539
Average rate of speed adopted by ordinary passenger and freight trains, including stops, (miles per hour,).....	12
Weight of first-class passenger engines.....	12 tons.
Weight of freight engines.....	<u>7, 9 & 12 "</u>

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

January, 1873.....	1,158	July, 1873.....	2,324
February, 1873.....	640	August, 1873.....	2,612
March, 1873.....	1,857	September, 1873.....	3,180
April, 1873.....	2,048	October, 1873.....	2,877
May, 1873.....	2,851	November, 1873.....	2,510
June, 1873.....	3,879	December, 1873.....	<u>3,461</u>

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	125,100	Merchandise and manufactures...	62
Stone and lime.....	1,268	Lumber.....	100

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

For first-class through and way passengers.....	<u>3.33 cents.</u>
---	--------------------

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

For through and local freight and coal : No account kept.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$8,823 67		\$8,823 67
Taxes on real estate.....	110 00		110 00
Total.....	8,933 67		8,933 67
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,487 16		\$1,487 16
Repairs of passenger and baggage cars.....	155 66	\$155 66	
Repairs of freight cars.....	1,125 29		1,125 29
Total.....	2,768 11	155 66	2,612 45
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$505 01		\$505 01
Agents and clerks.....	6,840 00		6,840 00
Engineers, firemen and other employees.....	43,891 64	\$2,596 40	41,295 24
Oil and waste for engines and tender, passenger, baggage and freight cars.....	720 05	120 05	600 00
General superintendence.....	3,000 00		3,000 00
Contingencies.....	7,661 94		7,661 94
Total.....	62,708 64	2,716 45	59,992 19

RAILROAD REPORT.

Receipts on construction and equipment account during the year :

From stockholders	\$140,207 50
From sale of bonds.....	None.
From other sources.....	327,459 21
Total	467,666 71

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Miscella- neous.	Total.
January, 1873.....	\$118 38	\$12 74	\$45,310 82	\$45,441 94
February, 1873.....	58 20	10 94	38,924 92	38,994 06
March, 1873.....	218 37	6 15	38,520 58	38,745 10
April, 1873.....	242 08	9 15	45,875 37	46,126 60
May, 1873.....	383 15	26 09	48,347 54	48,756 78
June, 1873.....	464 75	5 25	44,601 84	45,071 84
July, 1873.....	429 20	.....	32,111 86	32,540 56
August, 1873.....	366 00	7 85	33,795 55	34,169 40
September, 1873.....	352 60	.....	38,438 80	38,791 40
October, 1873.....	327 85	11 83	22,574 89	22,914 57
November, 1873.....	300 75	106 72	41,192 13	41,599 60
December, 1873.....	378 02	100 77	34,036 07	34,514 86
Total	3,639 35	297 49	463,729 87	467,666 71

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$86,175 83
For maintaining the road, &c.—repairs of machinery and operating the road	74,410 42
For dividends	None.
For interest	23,477 53
For miscellaneous, including operation of coal and real es- tate business.....	279,775 61
For surplus funds.....	2,391 45
For municipal taxes, business tax, &c.....	133 00
Total.....	466,363 83
Total amount of surplus funds.....	3,694 33

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? None.

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

RAILROAD REPORT.

507

ACCIDENTS.

	Injured.
Employees	1

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

1873.

June or July. William Nafkinski, leg broken, jumping off cars on road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. M. Rolfe	Pittsburg, Pa.
Thomas J. Burchfield	Pittsburg, Pa.
James Kerr, M. D	Pittsburg, Pa.
James M. Taylor	Pittsburg, Pa.
Josiah Reamer	Pittsburg, Pa.
F. T. Plunkett	Pittsburg, Pa.
D. O. Cunningham	Pittsburg, Pa.
Wesley Wilson	Pittsburg, Pa.
Thomas N. Miller	Pittsburg, Pa.
John Zahn	Pittsburg, Pa.
Milton D. Hays, President	Pittsburg, Pa.
Josiah Reamer, Secretary and Treasurer	Pittsburg, Pa.

(Ch. 114.)

PITTSBURG, CINCINNATI AND ST. LOUIS.

STATE OF PENNSYLVANIA, }
Allegheny County, } SS:

Personally appeared Wm. Thaw, second 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

W. THAW, *Second Vice President.*
 THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
 24th day of February, 1874. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$13,500,000 00
Amount of stock subscribed	8,433,750 00
Amount paid in as by last report	8,433,550 00
Total amount now paid in of capital stock.....	8,433,750 00
Funded debt, as per last report	10,011,740 24
The amount now of funded debt, (classified and date of maturity,) as follows:	
S. and I. 1st mortgage bonds, (date of maturity, January 1, 1884,)	\$3,000,000 00
P., C. and St. L. 1st mortgage bonds, (date of maturity, August 1, 1890,)	6,222,000 00
S. and I. 2d mortgage bonds.....	4,060 99
P., C. and St. L. 2d mortgage bonds, (date of maturity, April 1, 1913,)..	5,000,000 00
S. and I. 3d mortgage bonds.....	2,500 00
S. and I. Income bonds	7,025 00
S. and I. Columbus and Newark division, (date of maturity, January 1, 1890,)	775,000 00
	<hr/>
	15,010,585 99
Floating debt, as per last report.....	1,841,885 10
The amount now of floating debt.....	372,181 04
Total amount now of floating and funded debt	15,382,767 03

RAILROAD REPORT.

509

Rate per cent. per annum of interest on funded debt: 1st mortgage S. and I., 6 per cent.; 2d mortgage S. and I., none; 3d mortgage, none; 1st mortgage P., C. and St. L., 7 per cent.; 2d mortgage P., C. and St. L., 7 per cent.; Columbus and Newark division, 7 per cent.

Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	168,675
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.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$15,095,349 51	\$15,927,906 77
Equipment.	3,740,437 57	3,754,437 57
Total cost.....	18,835,787 08	19,682,344 34

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg, Pa., to Columbus, Ohio, including one mile leased between Pittsburg and Washington turnpike.....	193 miles.
Length of main line of road laid.....	193 "
Length of main line of road laid in Pennsylvania.....	35½ "
Length of double track of road.....	15, ⁴ / ₁₀ "
Length of sidings between Pittsburg, Pa., and Columbus, Ohio	38, ² / ₁₀ "
Gauge of road.....	4 feet 9½ in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company, and their length, viz: Cadiz Branch, from Cadiz 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, Columbus, Chicago and Indiana Central railway, Cincinnati and Muskingum Valley railway.	
Number of engine houses and shops: Engine houses, 6; shops, 3; total	9

Number of engines.....	110
Number of first-class passenger cars, (average cost of each, \$3,375,)	28
Number of second-class passenger cars, (average cost of each, \$2,000,).....	8
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,) 1,208; trucks, (average cost of each, \$350,) 312; total	1,520
Number of coal, ore and stone cars, (average cost of each, \$500;) total.....	102
Number of caboose cars, (average cost of each, \$870,)....	39
Number of iron bridges, (total length in feet, 3,728,).....	4
Number of wooden bridges, (total length in feet, 7,798,)...	50
Number of stone bridges, (total length in feet, 2,648,)....	23
Number of culverts. (total length in feet, 1,445,)	343
Number of railroads crossed.....	3
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, 2,373, 327, 838, 351, 1,315, 945, 1,396, 1,294 feet,).....	9
How is track laid, and on what foundation? About one-third stone ballast, and two-thirds gravel.	
Length in miles laid with steel rail: One mile of double track and $\frac{1}{2}$ mile of single track.	

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

Number of miles run by passenger trains.....	634,525
Number of miles run by freight trains.....	2,220,700
Number of miles run by coal trains.....	92,080
Number of through passengers for the year on main road,	85,673
Number of passengers (all classes) carried in cars.....	638,855
Number of passengers carried one mile.....	28,216,048
Number of passengers carried one mile in the State of Pennsylvania.....	4,948,324
Number of tons of 2,000 lbs. of through freight for the year on main road.....	586,237

RAILROAD REPORT.

511

Number of tons of 2,000 lbs. of freight carried one mile ..	202, 703, 945
Number of tons of 2,000 lbs. of freight carried one mile in State of Pennsylvania.....	35, 548, 814
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1, 447, 957
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	25
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.....	70, 000 lbs.
Weight of freight engines.....	75, 500 "

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

January, 1873.....	46, 835	July, 1873.....	57, 109
February, 1873.....	40, 894	August, 1873.....	58, 203
March, 1873.....	50, 474	September, 1873.....	63, 602
April, 1873.....	51, 773	October, 1873.....	63, 354
May, 1873.....	55, 297	November, 1873.....	48, 016
June, 1873.....	58, 979	December, 1873.....	44, 259

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal..	447, 885	Stone and lime.....	32, 295
Petroleum and other oils.....	7, 778	Agricultural products.....	360, 115
Pig iron	34, 002	Merchandise and manufactures...	232, 100
Railroad iron.....	15, 301	Live stock.....	118, 494
Other iron or castings.....	39 773	Lumber.....	48, 913
Iron and other ores.....	9, 707	Other articles.....	101, 594

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 ¹ / ₁₀ "
For second-class way passengers.....	None.

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

For through freight, (average,) per ton per mile.....	⁷ / ₈ cents.
For through coal, (average,) per ton per mile	1 "
For local freight, (average,) per ton per mile.....	1 ⁷ / ₁₀ "
For local coal, (average,) per ton per mile.....	1 ⁷ / ₁₀ "

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.....	\$948,123 17	\$316,031 05	\$632,092 12
Taxes on real estate: Included in municipal and State taxes.			
Total	948,123 17	316,031 05	632,092 12
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$289,720 01	\$73,865 69	\$216,854 32
Repairs of passenger and baggage cars.....	88,548 01	88,548 01	
Repairs of freight cars.....	210,740 05		210,740 05
Repairs of tools and machinery in shops.....	28,268 84	9,422 94	18,845 90
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	49,587 00	16,529 22	33,058 44
Total	666,865 17	187,866 46	478,998 71
OPERATING THE ROAD.			
Office expenses, stationery, &c	\$18,004 50	\$6,001 50	12,003 00
Agents and clerks.....	121,564 76	40,521 58	81,043 18
Labor—loading and unloading freight	72,643 61		72,643 61
Porters, watchmen and switch tenders.....	74,018 87	24,672 95	49,345 92
Car cleaning and inspecting, furniture and fixtures.....	44,456 88	18,152 29	26,304 59
Wood and water station attendance.....	11,774 02	8,924 87	7,849 35
Conductors, baggage masters and brakemen.....	285,813 14	102,930 93	182,882 21
Engineers and firemen	207,113 90	47,093 97	160,019 93
Fuel and cost of preparing for use	260,740 76	52,010 74	208,730 02
Oil and waste for engines and tenders, passenger, baggage and freight cars	44,720 64	11,033 54	33,687 10
Telegraph, mail and station expenses	75,439 18	25,146 89	50,292 79
Loss and damage of goods and baggage	81,564 48	2,113 81	29,441 17
Use of freight cars	288,305 75		288,305 75
Shoveling snow	231 88	77 11	154 22
Damage for injury of persons.....	16,683 88	7,720 87	8,963 01
Damage to property, including damage by fire and cattle killed on road	5,888 21	1,790 07	3,592 14
General superintendence.....	17,454 87	5,814 79	11,639 58
Contingencies	102,288 84	84,090 28	68,192 56
Total, (expenses for month of December, estimated,)	1,677,696 62	583,100 49	1,204,596 13

512 PITTSBURG, CINCINNATI AND ST. LOUIS

RAILROAD REPORT.

513

Receipts on construction and equipment account during the year :

From stockholders.....	Nothing
From sale of bonds.....	\$5,000,000 00
From other sources.....	Nothing.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1873.....	\$53,859 04	\$206,634 66	\$7,955 41	\$3,587 62	\$272,037 33
February, 1873.....	50,557 28	206,481 96	8,578 19	7,436 88	273,057 31
March, 1873.....	67,106 31	234,851 84	11,331 03	11,411 24	324,700 42
April, 1873.....	67,766 28	249,183 23	12,187 82	13,489 74	342,630 07
May, 1873.....	71,891 89	246,697 76	11,062 16	15,292 05	344,943 86
June, 1873.....	74,049 23	242,210 08	9,259 67	17,169 13	342,688 11
July, 1873.....	70,592 36	209,010 01	7,770 65	18,284 13	300,657 15
August, 1873.....	76,443 86	243,946 01	23,234 20	21,190 47	364,814 54
September, 1873.....	95,299 65	258,492 31	12,957 90	18,406 96	385,156 82
October, 1873.....	81,350 74	253,764 60	10,485 14	12,678 16	358,268 70
November, 1873.....	60,838 88	197,727 21	9,969 31	8,093 21	276,628 61
*December, 1873.....	55,356 18	175,686 58	9,690 53	10,281 79	251,015 08
Total.....	825,112 30	2,724,682 31	134,482 01	152,321 38	3,836,598 00

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$846,557 26
For maintaining the road, &c.—repairs of machinery and operating the road.....	3,292,684 96
For dividends.....	None.
For interest on bonds.....	669,790 00
For miscellaneous; floating debt, &c.....	3,948,823 43
For surplus funds.....	None.
For municipal and State taxes.....	78,742 35
Total.....	8,836,598 00

Cost of transportation :

Cost per passenger per mile, proximate average.....	2½ cents.
Cost per ton freight per mile, proximate average.....	1.75 "

What express companies run on your road, and on what terms? The 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? The through freight lines of the Pennsylvania route, now owned by the Pennsylvania company under various names, as Union line, National line, Allentown line, &c. They carry the through freight traffic at current rates, and are paid a *pro rata* for terminal expenses.

*Estimated.

ACCIDENTS.

	Killed	Injured
Passengers .....	..	8
Employees	11	18
Others	10	6
	—	—
Total	21	26
	==	==

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 :

1873.

January 6. Dennis Downey, stepped from rear of train No. 7, at Fort Pitt, and was struck by express train; killed.

January 12. James M'Gonigle; wheel of brake shaft broke at Dinsmore; bruised.

January 25. James M'Kenna, struck by engine while walking on track, intoxicated, at Nimick station; killed.

January 31. J. D. Conway, yard brakeman, coupling cars at Pittsburg; injured.

February 3. Nick Hayer, struck by engine while walking on track at Mansfield; killed.

February 3. Wm. Welsch, walking on track at Skeredaw; cut over eye and one leg broken.

February 11. Wm. Shrively, brakeman, jumping from one engine to another in Pittsburg; badly bruised.

March 5. Mrs. A. Price, passenger; broken rail threw train off track at Willow Grove; leg fractured.

March 5. Miss Thompson, passenger; same accident as above; slight cut on head.

March 5. Mrs. Clark, passenger; same accident as above; slight cut on head.

March 5. John Nash, passenger; same accident as above; shoulder dislocated

March 5. Mr. Reels, passenger; same accident as above; heel cut.

March 5. L. Marquis, passenger; same accident as above; back bruised.

March 5. S. Fenchtauger, passenger; same accident as above; head cut.

March 18. John Welsch, track laborer, fell from hand car, Walker's Mills, struck head against rail; killed.

April 3. Walter Smith, brakeman, coupling cars at Mansfield; arm crushed.

RAILROAD REPORT.

515

- April 5. Thomas Cunningham, climbing on car in Pittsburg, fell beneath train; one leg cut off and foot of other crushed.
- April 9. John Orton, brakeman, stepped from rear of train at Birmingham, struck by express train; both legs badly crushed.
- April 25. ——— Williams, brakeman, fell off car at Pittsburg; killed.
- April 25. Thomas Williams, brakeman, fell off car at Walnut Hill; one leg broken.
- May 17. Taylor Petticord, fell off car at Bulger tunnel; three ribs broken.
- May 21. Maggie Wilkinson, walking on track near Mansfield; killed.
- May 25. H. Fitzherbert, walking on track, intoxicated, Pittsburg; killed.
- May 27. John Malloy, track laborer, struck by engine, Hanlin's; killed.
- June 13. Henry Gordon, brakeman, thrown off car by broken rail, Whitestown; foot badly fractured.
- June 14. Pat Munday, walking on track, Jones Ferry; killed.
- July 4. Wm. Chapman, walking on track, intoxicated, Mansfield, struck by engine; head cut and face bruised.
- July 9. J. Clark, run over by train at Fort Pitt; killed.
- August 2. W. A. Pitcairn, brakeman; asleep on track, Dinsmore, run over; killed.
- August 4. M. Dougherty, fell from car at M'Donald's, run over; killed.
- August 5. Wilson Logan, attempting to get on train at Mansfield, fell; killed.
- August 13. F. Louther, brakeman; poling cars on siding at Crafton, fell, run over; killed.
- September 1. M. Haas, train run off track at Burgettstown; head and face cut.
- September 5. Albert Moorehead, brakeman; coupling cars, Mansfield, fell under train; killed.
- September 7. C. N. Duncan, fell between cars, Pittsburg; head badly bruised.
- September 8. Emile Renekly, hostler; cleaning boiler, Pittsburg; badly scalded.
- September 25. William Chalfant, yard conductor; coupling cars, Pittsburg; killed.
- September 29. Phillip Kane, brakeman; fell under train, Midway; killed.
- October 19. John Mullhouss, lying on track, intoxicated, Bulger's, struck by train, No. 1; hip joint dislocated.
- November 1. Clarence Andrews, climbing on train, Pittsburg, fell; killed.

November 6. W. H. Neeley, brakeman; fell under train, Dennison; killed.

November 20. J. C. Nesbit, brakeman; coupling cars, Mansfield; hand crushed.

November 25. M. Nilloran, track laborer; fell from rear of train, near Mansfield; hip and breast bruised.

November 25. M. Foley, track laborer; fell from rear of train, near Mansfield; thigh fractured.

December 10. Christman Burns, walking on track intoxicated, near Mansfield; struck by train; cut on head.

November 15. Daniel Conboy, brakeman; fell under train, Jones' ferry; killed.

November 17. G. A. Conaway brakeman; run over by yard engine. Dennison; killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
H. J. Jewett.....	Columbus, O.
H. H. Houston.....	Philadelphia, Pa.
Thomas L. Jewett.....	Philadelphia, Pa.
William Phillips.....	Pittsburg, Pa.
William Thaw.....	Pittsburg, Pa.
J. N. M'Cullough.....	Pittsburg, Pa.
George W. Adams.....	Dresden, O.
Alfred Gaither.....	Cincinnati, O.
Rollin C. Hurd.....	Mt. Vernon, O.
D. S. Gray.....	Columbus, O.
Robert Sherrard.....	New York City.
Thomas A. Scott, President.....	Philadelphia, Pa.
H. J. Jewett, 1st Vice President.....	Columbus, O.
William Thaw, 2d Vice President.....	Pittsburg, Pa.
J. N. M'Cullough, 3d Vice President.....	Pittsburg, Pa.
Thomas D. Messler, Comptroller.....	Pittsburg, Pa.
John E. Davidson, Auditor.....	Pittsburg, Pa.
M. C. Spencer, Treasurer.....	Pittsburg, Pa.
William H. Barnes, Secretary.....	Pittsburg, Pa.
M. J. Becker, Chief Engineer.....	Columbus, O.
W. L. O'Brien, Gen'l Passenger and Ticket Agt....	Columbus, O.
William Stewart, General Freight Agent.....	Pittsburg, Pa.

[No. 1121]
PITTSBURG AND CONNELLSVILLE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Mendes Cohen, president, and 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, 1873, are true, to the best of their knowledge and belief.

(Signed) MENDES COHEN, *President.*
CHAS. DONNELLY, *Treasurer.*

Sworn and subscribed before me, this }
10th day of February, 1874. }

LOUIS HAGER, *Alderman.*

Sworn to and subscribed before me, by Mendes Cohen, president of the Pittsburg and Connellsville railroad, this 11th day of February, A. D. 1874.

W. W. LATIMER, *Commissioner for Pennsylvania.*

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	1,960,682 45
Total amount now paid in of capital stock	1,960,682 45
Funded debt, as per last report	4,780,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Construction bonds Turtle Creek division, (date of maturity, August 1, 1889,)	\$400,000 00
1st mortgage bonds, (date of maturity, July 1, 1893,)	4,000,000 00
2d mortgage bonds, (date of maturity, May 18, 1902,)	5,000,000 00
Real estate bonds, (date of maturity, 1883,)	100,000 00
	9,500,000 00 .
Floating debt, as by last report	3,463,204 09
The amount now of floating debt	2,276,578 68
Total amount now of floating and funded debt	11,776,578 68

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.....	Not quoted.
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.....	\$11,598,235 66	\$11,934,439 07
Equipment.....	687,162 23	709,835 05
Total cost.....	<u>12,285,397 89</u>	<u>12,644,274 07</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg, Pa., to Cumberland, Md.....	149 ⁶ / ₁₀ miles.
Length of main line of road laid.....	145 "
Length of main line of road laid in Pennsylvania.....	142 "
Length of double track of road.....	4 "
Length of sidings.....	32 "
Gauge of road.....	4 ft. 8 ¹ / ₂ inches.
Weight of rail per yard on main track: 60 and 64 pounds.	
Branch roads owned by the company, and their length, viz:	
Hickman Run railroad.....	1 ⁹ / ₁₀ miles.
Roads worked or leased by the company, viz: Mount Pleasant and Broad Ford railroad, Fayette County railroad.	
Number of engine houses and shops.....	9
Number of engines.....	26
Number of first-class passenger cars, (average cost of each, \$4,000.).....	15
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$2,500.).....	7
Number of freight cars: House cars, (average cost of each, \$600,) 80; trucks, (average cost of each, \$500,) 279; total.....	359

RAILROAD REPORT.

519

Number of stone cars, (average cost of each, \$500,).....	20
Number of caboose cars, (average cost of each, \$600,)....	21
Number of iron bridges, (total length in feet, 2,862,).....	25
Number of wooden bridges over 24 feet span, (total length in feet, 232,).....	4
Number of stone bridges over 24 feet span, (total length in feet, 25,).....	1
Number of culverts.....	None.
Number of railroads crossed.....	1
Number of stations on main road.....	77
Number of wood and water stations on main road.....	25
Value of real estate held by company exclusive of road way.....	\$93,671 26
Number of tunnels, (length of each: Brooke, 1,810 feet; Blackman's, 168 feet; Pinkerton, 1,050 feet, and Sand Patch, 4,804 feet,).....	4
How is track laid and on what foundation? On cross-ties, resting on broken stone ballast.	
Length in miles laid with steel rail.....	None.

The equipment owned by the company is very limited, its requirements being met by the loan of rolling stock from the Baltimore and Ohio railroad company.

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

Number of miles run by passenger trains.....	374,756
Number of miles run by freight trains.....	1,054,457
Number of miles run by ballast trains.....	154,000
Number of through passengers for the year on main road,	6,818
Number of passengers (all classes) carried in cars.....	859,533
Number of tons of 2,000 lbs. of through freight for the year on main road.....	114,719
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,130,334
Number of passengers carried one mile.....	10,918,720
Number of tons of freight carried one mile.....	51,060,340
Number of passengers carried one mile in the State of Pennsylvania: Records do not show.	
Number of tons of freight carried one mile in the State of Pennsylvania.....	49,577,268
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	19
Weight of first-class passenger engines.....	28 tons.
Weight of freight engines.....	32 "

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

November, 1872.....	72,105	June, 1873.....	76,142
December, 1872.....	77,942	July, 1873.....	79,297
January, 1873.....	66,947	August, 1873.....	81,038
February, 1873.....	58,332	September, 1873.....	72,910
March, 1873.....	68,958	October, 1873.....	66,598
April, 1873.....	66,721		
May, 1873.....	72,543	Total.....	859,538

The amount of freight, specifying the quantity in tons :

Coal and coke.....	846,374	Agricultural products.....	7,517
Petroleum and other oils.....	2,448	Merchandise and manufactures,	86,024
Pig iron.....	20,297	Live stock.....	1,743
Railroad iron.....	1,398	Lumber.....	43,038
Other iron or castings.....	18,486	Other articles.....	5,271
Iron and other ores.....	10,859		
Stone, lime and sand.....	86,891	Total.....	1,130,284

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 "

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

For through freight.....	1 ⁴ / ₁₀ cents.
For local freight	2 ⁷ / ₁₀ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$552,225 21
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Repairs of machinery :

Repairs of engines and tenders.....	\$90,759 38
Repairs of passenger and baggage cars	42,664 46
Repairs of freight cars, &c.....	67,659 60
Repairs of tools and machinery in shops.....	7,683 22
Incidental expenses, including oil, fuel, clerks, watchmen, about shops, &c.....	122,954 50
Total.....	331,721 16

RAILROAD REPORT.

521

Operating the road :

Office expenses, stationery, &c	\$10,809 55
Agents, clerks and labor—loading and unloading freight..	86,716 93
Switch tenders	3,822 00
Car cleaning.....	4,666 89
Wood and water station attendance	4,892 16
Conductors, baggage masters and brakemen	129,784 55
Engineers and firemen.....	86,288 25
Fuel	40,917 65
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	12,634 47
Telegraph, mail and station expenses	34,286 93
Loss and damage of goods and baggage.....	2,842 84
Use of cars and engines.....	177,059 14
Damage for injury of persons.....	4,700 86
Damage to property, including damage by fire and cattle killed on road	756 25
General superintendence, contingencies and other items not enumerated.....	72,223 00
Total	672,401 47

Receipts on construction and equipment account during the year :

From stockholders	None.
From sale of bonds, in reduction of floating indebtedness, \$2,342,000 00	
From other sources	None.
Total	2,342,000 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
November, 1872.....	\$27,050 69	\$111,790 58	\$1,117 18	\$139,958 45
December, 1872.....	28,136 60	100,558 06	852 02	129,546 74
January, 1873.....	24,087 64	106,844 91	842 31	131,774 86
February, 1873.....	21,031 03	99,682 64	851 55	121,565 22
March, 1873.....	26,398 66	109,666 53	840 94	136,906 13
April, 1873.....	25,878 88	104,026 19	874 83	130,779 95
May, 1873.....	29,278 87	94,308 30	899 45	124,486 62
June, 1873.....	29,100 14	98,665 18	890 32	128,655 64
July, 1873.....	33,141 43	80,110 20	847 72	114,099 35
August, 1873.....	31,741 00	104,420 81	853 39	137,015 20
September, 1873.....	36,834 42	102,187 97	852 96	139,875 35
October, 1873.....	31,508 32	97,505 78	1,315 70	130,329 80
Total	844,187 74	1,209,767 15	11,038 42	1,564,993 31

SUMMARY OF PAYMENTS.

For construction and equipment	\$358,876 18
For maintaining the road, &c.—repairs of machinery and operating the road	1,556,347 84
For dividends.....	None.
For interest.....	707,257 21
For miscellaneous.....	7,906 91
For surplus funds.....	None.
For municipal and county taxes	3,573 92
For State taxes.....	35,199 17
For United States taxes	None.
<hr/>	
Total	2,669,181 23
Total amount of surplus fund	None.
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Cost of transportation :

Cost per passenger per mile, proximate average: The account has not been kept in such a manner so as to give an answer.

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

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

ACCIDENTS.

	Killed.	Injured.
Passengers	1	2
Employees	12	28
Others.....	5	5
<hr/>		<hr/>
Total.....	18	35
<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 :

1872.

November 7. Frederick Burns, brakeman, had hand badly bruised while coupling cars at Hickman Run junction.

November 25. James Jones, brakeman, had hand crushed while coupling cars in Connellsville yard.

November 26. Frank Warner, brakeman, fell from top of car near Broad Ford, while train was in motion, and had shoulder dislocated.

December 5. John M'Gee, brakeman, lost his balance and fell from top of house car while passing Tyrone mines ; part of train passed over him crushing both legs so badly that he died from the effects of his injuries on the following day.

December 6. Ezekiel Lewis, resident of Pompey's Smash, Md., in attempting to get on mail train east while in motion, at Connellsville, fell from platform of station under the train and was run over and instantly killed.

December 19. James Johnson, brakeman, was caught between the bumpers while coupling cars at Port Perry, and instantly killed.

1873.

January 2. Calvin L. Beal, brakeman, was caught between the cars and instantly killed, at Shoo Fly tunnel, caused by second section freight train east running into first section.

January 25. George Whaley, passenger conductor, slightly injured at Sand Works station, by train running off track, caused by misplaced switch.

January 25. J. J. Reynolds, baggage master, body bruised in same accident as above.

January 28. Daniel Dohnes, section man, assisting in putting disabled engine on track, at Stewarton station, was seriously injured by draw bar of engine breaking, piece of which struck him on the forehead.

January 28. Samuel Shaeffer, section man, had head slightly cut in same accident as above.

February 13. Conrad Brandt, while intoxicated, stepped on track at Laughlin's station, was struck by engine 745 and killed.

February 15. Thomas Walsh, conductor, was instantly killed near Sherrick's station, on Mt. Pleasant Branch, by train being thrown from track, caused by running over a hog. John M'Clintock, brakeman, was fatally injured in same accident.

February 17. P. P. Kynett, freight brakeman, body squeezed while coupling cars in Cumberland yard.

February 21. Lizzie Hough, child, was slightly injured in attempting to cross the track ahead of passenger train, at Snyder station.

March 13. James Kessler, brakeman, while coupling cars at M'Keesport, was caught between the bumpers and fatally injured.

April 1. James Ridenour, engineer, jumped from his engine near Philson's station, and was thrown under the train, both legs broken ; died from injuries received.

April 1. John Malaskey, fireman, was fatally injured at Mineral Point by train running off track caused by misplaced switch. Scott Mullen, engineer, severely bruised about the head and body in same accident.

April 3. A. C. Rieg, engineer, jumped from his engine while in motion, near Garrett station, and fell under train; both hands and left foot were run over inflicting injuries which resulted in death.

April 3. Michael Barnett, passenger, sitting in car with arm out of window, was struck by car on siding at Soho, and had arm broken.

April 11. James Gilkey, coal miner, laying on track intoxicated, was run over by freight train, near Osceola station, though severely bruised; injuries were not fatal.

April 24. Nelson Henning, track laborer, while intoxicated attempted to get off moving freight train at Washington mines, fell under cars and had leg broken, causing death.

May 3. Timothy Harris, coal miner; walking on the track intoxicated, was struck by mail train west, near Alpsville station, and fatally injured.

May 13. Frank Phillips, walking on track at night, intoxicated, was instantly killed by freight train, near M'Keesport.

May 26. Abraham Wolfe, laborer, on ballast train, was fatally injured, near Dawson station, caused by car running off the track. Hiram Crise, laborer, slightly injured in same accident.

May 28. Patrick Conner, brakeman; finger crushed while coupling cars at Broad Ford.

June 21. E. R. Butler, conductor, ballast train, was slightly injured by falling from rear car of train at Indiana creek, caused by train starting suddenly.

June 27. W. F. Hagerman, passenger, under the influence of liquor, jumped from accommodation train while in motion, at Connellsville, and fell under the train; both legs broken below the knee, resulting in death a few hours afterwards.

June 28. W. P. White, passenger, under the influence of liquor, fell from platform of accommodation train, while in motion, near Birmingham station; left foot cut off near the ankle joint.

July 10. W. A. Embaugh, brakeman, was injured about the breast while coupling cars at Connellsville.

July 20. John Donnelley, brakeman, had arm badly bruised while coupling cars at Connellsville yard.

August 1. John Lydon, laborer, construction train, was instantly killed by collision of through freight east with construction train west, near Mineral Point station, caused by gross carelessness of conductor construction train. John Shannon, arm broken; Pat M'Cluskey, ankle broken; Thomas Dougherty, leg broken and rib fractured in same accident.

August 26. John Edmunds, conductor, was fatally injured by being caught between the bumpers of cars, in Connellsville yard.

RAILROAD REPORT.

525

August 26. H. Quinn, engineer, had left ankle sprained in collision of freight train west with ballast train east, near Mineral Point; caused by flagman falling asleep and failing to warn freight train.

September 1. William O'Harra, brakeman, had right arm broken near the wrist, and right hip badly bruised by falling from top of coke car at Indian creek; caused by train checking suddenly.

September 12. Dennis Mangin, brakeman, had collar bone dislocated while coupling engine to train, at Fort Hill.

September 12. Edward Hardie, small child, struck by gravel train near Frankstown, and slightly injured.

September 19. J. Devine, conductor, while shifting train at Ohio Pyle, had his right foot crushed by being caught under the cars.

September 27. Charles Nolte, brakeman, shifting engine, had foot badly bruised while coupling cars, at Connellsville.

September 20. Thomas Bozzle, section man, had arm badly crushed in attempting to couple cars, at Bidgeport.

October 3. Michael Ryan, laborer on ballast train, had leg broken at Ohio Pyle, caused by slipping and foot catching under a stone.

October 11. Alexander Boyer, farmer, was seriously injured by driving across the track in front of passenger train, near Eilerslie station.

October 15. Thomas Moore, engineer in the employ of the Baltimore and Ohio railroad, going to Pittsburg to take out engine, had shoulder dislocated by jumping from engine 730, at Long Run, caused by parallel rod breaking.

October 20. Archibald M'Kinsey, walking on track while intoxicated, was struck by accommodation train near Copper Works station and fatally injured.

October 20. Pat Kaine, engineer, badly scalded by engine of express train striking a rock at Keystone Junction, and thrown from track.

October 20. J. Carothers, fireman, received slight flesh wounds on the shoulder in same accident.

October 29. Patrick M'Cann, brakeman, had hand severely bruised while coupling cars, at Uniontown.

PITTSBURG AND CONNELLSVILLE

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post offices.
Mendes Cohen	Baltimore, Md.
W. S. Bissell	Pittsburg, Pa.
G. L. B. Fetterman.....	Pittsburg, Pa.
William Baldwin.....	Pittsburg, Pa.
William Keyser.....	Baltimore, Md.
J. D. Smith	Baltimore, Md.
W. H. Perkins	Baltimore, Md.
H. G. Vickery.....	Baltimore, Md.
Hugh Sisson.....	Baltimore, Md.
Israel Cohen.....	Baltimore, Md.
G. R. Dennis	Frederick, Md.
Mendes Cohen, President.....	Baltimore, Md.
J. B. Washington, Secretary.....	Pittsburg, Pa.
Charles Donnelly, Treasurer.....	Pittsburg, Pa.

(Ch. 115.)
PITTSBURG, FORT WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared G. W. Cass, president, and F. M. Hutchinson, secretary and 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, 1873, are true, to the best of their knowledge and belief.

(Signed) G. W. CASS, *President.*

F. M. HUTCHINSON, *Secretary and Treasurer.*

Sworn and subscribed before me, this 27th day of January, 1874, by F. M. Hutchinson, secretary and treasurer. Witness my hand and official seal.

WILLIAM F. ROBB, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law: Regulated by charter, with power to increase from time to time.		
Amount of stock subscribed, \$11,500,000, and as capitalized.....	\$19,714,285 71	
Guaranteed special stock.....	4,100,000 00	
	\$23,814,285 71	
Amount paid in as by last report.....	22,214,285 71	
Total amount now paid in of capital stock, \$11,500,000 00, and as capitalized:		
Full stock.....	\$19,712,500 00	
Scrip stock.....	1,785 71	
Guaranteed special.....	4,100,000 00	
	23,814,285 71	
Funded debt, as per last report.....	13,621,000 00	
The amount now of funded debt, (classified and date of maturity,) as follows:		
1st mortgage bonds, (date of maturity, 1912,).....	\$5,250,000	
2d mortgage bonds, (date of maturity, 1912,).....	5,160,000	
3d mortgage bonds, (date of maturity, 1912,).....	2,000,000	

Equipment bonds, (date of maturity, 1874.)	\$1,000,000	
O. and P. bridge bonds, (date of maturity, 1876,)	44,000	
P., F. W. and C. R. R. Co. consolidated bonds, (date of maturity, 1887,)	100,000	
		<u>\$13,554,000 00</u>
Floating debt, as per last report		16,229 62
The amount now of floating debt		14,229 62
Total amount now of floating and funded debt		13,568,229 62
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: Stock, none; cash, 7 per cent.		
Number of shares of stock issued		238,125
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		<u>22,942,285 71</u>

COST OF ROAD AND EQUIPMENT, INCLUDING REAL ESTATE.

	By last report.	By present report.
Construction	\$581,463 46	\$938,740 35
Equipment	810,600 79	625,975 85
Total cost, including real estate	<u>26,867,636 80</u>	<u>28,412,353 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Chicago,	468 $\frac{3}{8}$ miles.
Length of main line of road laid	468 $\frac{3}{8}$ "
Length of main line of road laid in Pennsylvania	49 "
Length of double track of road	58 $\frac{6}{16}$ "
Length of sidings	121 $\frac{4}{16}$ "
Gauge of road	4 ft. 9 $\frac{1}{2}$ inches.
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	269

RAILROAD REPORT.

529

Number of first-class passenger cars, (average cost of each, \$3,000,).....	106
Number of second-class passenger cars, (average cost of each, \$1,600,).....	26
Number of baggage, mail and express cars, (average cost of each, \$1,400,)	55
Number of freight cars, (average cost of each, \$675;) total,	5,600
Number of coal, ore and stone cars, (average cost of each, \$500;) total.....	4,070
Number of caboose cars, (average cost of each, \$725,)...	119
Number of iron bridges, (total length in feet, 4,397 ⁴ / ₁₀ ,)..	36
Number of wooden bridges, (total length in feet, 9,907,)..	86
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 5,353,).....	316
Number of railroads crossed.....	21
Number of stations on main road: Passenger 134; freight, 74; total.....	134
Number of wood and water stations on main road.....	54
Value of real estate held by the company, exclusive of road way: Included in cost of railway, construction and equipment.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Laid on wooden ties, gravel and sand ballast, and fish joints.	
Length in miles laid with steel rail.....	82 ² / ₅

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

Number of miles run by passenger trains.....	1,722,493
Number of miles run by freight trains.....	5,384,604
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road,	129,821
Number of passengers (all classes) carried in cars.....	2,107,268
Number of passengers carried one mile.....	92,274,827
Number of passengers carried one mile in Pennsylvania..	9,873,406
Number of tons of 2,000 of through freight for the year on main road.....	916,439
Gross amount of tonnage for the year, (2,000 per ton,)...	2,316,568
Number of tons of freight carried one mile.....	474,909,373
Number of tons of freight carried one mile in Pennsylvania.....	50,733,181

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	30
Average rate of speed adopted by freight trains, including stops	13
Weight of first-class passenger engines	20 to 33 tons.
Weight of freight engines	26 to 33 "

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

January, 1873.....	\$144, 039	July, 1873.....	190, 773
February, 1873.....	135, 655	August, 1873.....	192, 300
March, 1873.....	164, 936	September, 1873	215, 157
April, 1873.....	183, 190	October, 1873.....	191, 469
May, 1873.....	190, 961	November, 1873.....	159, 202
June, 1873.....	179, 403	December, 1873.....	151, 112

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

Anthracite and bituminous coal..	502, 606	Merchandise and manufactures...	633, 633
Other iron or castings.....	40, 304	Live stock.....	449, 402
Iron and other ores.....	180, 219	Lumber.....	173, 565
Agricultural products.....	256, 026	Other articles.....	84, 733

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

For first-class through passengers.....	3 cents.
For first-class way passengers	2½ "
For second-class through passengers.....	2 ¹ / ₁₀ "
For second-class way passengers.....	None.

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

For through freight, per ton per mile	1 ² / ₁₀ cents.
For through coal, per ton per mile	1 "
For local freight, per ton per mile	3 "
For local coal, per ton per mile.....	1½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transpo'n.	Freight transporta'n.
Repairs or maintenance of way, including buildings.....	\$1,009,244 53	\$636,414 84	\$1,272,829 69
Taxes on real estate.....	236,257 44	78,752 48	157,504 96
Other taxes.....	12,845 34	4,281 78	8,563 56
Total	2,158,847 31	719,449 10	1,488,898 21
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$286,484 19	\$64,635 81	\$221,848 38
Repairs of passenger and baggage cars	200,920 43	200,920 43	
Repairs of freight cars	436,196 49		436,196 49
Repairs of tools and machinery in shops.....	65,207 10	21,735 70	43,471 40
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	48,964 96	16,321 65	32,643 31
Total	1,037,773 17	303,613 59	734,159 58
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$85,076 83	\$28,358 94	\$56,717 89
Agents and clerks.....	304,371 12	101,457 04	202,914 08
Labor—loading and unloading freight	249,803 27	83,287 75	166,535 52
Porters, watchmen and switch tenders.....	63,781 93	21,260 64	42,521 29
Car cleaning and inspecting, furniture and fixtures	45,858 46	18,619 48	27,238 98
Wood and water station attendance	37,196 88	12,398 96	24,797 92
Conductors, baggage masters and brakemen.....	461,334 77	176,182 98	285,151 79
Engineers and firemen.....	429,814 68	98,185 18	336,629 50
Fuel and cost of preparing for use	581,881 92	169,303 89	412,578 03
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	86,244 78	24,630 69	61,614 09
Telegraph, mail and station expenses.....	156,645 66	52,215 22	104,430 44
Loss and damage of goods and baggage.....	64,624 42	21,644 82	42,979 60
Use of freight cars	199,989 35		199,989 35
Shoveling snow.....	0,982 77	3,327 59	6,655 18
Damage for injury of persons.....	4,487 10	1,495 70	2,991 40
Damage to property, including damage by fire and cattle killed on road.....	4,713 64	1,571 21	3,142 43
General superintendence.....	39,086 62	13,028 87	26,057 75
Contingencies	175,502 40	58,500 80	117,001 60
Total	3,000,396 60	880,449 76	2,119,946 84

Receipts on construction and equipment account during the year :

Guaranteed special stock issued to Pennsylvania company

for account of construction and equipment..... \$1, 600, 000 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Rent of railway.	Miscella- neous.	Total.
Jan., 1873...	\$146, 191 17	\$522, 319 27	\$48, 091 50	\$8, 241 26	\$4, 747 98	\$729, 591 18
Feb., 1873...	147, 907 45	588, 091 94	23, 185 50	8, 241 26	1, 955 52	769, 381 67
March, 1873,	188, 863 71	679, 966 86	24, 139 50	8, 241 28	3, 224 04	904, 435 39
April, 1873...	219, 986 27	700, 954 07	24, 139 50	8, 241 26	4, 267 24	957, 588 34
May, 1873...	227, 754 60	655, 333 33	24, 616 50	8, 241 26	3, 534 15	919, 479 84
June, 1873...	219, 219 78	546, 077 13	23, 662 50	8, 241 28	1, 463 75	798, 664 42
July, 1873...	216, 117 35	486, 804 80	24, 616 50	8, 241 26	1, 595 17	739, 375 08
August, 1873	217, 946 99	511, 168 91	24, 139 50	8, 241 26	2, 218 11	763, 714 77
Sep., 1873...	271, 311 22	535, 159 61	24, 139 50	8, 241 28	2, 278 74	841, 130 35
Oct., 1873...	250, 328 32	501, 180 03	24, 616 50	8, 241 26	1, 862 84	786, 228 95
Nov., 1873...	185, 362 05	435, 900 00	23, 662 50	8, 241 26	963 98	654, 129 79
Dec., 1872...	166, 712 48	542, 417 10	24, 616 50	8, 241 28	1, 000 00	741, 987 36
Total.....	2, 456, 701 37	6, 707, 873 05	313, 626 00	98, 896 20	29, 111 52	9, 605, 707 14
Profit operating New Castle branch.....						42, 685 79
Profit operating Lawrence branch						584 72
						<u>9, 648, 987 65</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$1, 564, 716 20
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$6, 196, 517 08
Less taxes	249, 102 78
	<u>5, 947, 414 30</u>
For dividends.....	1, 567, 740 00
For interest	1, 083, 800 00
For miscellaneous.....	19, 000 00
For municipal taxes : Included with State.	
For State taxes.....	\$248, 992 58
For city and county and on capital stock..	21, 291 22
	<u>270, 283 80</u>
For United States taxes.....	110 20
Total.....	<u>10, 453, 064 50</u>
Excess of expenditures over receipts.....	<u>804, 076 85</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 cents.
Cost per ton freight per mile, proximate average.....	.91 ¹⁰⁰ "

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 line; for terms, see note on report sent the State for 1870, which is written in full. Pittsburg and Western company, terms, &c.; they are to establish their own rates which shall not be less than for similar traffic, charged by P. Ft. W. & C. railway. They furnish their own cars which are hauled by trains of P. Ft. W. & C. railway, and pay the P. Ft. W. & C. railway one and one-half cents per ton per mile, and one-half the difference between this and the gross earnings of the cars. The P. W. company receive no mileage for its cars, but as an equivalent the P. Ft. W. & C. railway make all repairs and renewals to such cars.

ACCIDENT.

	Killed.	Injured.
Passengers .....	..	4
Employees	3	14
Others	8	14
Total	11	32

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

1873.

January 7. A Bond, brakeman, injured while coupling cars, at Outer depot.

January 12. T. Tumbaugh, brakeman, hand crushed while coupling cars, at Penn yard.

January 16. James Baker, struck by engine of freight train while driving over crossing, at Sullivan; injured.

January 16. J. Linehan, employee, caught between car and platform, at Penn Fort; injured.

January 18. S. Bowman, brakeman, wrist dislocated while coupling cars, at Outer depot.

February 8. Unknown man, struck by train while shifting, at Rochester; injured.

February 10. J. Miller, attempted to crawl under train, at Penn yard; killed.

February 12. E. Evans, struck by freight engine while walking on track, at New Brighton; killed.

February 14. Unknown man, struck by freight engine while walking on track, at Sterling siding; injured.

February 23. M. Furguson, brakeman, injured while putting cars on siding of L., O. and P. mills, at Superior.

February 24. H. Hays, brakeman, knocked off train by bridge, at Superior; injured.

March 13. J. Kresson, passenger, attempted to get on train while in motion, at Enon; foot injured.

March 13. J. Cannavan, passenger, jumped from train near Verner; foot injured.

April 25. H. Cunningham, brakeman, killed while coupling cars, at Union depot.

April 30. Unknown man, struck by engine on track, at Allegheny; injured.

May 3. C. Prettyman, brakeman, hand crushed while coupling cars, at Penn yard.

May 10. Evan Evans, killed while walking on track, at Superior.

May 24. James Reed, brakeman, arm injured while coupling cars, at Outer depot.

May 26. Thomas Algeo, brakeman, leg injured by jumping off car, at Penn yard.

June 3. J. Kiskadden, brakeman, leg injured while coupling cars, at Allegheny.

June 4. L. Shimp, foot injured while walking on track, at Superior.

August 9. George Baihr, struck by passenger engine while walking on track, at Glendall; killed.

August 27. Miss Craven, struck by passenger engine while picking berries side of track, at New Brighton; killed.

September 2. H. Buchanan, brakeman, caught by brake wheel, at Homewood; arm injured.

September 2. P. Butt, injured while walking on track in Transfer yard, Pittsburg.

September 2. George Kelly, leg injured in attempting to get off freight train in motion, at Allegheny.

September 5. V. Hellian, injured while walking on track, at Outer depot.

September 8. F. Brenny, jumped from train, at Beaver falls; arm injured.

September 10. G. Baum, got off train in motion, at Allegheny; leg injured.

September 27. F. Durke, injured while walking on track, at Verner.

October 13. J. Lutz, injured in attempting to cross track, at Rochester.

October 19. J. Simpson, employee, struck by engine while walking on track, at Outer depot; killed.

October 27. W. Warfield, employee, arm injured while coupling cars, at Outer depot.

October 27. J. Oliver, employee, attempted to get on coal cars, at Union depot; injured.

November 1. H. Marrata, struck by passenger engine while walking on track, at New Brighton; killed.

November 4. Unknown man, struck by passenger engine while walking on track, at Dixmont; killed.

November 29. Mrs. Goggins, caught between two cars, at Outer depot; injured.

December 3. Thomas Dudy, employee, struck by engine, at Penn yard; killed.

December 11. C. Hildebrand, employee, caught between cars, at Allegheny; leg injured.

December 14. D. M'Kinney, struck by passenger engine, at Allegheny; killed.

December 17. G. Taylor, knocked down by a shifted coke car, at Outer depot; injured.

December 20. L. Evans, attempted to get off train in motion, at Sewickley; leg injured.

December 22. Unknown man, struck by engine while walking on track, at Dixmont; injured.

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. 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, Ohio.
J. Edgar Thomson.....	Philadelphia, Pa.
R. R. Springer.....	Cincinnati, Ohio.
Hon. John Sherman.....	Mansfield, Ohio.
Pliny Hoagland.....	Ft. Wayne, Ind.
Jesse L. Williams.....	Ft. Wayne, Ind.
W. B. Ogden.....	Chicago, Illinois.
J. F. D. Lanier.....	New York.
Louis H. Meyer.....	New York.
T. J. Tilden.....	New York.
G. W. Cass, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary and Treasurer.....	Pittsburg, Pa.

TTSBURG, VIRGINIA AND CHARLESTON

Chs. 1163

PITTSBURG, VIRGINIA AND CHARLESTON.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared John Scott, 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOHN SCOTT, *President.*

D. P. CORWIN, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1874. }

ANDREW HUMBERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$821, 550 00
Amount paid in as by last report.....	618, 564 11
Total amount now paid in of capital stock.....	673, 264 31
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, April 1, 1902,)	700, 000 00
The amount now of floating debt, mortgages.....	244, 691 67
Total amount now of floating and funded debt.....	944, 691 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.....	16, 431
Par value of each share.....	\$50 00
Average market value during the year..	None
Amount paid in on each share.....	All due.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$654, 067 71	\$1, 106, 167 69
Equipment.....	55, 242 75	37, 225 95
Total cost.....	<u>709, 310 46</u>	<u>1, 143, 393 57</u>

RAILROAD REPORT.

537

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Monongahela City.....	30 miles.
Length of main line of road laid.....	30 "
Length of main line of road laid in Pennsylvania.....	30 "
Length of double track of road.....	3 "
Length of sidings.....	9,711 feet.
Gauge of road.....	4 feet 9 in.
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.....	4
Number of first-class passenger cars, (average cost of each, \$6,000,).....	3
Number of second-class passenger cars, (average cost of each, \$5,400,).....	3
Number of baggage, mail and express cars, (average cost of each, \$2,200,).....	3
Number of freight cars: House cars, (average cost of each, \$775,) 5; gondolas, (average cost of each, \$657 50,) 50; total.....	55
Construction cars and trucks, (average cost of each, \$226 60,).....	19
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 97,).....	1
Number of wooden bridges, (total length in feet, 5,184,)..	8
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 100 feet,).....	20
Number of railroads crossed.....	1
Number of stations on main road: Passenger and freight,	5
Number of wood and water stations on main road.....	4
Value of real estate held by the company exclusive of road way.....	\$556,038 59
Number of tunnels.....	None.
How is track laid and on what foundation? 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.....	49,400
Number of miles run by freight trains.....	8,500

Number of miles run by coal trains	None.
Number of through passengers for the year on main road,	None.
Number of passenger (all classes) carried in cars.....	140,199
Number of tons of 2,000 pounds of through freight for the year on main road	4,829
Gross amount of tonnage for the year, (2,000 per ton,) ...	4,829
Number of passengers carried one mile.....	1,860,000
Number of tons of freight carried one mile	560,000
Number of passengers carried one mile in the State of Pennsylvania	1,860,000
Number of tons of freight carried one mile in the State of Pennsylvania	560,000
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	29
Average rate of speed adopted by freight trains, including stops	15
Weight of first-class passenger engines.....	60,000 lbs.
Weight of freight engines.....	60,000 "

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

January, 1873.....	3,328	July, 1873.....	14,257
February, 1873.....	2,872	August, 1873.....	14,299
March, 1873.....	4,132	September, 1873.....	17,343
April, 1873.....	5,201	October, 1873.....	17,686
May, 1873.....	9,641	November, 1873.....	19,648
June, 1873.....	11,926	December, 1873.....	20,434

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	2,000	Agricultural products.....	1,000
Petroleum and other oils.....	10	Merchandise and manufactures....	500
Other iron or castings.....	100	Lumber.....	500
Stone and lime.....	500	Other articles.....	216

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

For first-class way passengers	<u>3½ cents.</u>
--------------------------------------	------------------

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

For through coal, per ton per mile	1½ cents.
For local freight, per ton per mile.....	5 "
For local coal, per ton per mile	<u>1¼ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$18,771 20		
Taxes on real estate.....	1,864 11		
Total.....	20,635 31		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$1,009 15	\$704 36	\$304 70
Repairs of passenger and baggage cars.....	1,249 79	1,249 79	
Repairs of freight cars.....	604 06		604 06
Repairs of tools and machinery in shops.....	201 00	78 03	122 97
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	800 79		
Total.....	3,864 79	2,032 18	1,031 82
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$2,092 70		
Agents and clerks.....	836 99	\$568 80	\$268 19
Labor—loading and unloading freight.....	162 75		162 75
Porters, watchmen and switch tenders.....	2,600 65		
Car cleaning and inspecting, furniture and fixtures.....	346 64	346 64	
Wood and water station attendance.....	449 21	185 04	264 17
Conductors, baggage masters and brakemen.....	4,525 83	2,622 25	1,903 58
Engineers and firemen.....	5,499 50	2,298 75	3,200 75
Fuel and cost of preparing for use.....	3,522 75	1,741 42	1,781 33
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,724 29	792 28	932 01
Telegraph, mail and station expenses.....	880 45	820 20	60 25
Damage for injury of persons.....	130 00	90 00	40 00
General superintendence.....	750 00	291 68	458 32
Contingencies.....	560 00		
Total.....	24,081 76	9,757 06	9,071 35

RAILROAD REPORT.

539

Receipts on construction and equipment account during the year:

From stockholders	\$54,900 99
From sale of bonds.....	189,603 67
From other sources.....	7,995 16
	<hr/>
Total	<u>251,799 65</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Use of cars.	Miscellaneous.	Total.
January, 1873	\$490 37	\$368 00		\$416 00	\$1,274 37
February, 1873	495 31	2,469 00		1,719 02	4,683 33
March, 1873	633 73	974 00		2,699 11	4,296 84
April, 1873	890 99	1,052 00		456 12	2,399 11
May, 1873	1,668 70	1,124 00		2,207 85	5,000 55
June, 1873	2,245 55	1,948 00	\$900 00	640 04	5,731 59
July, 1873	3,228 85	975 50		1,133 79	5,338 14
August, 1873	3,877 75	143 65		1,032 32	5,053 72
September, 1873.....	5,127 00	2,634 18		477 86	8,239 04
October, 1873.....	6,813 78	1,214 99		2,000 50	10,029 27
November, 1873.....	5,802 45	1,864 81		501 91	8,169 17
December, 1873.....	5,427 85	877 81		567 32	6,872 98
Total.....	<u>36,702 33</u>	<u>15,643 94</u>	<u>900 00</u>	<u>13,890 84</u>	<u>67,137 11</u>

SUMMARY OF PAYMENTS.

For construction and equipment	\$440,009 99
For maintaining the road, &c.—repairs of machinery and operating the road.....	48,581 84
For interest	35,111 50
For miscellaneous.....	20,761 81
For municipal and State taxes, (included in expenses)....	1,614 45
	<hr/>
Total	<u>546,078 99</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	1½ cents
Cost per ton freight per mile, proximate average.....	1 "
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.

Others.....	Killed. 3	Injured. 1
	<hr/>	<hr/>

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

1873.

January 24. One person injured by the name of Charles Fitzpatrick, struck by passenger train, near Homestead station ; was walking on track. The man was deaf and dumb, and could not hear the train ; fully recovered afterward.

September 17. A person killed by the name of Catharine Jane Nevelle, 10 or 12 years of age ; she was crossing the track at Eighteenth street, in front of a shifting engine, and was crushed by the drivers. Cause : Her own carelessness in trying to cross the track when engine was too near for her to reach the other side ; she was not seen by any of the train hands.

September 19. A woman was killed at Mingo Creek station on this date, named Jane Devore, who being insane, threw herself in front of construction train.

December 11. A man named Jack Clark, was run over by daily express train, at Hilldale station. Cause : Drunk and asleep on track ; died in a few hours afterwards.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. V. Lawrence	Monongahela City, Pa.
Moses B. Thompson	Elizabeth, Pa.
Joseph Walton	Pittsburg, Pa.
William J. Howard	Philadelphia, Pa.
H. B. Hayes	Pittsburg, Pa.
J. C. Risher.....	Pittsburg, Pa.
Alex. Patton.....	Rice's Landing, Pa.
John Scott, President.....	Pittsburg, Pa.
B. F. Jones, Vice President.....	Pittsburg, Pa.
D. P. Corwin, Treasurer and Secretary.....	Pittsburg, Pa.

(Ch. 117.)
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 made affirmation that the statements in the within report, for the financial *year ending December 8, 1873, are true, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
10th day of December, 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,)	12,500 00
Total amount now paid in of capital stock, (as now registered)	12,500 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt as per last report	274,495 19
The amount now of floating debt	274,495 19
Total amount now of floating and funded debt, (no 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 registered)	211
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 dividends on stock or interest on debt paid.	

* The financial year closes on the second Monday in December of each year.

RAILROAD REPORT.

543

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (including cost of 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 ³⁵ / ₁₀₀ miles.
Length of main line of road laid.....	9 ³⁵ / ₁₀₀ "
Length of main line of road laid in Pennsylvania	9 ³⁵ / ₁₀₀ "
Length of double track of road.....	None.
Length of sidings.....	2 ³⁷ / ₁₀₀ miles.
Gauge of road.....	4 feet 8 ¹ / ₂ in.
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 iron bridges, (total length in feet, 137,).....	2
Number of wooden bridges, (total length in feet, 340,) ...	11
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	4
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of road way	\$11,231 00
Number of tunnels.....	None.
How is track laid, and on what foundation? With iron rails, oak and chestnut cross-ties on broken cinder.	
Length in miles laid with steel rail	<u>None.</u>

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

The Plymouth railroad as a branch of the Philadelphia and Norristown railroad, was leased to the Philadelphia and Reading railroad company, on the 10th day of November, 1870. The answers to these questions must be made by the lessees.

PLYMOUTH

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
James Boyd.....	Norristown, Pa.
William H. Slingluff.....	Norristown, Pa.
I. 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.

(Ch. 118.)
READING AND COLUMBIA.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

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, 1873, are true, to the best of their knowledge and belief.

(Signed) F. B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1874. }

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

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.....	508,268 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
2d mortgage bonds, (date of maturity, June 1, 1884,).....	350,000
	1,000,000 00
Floating debt, as per last report.....	1,093,494 59
The amount now of floating debt.....	1,215,910 64
Total amount now of floating and funded debt.....	2,215,910 64
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 declared.
Number of shares of stock issued.....	10,144
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
	50 00

READING AND COLUMBIA

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction	\$2,062,611 76	\$2,072,958 55
Equipment.....	220,041 18	220,041 18
Total cost.....	<u>2,282,652 94</u>	<u>2,292,999 73</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia to Sinking Spring.....	40 miles
Length of main line of 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, 7 miles; Lancaster branch, 1.10 miles,)	8.10 miles
Gauge of road.....	4 ft. 8½ inches
Weight of rail per yard on main track.....	56 and 68 lbs
Branch roads owned by the company, and their length: Lancaster branch, 8 miles; Lebanon branch, 8½ miles, under construction; Mt. Hope branch, 2½ miles, under construction.	
Roads worked or leased ^{ed} by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	1
Number of first-class passenger cars, (average cost of each, \$4,400,).....	7
Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	1
Number of freight cars, (average cost of each, \$822,)....	29
Number of coal 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 railroads crossed.....	3
Number of stations on main road: Passenger and freight,	25
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road way	\$62,556 21
Number of tunnels.....	None.

How is track laid, and on what foundation? Cross-ties, stone and cinder 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.....	78,934
Number of miles run by freight and coal trains.....	163,189
Number of passengers carried one mile.....	2,128,330
Number of through passengers for the year on main road..	46,777
Number of passengers (all classes) carried in cars.....	138,771
Number of tons of 2,000 lbs. carried one mile.....	10,346,205
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	382,399
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.....	58,000 lbs.
Weight of freight engines.....	<u>70,000 lbs.</u>

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

December, 1872.....	8,454	July, 1873.....	25,499
January, 1873.....	7,394	August, 1873.....	15,471
February, 1873.....	6,709	September, 1873.....	12,355
March, 1873.....	10,270	October, 1873.....	8,923
April, 1873.....	10,582	November, 1873.....	9,061
May, 1873.....	10,076		
June, 1873.....	14,027	Total.....	<u>138,821</u>

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

Anthracite coal.....	203,532
Merchandise and manufactures.....	178,867
Total.....	<u>382,399</u>

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

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

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

For through freight.....	2 $\frac{5}{16}$ cents.
For through coal.....	<u>1$\frac{3}{16}$ "</u>

READING AND COLUMBIA

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including building	\$84,384 93
Taxes on real estate.....	229 13
Total.....	<u>84,614 05</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$17,069 54
Repairs of passenger and baggage cars	878 89
Repairs of freight cars.....	1,160 76
Repairs of tools and machinery in shops.....	68 97
Total.....	<u>19,178 16</u>

Operating the road :

Office expenses, stationery, &c.....	\$7,367 73
Transportation.....	102,214 92
Contingencies	125 06
Total.....	<u>109,707 71</u>

Receipts on construction and equipment account during the year :

From stockholders.....	<u>\$1,000 00</u>
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail.	Miscellaneous.	Total.
December, 1872.....	\$4,879 42	\$17,577 81	\$118 72	\$131 17	\$22,287 12
January, 1873.....	3,468 65	8,109 53	118 73		11,696 91
February, 1873.....	3,338 68	14,983 07	752 25	55 13	19,129 11
March, 1873.....	4,712 93	17,293 11	197 92	145 92	22,349 86
April, 1873.....	5,124 05	20,960 63	197 92	140 92	26,423 52
May, 1873.....	5,333 20	18,771 41	197 91	141 42	24,443 94
June, 1873.....	6,991 97	18,980 51	197 92	151 42	26,291 82
July, 1873.....	11,447 64	22,584 40	197 92	187 67	34,417 63
August, 1873.....	7,487 99	27,540 04	197 91	162 67	35,388 61
September, 1873.....	6,290 98	30,169 77	197 92	160 67	36,819 34
October, 1873.....	4,870 36	24,110 60	197 92	157 67	29,336 55
November, 1873.....	4,717 02	16,916 03	197 91	181 67	22,012 63
Total.....	68,182 82	237,996 91	2,770 95	1,616 33	310,517 01

RAILROAD REPORT.

549

SUMMARY OF PAYMENTS.

For construction.....	\$10,346 79
For maintaining the road, &c.—repairs of machinery and operating the road.....	213,499 92
For dividends.....	None.
For interest on bonded debt.....	70,000 00
For discount and interest.....	134,888 80
For State taxes.....	4,827 60
Total.....	433,563 11

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: Cannot be ascertained as the cost of transportation is not divided for passengers and freight.

What express companies run on your road, and on what terms? This company conducts its own express business.

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

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	1
Employees.....	2	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 :

1873.

June 16. Mrs. Catharine Gerfen, jumped off passenger train while in motion, above Rothville station, breaking her right ankle.

August 28. George Myers, brakeman, fell of rear end of moving train, at Deep Cut; was run over by engine Litiz pushing said train over the grade; died same day.

September 8. John Van Hoesen, conductor, got off moving coal car at Reading; run over by tender of engine following; died September 10.

October 2. A. A. Levan, conductor, while attempting to get on moving coal train, one mile north of Reinhold's station; slipped, falling under wheel of car; one toe and part of foot amputated.

READING AND COLUMBIA

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. P. M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
R. B. Cabeen.....	Philadelphia.
G. A. Nicolls.....	Philadelphia.
John Tucker.....	Philadelphia.
W. G. Case.....	Columbia.
George Bogle.....	Columbia.
T. Baumgardner.....	Lancaster.
Frederick Lauer.....	Reading.
Samuel Small.....	York.
Franklin B. Gowen, President.....	Philadelphia.
Howard Hancock, Secretary.....	Philadelphia.
John Welch, Treasurer.....	Philadelphia.
Wm. Lorenz, Chief Engineer.....	Philadelphia.
John E. Wootten, General Superintendent.....	Reading.
B. Van Lew, Superintendent.....	Columbia.

(Ch. 119.)
SALISBURY AND BALTIMORE.

STATE OF PENNSYLVANIA, } ss:
 Philadelphia County, }

Personally appeared John Anspach, president, and Charles E. Anspach, secretary and treasurer, of the Salisbury and Baltimore railroad and coal company, and in due form of law made oath that the statements in the within report, for the year ending December 31, 1873, are true, to the best of their knowledge and belief.

(Signed) JOHN ANSPACH, *President.*
 CHAS. E. ANSPACH, *Sec'y and Treasurer.*

Affirmed and subscribed before me, this }
 13th day of December, 1873. }

W. W. DOUGHERTY, *Alderman.*

OFFICE SALISBURY AND BALTIMORE R. R. AND C. Co., }
 182 S. THIRD ST., PHILADELPHIA, Dec. 10, 1873. }

HON. HARRISON ALLEN,

Auditor General, Harrisburg, Pa. :

DEAR SIR :—In reply to your circular calling for a report from this company, I have the honor to report that the affairs of the Salisbury and Baltimore railroad and coal company remain unchanged from the date of my last report; no work having been done on the road during the present year, and to which report I respectfully refer. I herewith give you the names and residence of the officers. Annual meeting for the election of the same held on the second Tuesday of May.

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.
Charles E. Anspach.....	Philadelphia.
James Anspach.....	Philadelphia.
M. P. O'Hern.....	Pittsburg.
Fred. J. Anspach.....	Shamokin, Northumberland Co., Pa.
John Anspach, President.....	Philadelphia.
Chas. E. Anspach, Secretary and Treasurer.....	Philadelphia.

The Salisbury and Baltimore railroad and coal company was incorporated by act of Assembly, approved 13th April, 1868, as the Elk Lick coal, lumber and iron company, with an authorized capital not exceeding one million of dollars

By a supplementary act approved 17th February, 1871, the name was changed to the Salisbury and Baltimore railroad and coal company, and were authorized to increase their capital five hundred thousand dollars.

OFFICE SALISBURY AND BALTIMORE R. R. AND C. Co., }
PHILADELPHIA, December 26, 1873. }

HON. HARRISON ALLEN,

Auditor General, Harrisburg, Pa.:

DEAR SIR:—On December 10 I wrote you that the affairs of the Salisbury and Baltimore railroad and coal company remained unchanged from the date of my last report. No work having been done on the road during the year just closing, and referring you to report of last year, viz: The Salisbury and Baltimore railroad and coal company have located their railroad from a station one mile west of Myers' Mills, on the Pittsburg and Connellsville railroad, to the town of Salisbury, in Somerset county, Pa., a distance of about $8\frac{1}{2}$ miles, with lateral branches to mines, of 3 miles more. The road has been partly graded, masonry done, and greater portion of cross-ties delivered. There were subscribed about twenty-six hundred and forty-eight (2,648) shares of stock of the par value of \$50 each, but up to this date only fifteen hundred and ninety-eight (1,598) shares have been paid in and issued. The grading and masonry are mostly done and paid for. The amount expended on the same being up to this about eighty-nine thousand three hundred and eighty-eight dollars and seven cents (\$89,388 07.) We have not laid any rails. I will be glad to give you any further information you may desire. Please append this to my report of December 10, 1873, and consider it part of the same, and oblige

Yours very respectfully,

CHAS. E. ANSPACH, *Sec'y and Treasurer.*

Sworn and subscribed before me, this }
26th day of December, A. D. 1873. }

W. W. DOUGHERTY, *Alderman.*

(Ch. 120.)
SCHUYLKILL VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John Tucker, president, and P. C. Hollis, treasurer, of the Schuylkill Valley navigation and railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOHN TUCKER, *President.*

P. C. HOLLIS, *Treasurer.*

Sworn and subscribed before me, this }
5th day of January, 1874. }

ORLANDO G. HEMPSTEAD, *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.
Date and rate per cent. per annum of dividend or dividends: Cash, January and July	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	<u>576,050 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$576,840 94	\$576,840 94
Equipment	<u>None.</u>	<u>None.</u>

SCHUYLKILL VALLEY

CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Carbon to Reevesdale	11 miles
Length of main line of road laid	11 "
Length of main line of road laid in Pennsylvania	11 "
Length of double track of road	5.3 "
Length of sidings	16.2 "
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	<u>60 to 64 lbs.</u>

This road was leased to the Philadelphia and Reading railroad company, on the 25th of July, 1861, for 999 years.

It is operated as a branch of the Philadelphia and Reading railroad, and included in the returns made by that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tucker.....	Philadelphia.
Franklin B. Gowen.....	Philadelphia.
R. B. Cabern.....	Philadelphia.
A. E. Borie.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
George F. Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia.

(Chs. 121.)
SELINGSGROVE AND NORTH BRANCH.

STATE OF PENNSYLVANIA, }
Snyder County, } ss:

Personally appeared W. A. Meeker, president, and J. G. L. Shindel, treasurer, of the Selingsgrove and North 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

W. A. MEEKER, *President.*

J. G. L. SHINDEL, *Treasurer.*

Sworn and subscribed before me, this }
10th day of January, 1874. }

H. H. PINE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed	95,000 00
Amount paid in as by last report.....	2,680 00
Total amount now paid in of capital stock	2,680 00
Funded debt, as per last report	None.
The amount now of floating debt.....	None.
Number of shares of stock issued.....	325
Par value of each share.....	\$50 00
Amount paid in on each share, (for 536 shares,)	5 00

COST OF ROAD AND EQUIPMENT.

Construction, engineering expenses	By present report. \$2,400 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Treverton to Northumberland.....	14 miles.
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SELINGSGROVE, PA, January 14, 1874.

HARRISON ALLEN, ESQ.,

Auditor General:

DEAR SIR:—Yours of the 13th received. Our charter authorizes us to build a road from Selingsgrove to Port Treverton, and from Selingsgrove

to Northumberland, and to build branches or lateral roads thirty miles in any direction from any of the points named.

We intend building a branch from Selingsgrove to Mifflin, Juniata county, and from Northumberland to Milton, and have commenced grading between Selingsgrove and Port Treverton. We have commenced work on nine miles of the road, and our engineer corps are now on the line preparing the balance of the road for the contractors. We intend calling in 10 per cent. on the capital subscribed on the 15th of January, 1874, which at the present time is considerably over \$100,000. We expect to commence laying rail as soon as the Philadelphia and Reading railroad re-build the bridge at Port Treverton, which it is expected will be commenced early in the spring. We are building the road to supply the furnaces along the line of the Philadelphia and Reading railroad with fossiliferous ores.

I am, very respectfully,

W. A. MEEKER, *President.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. G. L. Shindel.....	Selingsgrove.
Franklin J. Schoch.....	Selingsgrove.
George Schnure.....	Selingsgrove.
Samuel Alleman	Selingsgrove.
J. Banks Wilson	Oakland Mills, Juniata co.
Joseph Long.....	M'Alisterville, Juniata co.
W. A. Meeker President.....	Selingsgrove.
Samuel Alleman, Secretary.....	Selingsgrove.
J. G. L. Shindel, Treasurer.....	Selingsgrove.

[No. 122.]
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, 1873, 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 }
18th day of December, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed.....	869,450 00
Amount paid in as by last report	869,450 00
Total amount now paid in of capital stock.....	869,450 00
Funded debt, as per last report.....	1,988,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1901,)..	1,994,000 00
Floating debt, as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,994,000 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, 1st February and August.....	6 per cent.
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>

SHAMOKIN VALLEY AND POTTSVILLE

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,569,450 00	\$1,308,050 00
Coal lands and improvements.....		1,655,400 00
Total cost.....	<u>\$1,569,450 00</u>	<u>2,863,450 00</u>

SUMMARY OF PAYMENTS.

For construction and equipment	Nothing.
For dividends.....	\$52,167 00
For interest.....	106,105 41
For State taxes.....	2,557 77
Total.....	<u>160,830 18</u>

Read leased to the Northern Central railway company, for 999 years, from the 27th day of February, 1863.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. Du Barry.....	Baltimore, Md.
J. D. Cameron.....	Harrisburg, Pa.
E. C. Biddle.....	Philadelphia.
Edmund Smith.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Jacob Jones.....	Philadelphia.
Wistar Morris.....	Philadelphia.
J. N. Du Barry, President.....	Baltimore, Md.
George Taber, Secretary and Treasurer.....	Philadelphia, Pa.

* This amount charged to construction by the last report, includes \$361,400, the value of coal lands and improvements which came into the possession of the company with the railroad.

(No. 123.)
SHAMOKIN VALLEY AND POTTSVILLE.

Northern Central railway company, lessee.

STATE OF MARYLAND, }
 Baltimore City, } ss:

Personally appeared J. D. Cameron, president, and J. S. Leib, treasurer, of the Northern Central 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, 1873, 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, 1874. }

THOMAS J. WELBY, *J. P.*

STATE OF MARYLAND, }
 Baltimore City, } scT:

I hereby certify that Thomas J. Welby, Esq., is a justice of the peace of the State of Maryland, in and for the city of Baltimore, duly commissioned and sworn, commission dated April 29, 1872, will expire on first Monday in May, 1874. In testimony whereof, I hereto set my hand and affix the seal of the Superior Court of Baltimore city, this 28th day of February, A. D. 1874.

GEORGE ROBINSON,

Clerk of the Superior Court of Baltimore city.

STOCK AND DEBT.

See report of president and treasurer of company.

COST OF ROAD AND EQUIPMENT.

See report of president and treasurer of company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury, Pa., to Mt. Carmel, Pa.	28 miles.
Length of main line of 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 inches.

Weight of rail per yard on main track: 56 and 64 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 iron bridges	None.
Number of wooden bridges, (total length in feet, 2,006,)...	37
Number of stone bridges, (total length in feet, 38,).....	1
Number of culverts	No record.
Number of stations on main road: Passenger and freight,	11
Number of wood and water stations on main road	1
Value of real estate held by the company, exclusive of road way	\$1,595,400 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.....	32,970
Number of miles run by freight and coal trains.....	138,008
Number of through passengers for the year on main road,	1,769
Number of passengers (all classes) carried in cars	47,865
Number of tons of 2,000 lbs. of through freight for the year on main road.....	45,569
Number of passengers carried one mile	614,826
Number of tons of freight carried one mile	15,169,119
Number of passengers and number of tons of freight car- ried one mile in the State of Pennsylvania	No record.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	760,305
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 lbs.
Weight of freight engines.....	63,000 lbs.

RAILROAD REPORT.

561

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

January, 1873.....	3,273	July, 1873.....	4,398
February, 1873.....	2,932	August, 1873.....	4,671
March, 1873.....	4,414	September, 1873.....	3,654
April, 1873.....	3,780	October, 1873.....	3,760
May, 1873.....	3,788	November, 187.....	4,540
June, 1873.....	3,464	December, 1873.....	<u>5,191</u>

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal, 783,596	783,596	Agricultural products.....	8,058
Petroleum and other oils.....	225	Merchandise and manufactures...	4,029
Pig iron.....	546	Live stock.....	68
Railroad iron.....	372	Lumber.....	10,819
Other iron or castings.....	902	Other articles.....	<u>2,107</u>
Stone and lime.....	4,593		

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

For first-class all passengers.....	<u>4 cents</u>
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For all freight.....	<u><u>2 ¹¹/₁₀₀ cents.</u></u>
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger Transp'n.	Freight Transport'n.
Repairs or maintenance of way, including buildings.....	\$53,385 24	\$10,677 04	\$42,708 20
Taxes on real estate.....	21 00	4 20	16 80
Total	53,406 24	10,681 24	42,725 00
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$15,254 82	\$3,050 96	\$12,203 86
Repairs of passenger and baggage cars.....	585 01	585 01	
Repairs of freight cars.....	5,546 09		5,546 09
Repairs of tools and machinery in shops.....	174 66	34 91	189 65
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	10,213 65	2,042 73	8,170 92
Total	31,774 13	5,718 61	26,060 52
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$10,411 75	\$2,082 35	\$8,329 40
Agents and clerks.....	4,656 99	805 39	3,851 60
Labor—loading and unloading freight.....	2,685 22		2,685 22
Porters, watchmen and switch tenders.....	2,557 45	511 49	2,045 96
Car cleaning and inspecting, furniture and fixtures.....	3,174 59	415 98	2,758 66
Wood and water station attendance.....	895 18	179 04	716 14
Conductors, baggage masters and brakemen.....	17,585 08	2,071 10	15,513 98
Engineers and firemen.....	12,082 23	2,029 12	10,053 11
Fuel and cost of preparing for use.....	21,286 35	4,257 27	17,029 08
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,871 22	374 24	1,496 98
Telegraph, mail and station expenses.....	1,708 79	503 72	1,205 07
Loss and damage of goods and baggage.....	845 85		845 85
Use of freight cars.....	5,992 93		5,992 93
Shovelling snow.....	1,879 69	275 94	1,103 75
General superintendence.....	1,732 44	366 16	1,366 28
Contingencies.....	11,657 71	2,331 54	9,326 17
Total	100,520 92	16,208 29	84,312 63

RAILROAD REPORT.

563

Receipts on construction and equipment account during the year :

Nothing.

Receipts for the year ending December 31, 1873 :

Passengers	\$25,937 57
Freight	320,473 17
Mail and express	1,640 00
Miscellaneous	2,436 37
Total	350,487 11

SUMMARY OF PAYMENTS.

For construction and equipment	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$185,701 29
For dividends	52,167 00
Total	237,868 29

Cost of transportation :

Cost per passenger per mile, proximate average.....	5 ³⁴ / ₁₀₀₀ cents.
Cost per ton freight per mile, proximate average.....	1 ⁰¹ / ₁₀₀₀ "

What express companies run on your road, and on what terms? Adams express company, at \$240 per annum.

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

ACCIDENTS.

	Killed.
Employees	1

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

1873.

March 19. George Campbell, freight brakeman, fell between cars at Hughes' water tank, and was run over and killed.

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer of the company.

(Ch. 194)
SHENANGO AND ALLEGHENY.

STATE OF PENNSYLVANIA, }
Crawford County, } ss:

Personally appeared J. H. Devereux, president, and F. E. Rittman, cashier, 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

J. H. DEVEREUX, *President.*

F. E. RITTMAN, *Cashier.*

Sworn and subscribed before me, this }
30th day of January, 1874. }

G. W. ADAMS, *Notary Public.*

STOCK AND DEBT

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	199,000 00
Amount paid in as by last report	199,000 00
Total amount now paid in of capital stock.....	199,000 00
Funded debt, as per last report.....	780,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1889,)..	800,000 00
Floating debt, as per last report	None.
The amount now of floating debt.....	124,315 09
Total amount now of floating and funded debt.....	924,315 09
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.....	3,930
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.

RAILROAD REPORT.

565

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$899,835 00	\$1,091,747 09
Equipment.	78,945 00	86,355 12

Total cost.....	978,280 00	1,178,102 21

CHARACTERISTICS OF ROAD.

Length of main line of road, from Shenago to Harrisville,	31 ¹²²⁰ miles.
Length of main line of road laid.....	31 ¹²²⁰ "
Length of main line of road laid in Pennsylvania.....	31 ¹²²⁰ "
Length of double track of road.....	None.
Length of sidings.....	5 ⁸⁸⁸ / ₂₅₀ miles.
Gauge of road.....	4 feet 9½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company	None.
Number of engine houses and shops.....	3
Number of engines.....	7
Number of first-class passenger cars, (average cost of each, \$3,500,)	2
Number of second-class passenger cars, (average cost of each, \$2,000,).....	2
Number of baggage, mail and express cars, (average cost of each, \$1,200,).....	1
Number of freight cars: House cars, (average cost of each, \$700,) 15; trucks, (average cost of each, \$550,) 14; total,	29
Number of coal, oil and gondola cars: Coal, (average cost of each, \$500,) 68; gondolas, (average cost of each, \$500,) 64; oil, (average cost of each, \$1,100,) 50; total,	182
Number of caboose cars, (average cost of each, \$700,)....	4
Number of iron bridges.....	None.
Number of wooden bridges (total length in feet, 678,)....	8
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 2,937,).....	84
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight combined	8
Number of wood and water stations on main road.....	3
Value of real estate held by company exclusive of road way.....	\$20,000 00
Number of tunnels.....	None.

How is track laid and on what foundation? Oak cross-ties, rolled lip chairs, chiefly clay formation.

Length in miles laid with steel rail..... None.

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

Number of miles run by passenger, freight and coal trains, (all trains mixed for greater part of the year,).....	101,065
Number of passengers (all classes) carried in cars: About	26,584
Gross amount of tonnage for the year, (2,000 lbs. per ton,) About	166,380
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	19
Weight of first-class passenger engines.....	28 tons.
Weight of freight engines.....	32 "

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

December, 1872.....	1,771	June, 1873.....	2,121
January, 1873.....	1,249	July, 1873.....	2,473
February, 1873.....	1,869	August, 1873.....	1,973
March, 1873.....	2,338	September, 1873.....	3,238
April, 1873.....	2,448	October, 1873.....	2,367
May, 1873.....	2,267	November, 1873.....	2,417

The amount of freight, specifying the quantity in tons:

Bituminous coal.....	99,091	Agricultural products.....	271
Petroleum and other oils.....	54,890	Merchandise and manufactures....	50
Other iron or castings.....	13	Lumber.....	2,322
Stone and lime.....	745	Other articles.....	8,928

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

For first-class way passengers 5 cents.

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

For through freight, per ton per mile	3½ to 10 cents.
For through coal, per ton per mile	2½ to 5 "
For local freight, per ton per mile	4½ to 10 "
For local coal, per ton per mile.....	2½ to 5 "

RAILROAD REPORT.

567

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$18,185 41
Taxes on real estate.....	3,529 59
Total.....	<u>21,715 00</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$7,490 70
Repairs of passenger and baggage cars	1,573 38
Repairs of freight cars.....	3,475 38
Repairs of tools and machinery in shops.....	186 37
Incidental expenses, including oil, fuel, clerks, watchmen, about shops, &c.....	420 45
Total.....	<u>13,146 28</u>

Operating the road :

Office expenses, stationery, &c	\$1,679 36
Agents and clerks.....	3,329 08
Labor—loading and unloading freight.....	3,569 89
Porters, watchmen and switch tenders.....	184 50
Car cleaning and inspecting, furniture and fixtures.....	5 20
Wood and water station attendance	34 73
Conductors, baggage masters and brakemen.....	8,452 12
Engineers and firemen.....	6,685 46
Fuel and cost of preparing for use	4,170 39
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,531 82
Telegraph, mail and station expenses.....	604 59
Loss and damage of goods and baggage.....	131 07
Damage for injury of persons.....	20 00
General superintendence.....	2,253 51
Contingencies	2,936 17
Total.....	<u>35,587 89</u>

Allotted to passenger transportation: Trains for greater part of the year ran as mixed trains, and no distinction can be made of expenses.

Receipts on construction and equipment account during the year:

From stockholders	Nothing.
From sale of bonds	\$17,000 00
From other sources: Floating debt and advances on securities	225,838 41
Total	<u>242,838 41</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
December, 1872.....	\$962 61	\$5,418 44	\$175 06	\$6,556 11
January, 1873.....	639 17	5,725 50	159 80	6,524 47
February, 1873.....	942 97	7,903 51	158 97	9,005 45
March, 1873.....	1,417 40	8,053 27	161 97	9,632 64
April, 1873.....	1,362 49	9,083 85	164 41	10,610 75
May, 1873.....	1,274 40	7,685 55	193, 37	9,153 32
June, 1873.....	1,102 70	11,315 86	195 69	12,614 25
July, 1873.....	1,436 70	14,139 58	190 59	15,766 87
August, 1873.....	1,125 06	9,616 14	189 58	10,930 78
September, 1873.....	2,151 85	18,962 42	189 59	21,303 86
October, 1873.....	1,666 90	24,080 15	207 41	25,954 46
November, 1873.....	1,572 62	17,499 41	175 52	19,247 55
Total.....	15,654 87	139,483 68	2,161 96	157,300 51

SUMMARY OF PAYMENTS.

For construction and equipment	\$231,904 65
For maintaining the road, &c.—repairs of machinery and operating the road	10,449 17
For dividends	None.
For interest	56,363 19
For miscellaneous	1,323 37
For surplus funds	None.
For use of foreign cars and engines	26,522 78
For State taxes: Included in expense account.	
Total amount of surplus fund	<u>386,563 09</u>

Cost of transportation:

Cost per passenger per mile, proximate average: No record kept.

Cost per ton of freight per mile, proximate average: No record kept.

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? None.

ACCIDENTS.

	Killed.	Injured.
Employees	1	3
	=	=

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

1873.

September 3. H. D. Hooper, brakeman, had shoulder blade broken, and was otherwise slightly bruised in a collision, at Mercer, Pennsylvania, caused by work train going on side track for night and leaving switch open, and was hit by regular freight train No. 61.

October 25. John Reeman, trackman, was run over by train No. 55, and instantly killed, one-eighth mile east of Pine Grove, Pennsylvania, (Hooper, conductor ;) a man, aged about 60 years, subject to fits, was laying on the track, and train could not be stopped after seeing him ; coroner's verdict, no blame attached to the company.

November 18. Jacob Derffenderffer, switchman, had left hand caught between draw heads, in Shenango yard, and had two fingers slightly bruised.

November 18. Lee Derffenderffer, switchman, was caught between engine and caboose, in Shenango yard, while trying to make coupling, and was seriously bruised ; slightly injured internally but no bones broken.

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Robert E. O'Brien.....	Meadville, Pa.
Thomas Warnock	Meadville, Pa.
John T. Wann	Meadville, Pa.
John H. Dynes	Meadville, Pa.
Thomas H. Wells	Youngtown, O.
One vacancy.	
J. H. Devereux, President and Treasurer.....	Cleveland, Ohio.
John H. Dynes, Secretary.....	Meadville, Pa.
Thomas Warnock, Auditor.....	Meadville, Pa.
A. L. Dunbar, Superintendent.....	Meadville, Pa.
David Jones, Chief Engineer of Construction.....	Meadville, Pa.
F. E. Rittman, Cashier.....	Meadville, Pa.

(No. 195.)

SHENANGO VALLEY AND ALLIANCE.

STATE OF OHIO, }
Wayne County, } ss:

Personally appeared James Mullins, president, of the Shenango Valley and Alliance railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending April 15, 1874, are true, to the best of his knowledge and belief.

(Signed) JAMES MULLINS, *President.*

Sworn and subscribed before me, this }
15th day of April, 1874. }

MARTIN L. SUERPER, *Notary Public.*

STATE OF OHIO, }
Stark County, } ss:

Personally appeared before me, John Hunter, treasurer, of the Shenango Valley and Alliance railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending April 15, 1874, are true, to the best of his knowledge and belief.

(Signed) JOHN HUNTER, *Treasurer.*

Sworn and subscribed before me, this }
16th day of April, 1874. }

S. V. ESSICK, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	102,500 00
Total amount now paid in of capital stock	10,250 00
The amount now of funded debt	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	None.
Par value of each share	\$50 00
Average market value during the year	Nothing.
Amount paid in on each share	10 per cent.

Cost.

Construction of engineering, surveying, grading, &c	By present report. \$4,500 00
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RAILROAD REPORT.

571

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Wheatland to Alliance	40 miles.
Length of main line of road laid in Pennsylvania.....	<u>1½ miles.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Hunter.....	Alliance, Ohio.
James Mullins	Wooster, Ohio.
C. K. Greener	Alliance, Ohio.
C. Woods.....	Pittsburg, Pa.
C. Wick.....	Youngstown, O.
James Mullins, President.....	Wooster, Ohio.
John Hunter, Secretary and Treasurer	Alliance, Ohio.

(No. 126.)

SHERMAN'S VALLEY.

STATE OF PENNSYLVANIA, }
 Perry County, } ss:

Personally appeared Abraham Bower, president, and W. W. M'Clure, treasurer, of the Sherman's Valley railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending November 17, 1873, are true, to the best of their knowledge and belief.

(Signed) ABRAHAM BOWER, *President.*
 W. W. M'CLURE, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1874. }

WM. J. G. HUTCHESON, J. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	13,000 00
Amount paid in, and total amount now paid in of capital stock	12,000 00
Par value of each share	50 00
Average market value during the year	No record.
Amount paid in on each share	10 per cent.

COST OF ROAD.

Construction: There has been nothing expended for grading, &c., up to this date.

CHARACTERISTICS OF ROAD.

Length of main line of road, from at or near Marysville to Loysville, Perry county	25 miles.
Length of main line of road laid	None.
Gauge of road: Proposed to be	4 ft. 8½ inches.
Weight of rail per yard on main track	Not decided.

The Sherman's Valley railroad company was consolidated with the Bendersville railroad company and the Bendersville Extension railroad company on the 17th of November, 1873, and is now called the People's Freight railway company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Abraham Shearer.....	Marysville, Pa.
Henry Foulk.....	Marysville, Pa.
John A. Bower.....	Landisburg, Pa.
W. W. Snyder.....	Landisburg, Pa.
Aaron M. Egolf.....	Landisburg, Pa.
Jacob Shelbley.....	Landisburg, Pa.
Henry Rhinesmith.....	Landisburg, Pa.
George A. Sharman.....	Landisburg, Pa.
D. B. Milliken, M. D.....	Landisburg, Pa.
Anthony Foreman.....	Loysville, Pa.
Abraham Bower, President.....	Landisburg, Pa.
W. W. M'Clure, Secretary.....	Green Park, Pa.
B. F. Hall, Treasurer.....	Shermansdale, Pa.

(No. 187.)
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, 1873, are true, to the best of their knowledge and belief.

(Signed)

A. H. COFFROTH, *President.*

CHAS. J. HARRISON, *Treasurer.*

Sworn and subscribed before me, this }
28d day of January, 1874. }

Witness my notarial seal,

JOHN H. UHL, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed: About	60,000 00
Amount paid in as by last report	55,000 00
Total amount now paid in of capital stock	55,900 00
Funded debt as per last report	81,104 80
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 mortgage to contractors, payable in three payments, (date of maturity, April, 1876,)	2,700 00
4th building lien	1,104 80
	83,804 80
Floating debt as per last report	8,584 35
The amount now of floating debt	2,275 35
Total amount now of floating and funded debt	86,080 15
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent. ; 2d mortgage, 7 per cent. ; 3d mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.

RAILROAD REPORT.

575

Number of shares of stock issued: About	11,018
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 dividend.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$140,000 00</u>	<u>\$140,000 00</u>

Equipment: Rolling stock leased for a term of years.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Somerset to Mineral Point.....	9 ¹ / ₁₀ miles.
Length of main line of road laid	9 ¹ / ₁₀ "
Length of main line of road laid in Pennsylvania.....	9 ¹ / ₁₀ "
Length of double track of road	None.
Length of sidings, (including Y,) about	1, 200 feet.
Gauge of road.....	4 feet 8 ¹ / ₂ in.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by the company	None.
Roads worked or leased by the company.....	None.
Number of engine and car houses and shops.....	1
Number of engines.....	1
Number of first-class passenger cars	1
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, 60,)	1
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 60,).....	5
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	8
Number of wood and water stations on main road, (water station.)	1
Value of real estate held by the company exclusive of road way: Depot lot and house.....	\$2,500 00

Number of tunnels.....	None.
How is track laid, and on what foundation? Wood ties and stone ballast.	
Length in miles laid with steel rail	None.
Rolling stock all leased.	

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

Number of miles run by passenger trains	16,380
Number of miles run by freight trains.....	10,990
Number of miles run by coal trains	None.
Number of through passengers for the year on main road.	19,600
Number of passengers (all classes) carried in cars.....	26,409
Number of tons of 2,000 lbs. of through freight for the year on main road.....	6,995
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	7,500
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by express and freight trains, including stops.....	None.
Weight of first-class passenger and freight engines, (one engine for both:) About.....	15 tons.

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

January, 1873.....	1,687	August, 1873.....	2,061
February, 1873.....	2,217	September, 1873.....	3,528
March, 1873.....	1,678	October, 1873.....	1,922
April, 1873.....	2,084	November, 1873.....	1,664
May, 1873.....	2,563	December, 1873.....	1,782
June, 1873.....	2,974		
July, 1873.....	2,079	Total.....	26,409

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	None.	Agricultural products	189
Bituminous coal	250	Merchandise and manufactures....	2,699
Petroleum and other oils.....	60	Live stock.....	190
Pig iron	20	Lumber.....	2,699
Stone and lime.....	420	Other articles, (fire clay,).....	310

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

Our charge is 50 cents for entire route and way, pro rata.

RAILROAD REPORT.

577.

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

For through freight, per ton per mile.....	7½ cents.
For through coal, per ton per mile	5½ "
For through local coal and freight, per ton per mile.....	16½ "
	<u> </u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings, and taxes on real estate	\$3,718 71
	<u> </u>

Repairs of machinery :

Repairs of engines and tenders	\$100 00
Repairs of passenger and baggage cars	50 00
Repairs of freight cars	50 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	120 00
Total	<u>320 00</u>

Operating the road :

Office expenses, stationery, &c., and agents and clerks ...	\$1,066 66½
Porters, watchmen and switch tenders	380 00
Car cleaning and inspecting, furniture and fixtures, cars ..	120 00
Conductors, baggage masters and brakemen	1,140 00
Engineers and firemen	1,282 00
Fuel and cost of preparing for use	846 69
Oil and waste for engines and tenders, passenger, baggage and freight cars	80 00
Loss and damage of goods and baggage	15 40
General superintendence: See above.	
Contingencies	410 83
Total	<u>5,341 58</u>

Receipts on construction and equipment account during the year :

From stockholders	\$900 67
From sale of bonds	1,125 00
From other sources	None.
Total	<u>2,025 67</u>

This sum was paid to contractors.

87 RAILROAD REP.

SOMERSET AND MINERAL POINT

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail.	Express.	Total.
January, 1873.....	\$529 70	\$354 75	\$54 58½	\$18 86	957 89½
February, 1873.....	719 20	236 20	54 58½	19 32	1,029 30½
March, 1873.....	526 00	286 38	54 58½	24 89	891 85½
April, 1873.....	678 55	542 99	54 58½	28 10	1,304 22½
May, 1873.....	861 40	475 80	54 58½	36 49	1,428 27½
June, 1873.....	1,237 45	563 18	54 58½	30 18	1,865 39½
July, 1873.....	739 45	410 02	54 58½	28 97	1,233 02½
August, 1873.....	733 35	306 18	54 58½	35 53	1,129 64½
September, 1873.....	1,222 40	469 25	54 58½	36 60	1,782 83½
October, 1873.....	681 00	582 45	54 58½	136 70	1,454 73½
November, 1873.....	674 45	402 74	54 58½	136 70	1,268 47½
December, 1873.....	640 20	206 15	54 58½	65 28	1,251 44½
Local.....		228 02		57 21	
Total.....	9,243 15	5,064 11	655 00	654 83	15,617 09

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$9,380 29
For dividends.....	None.
For interest.....	3,405 25
For surplus funds.....	2,794 80
For municipal taxes.....	None.
For State taxes.....	None.
Total.....	<u>15,580 34</u>

What express companies run on your road, and on what terms? Adams express company. Pay us 15 cents per hundred pounds.

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

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. A. Sanner.....	Somerset, Pa.
Wm. H. Koontz.....	Somerset, Pa.
Alex. Stutzman.....	Somerset, Pa.
Isaac Kaufman.....	Davidsville, Pa.
J. M. Campbell.....	Johnstown, Pa.
Peter Heifly.....	Somerset, Pa.
Valentine Hay.....	Somerset, Pa.
Curtis Kooser.....	Somerset, Pa.
H. L. Baer.....	Somerset, Pa.
G. Cobaugh.....	Somerset, Pa.
J. C. Barron.....	Somerset, Pa.
J. H. Uhl.....	Somerset, Pa.
A. H. Coffroth, President.....	Somerset, Pa.
H. L. Baer, Secretary.....	Somerset, Pa.
Chas. J. Harrison, Treasurer.....	Somerset, Pa.

(No. 122.)
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, 1873, are true, to the best of their knowledge and belief.

(Signed) WILLIAM H. BELL, *President.*
JEREMIAH HEILMAN, *Treasurer.*

Sworn and subscribed before me, this }
15th day of January, 1874. }

C. D. ZEHRING, J. P.

OFFICE OF THE
SOUTH MOUNTAIN RAILROAD CO., }
JONESTOWN, January 28, 1874. }

Hon. HARRISON ALLEN,

Auditor General of the Commonwealth of Pennsylvania:

Enclosed please find statement giving the financial condition of the South Mountain railroad company, to December, 1873.

The road has progressed steadily during the past year; and considering the many difficulties that the company has had to contend with, (which are common to every new enterprise,) the work has progressed beyond my expectations. The road is permanently located, a large portion of the right of way secured; two-thirds of the whole length of line is being graded; the whole line being under contract. It is the intention of the company to push the line to completion within the next eighteen months.

Yours truly,

WM. H. BELL,
Pres. of S. M. R. R. Co.

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed, (11,516 shares,).....	\$575,800 00
Amount paid in as by last report	44,188 65
Total amount now paid in of capital stock, (including stock for right of way,).....	386,439 39
The amount now of funded debt: No funded debt.	
Floating debt as per last report.....	163,732 54

SOUTH MOUNTAIN

The amount now of floating debt.....	\$103,210 61
Total amount now of floating and funded debt.....	103,210 61
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued, (amount \$228,050,)....	4,561
Par value of each share.....	\$50 00
Average market value during the year: None in market.	
Amount paid in on each share: Amount paid on subscrip- tion of stock.....	362,089 39
Amount of capital on which the respective dividends were declared, (road not running,).....	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$203,921 19	\$465,200 00
Equipment: None. Stock issued for right of way.....		24,350 00
Total cost.....	<u>203,921 19</u>	<u>489,550 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Harrisburg to Hamburg,	55 miles.
Length of main line of road laid.....	None laid.
Gauge of road (to be).....	4 ft. 8½ inches.
Weight of rail per yard on main track (to be).....	65 pounds.
Number of iron bridges.....	None.
Number of wooden bridges.....	None.
Number of stone bridges.....	None.
Number of culverts, (total length in feet, about 700,)....	15
Number of railroads crossed, (road not finished,).....	None.
Number of stations on main road.....	None.
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels....	None.
How is track laid, and on what foundation? No track laid.	

RAILROAD REPORT.

581

Receipts on construction and equipment account during the year :

From stockholders.....	\$362,089 39
From sale of bonds.....	None sold.
From other sources, (stock issued for right of way,).....	24,350 00
 Total	 <u>386,489 39</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Simon Heilman.....	Jonestown, Pa.
George T. Capp.....	Jonestown, Pa.
Jacob W. Grove.....	Fredricksburg, Pa.
John H. Lick.....	Lebanon, Pa.
Frederick Hamer.....	Millersburg, Pa.
Henry Brobst.....	Rehersburg, Pa.
Michael Miller.....	Straustown, Pa.
J. A. Beiteman.....	Hamburg, Pa.
Henry Cameron.....	Ono P. O., Pa.
Jacob Uhrich.....	East Hanover, Pa.
J. P. Sellar.....	Grantville, Pa.
William C. Smith.....	Linglestown, Pa.
William H. Bell, President.....	Jonestown, Pa.
David M. Rank, Vice President.....	East Hanover, Pa.
Jacob G. Heilman, Secretary.....	Jonestown, Pa.
Jeremiah Heilman, Treasurer.....	Jonestown, Pa.

[No. 129.]

SOUTH MOUNTAIN IRON COMPANY.

STATE OF PENNSYLVANIA, }
Northampton County, } ss:

Personally appeared Samuel Thomas, president, and John T. Knight, 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

SAMUEL THOMAS, *President.*

J. T. KNIGHT, *Treasurer.*

Sworn and subscribed before me, this }
 2d day of February, 1874. }

W. H. HILDEBRAND, *J. P.*

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.....	\$377,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, December 1, 1888,).....	\$200,000 00
2d mortgage bonds, (date of maturity, March 1, 1884,).....	177,500 00
	377,500 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	377,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock 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.

RAILROAD REPORT.

583

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$342,841 34	\$342,841 34
Equipment	43,967 32	45,639 29
Total cost	386,808 66	388,480 68

CHARACTERISTICS OF ROAD.

Length of main line of road, from Carlisle to Pine Grove furnace	17.78 miles.
Length of main line of road laid	17.78 "
Length of main line of road laid in Pennsylvania	17.78 "
Length of double track of road	None.
Length of sidings	None.
Gauge of road	4 $\frac{3}{4}$ feet.
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: Two engine houses; no shops.	
Number of engines	2
Number of first-class passenger cars	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: Harrisburg and Potomac ..	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, exclusive of road way	None.
Number of tunnels	None.
How is track laid, and on what foundation? Cross-ties, stone ballast, splice joint fastening.	
Length in miles laid with steel rail	None.

SOUTH MOUNTAIN IRON COMPANY

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

Number of miles run by passenger, freight and coal trains, mixed, including switching.....	22,366
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars, mixed	17,624½
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,).....	56,617½
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,) mixed	10
Weight of first-class passenger and freight engines, (mixed,).....	<u>50,000 lbs.</u>

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

January, 1873.....	\$1,111½	July, 1873.....	2,221½
February, 1873.....	898	August, 1873.....	2,309½
March, 1873.....	1,456	September, 1873.....	1,620
April, 1873.....	1,571½	October, 1873.....	1,504
May, 1873.....	1,632	November, 1873.....	763
June, 1873.....	1,695½	December, 1873.....	<u>783</u>

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

Anthracite coal.....	10,291 8-20	Iron and other ores.....	34,232 15-20
Petroleum and other oils....	2,223 5-20	Lumber.....	2,687 15-20
Railroad iron.....	626 14-20	Other articles.....	<u>6,441 10-20</u>
Other iron or castings.....	104 1-20		

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

For all passengers	<u>4 cents.</u>
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The rate per ton (of 2,000 pounds) per mile charged for freight:

For local freight and coal	<u>5 cents.</u>
----------------------------------	-----------------

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings, and taxes on real estate.....	<u>\$29,238 44</u>
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Repairs of machinery:

Repairs of engines and tenders	\$6,135 00
Repairs of passenger and baggage cars	544 30
Total.....	<u>6,679 30</u>

RAILROAD REPORT.

585

Operating the road :

Office expenses, stationery, &c.	\$273 50
Agents and clerks.	2,400 00
Conductors, baggage masters and brakemen.	1,620 00
Engineers and firemen.	1,662 00
Fuel and cost of preparing for use.	3,864 20
Oil and waste for engines and tenders, passenger, baggage and freight cars.	531 00
Telegraph, mail and station expenses.	50 00
Use of freight cars.	146 90
Shoveling snow.	165 00
Contingencies.	586 00
Total.	11,298 60

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Total.
January, 1873.	\$318 75	\$3,214 84		
February, 1873.	245 30	3,064 18		
March, 1873.	372 10	2,199 05		
April, 1873.	487 20	3,317 42		
May, 1873.	492 85	4,172 80		
June, 1873.	482 10	3,216 12		
July, 1873.	899 42	3,021 43	\$325 50	
August, 1873.	890 67	3,164 92		
September, 1873.	592 44	4,015 17		
October, 1873.	664 47	1,999 59		
November, 1873.	232 85	1,579 15		
December, 1873.	276 45	3,462 15	113 00	
Total.	5,954 60	37,426 82	438 50	\$43,819 92

SUMMARY OF PAYMENTS.

For construction and equipment.	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.	\$47,216 34
For dividends.	None.
For interest.	24,425 00
Total.	71,641 34

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: Run only mixed trains.

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.

Others.....	Kind 3 =
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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1873.

January 30. James Day and Wesley Day, struck by engine of down train at road crossing, near Wynyloop ore mine, while crossing track in a sled; both killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
David Thomas.....	Catasauqua, Pa.
Samuel Thomas.....	Catasauqua, Pa.
Benjamin G. Clarke.....	New York City.
Augustus G. Richey.....	Trenton, N. J.
John T. Knight.....	Easton, Pa.
William W. Marsh.....	Schooley's Mountain, N. J.
Samuel Thomas, President.....	Catasauqua, Pa.
J. T. Knight, Secretary and Treasurer.....	Easton, Pa.

(No. 130.)
SOUTH PENNSYLVANIA.

HARRISBURG, *January, 1874.*

Hon. HARRISON ALLEN,

Auditor General of Pennsylvania :

The South Pennsylvania railroad company was originally incorporated under the general railroad law of Pennsylvania of 1849, as the Duncannon, Landisburg and Broad Top railroad company, and the charter approved the 5th day of May, 1854.

The company when duly organized was authorized to locate, construct and operate under the provisions of the act, a railroad from a point at the Pennsylvania railroad, at or near Duncannon, (with power to connect their road with the Pennsylvania railroad,) to a point at Broad Top Mountain, in Bedford county, passing by way of Shermansdale, Landisburg and Bixler's mills, in Perry county, and Waterford, in Juniata county. The company was required to complete and open said railroad for use in four years from the date of the act. On the 5th day of May, 1855, a supplement was approved, which changed the name of the Duncannon, Landisburg and Broad Top railroad company to the Sherman's Valley and Broad Top railroad company, and they were authorized to change the eastern terminus from Duncannon to the mouth of Fishing creek, now Marysville, in Perry county, and to connect their road at or near that point with the Pennsylvania railroad; they were also required to pass as a point on the route, the Burnt Cabins, in Fulton county. On March 31, 1859, a further supplement was approved, in which it was enacted that from and after the passage of this act, the Sherman's Valley and Broad Top railroad company shall be named, instead thereof, the Pennsylvania Pacific railway company, and in addition have authority to extend their railway westward to the State line of Maryland and Virginia,* if the directors shall so determine.

The company was required to construct twenty-five miles of railway within five years from and after the passage of this act. On April 1, 1863, a further supplement was approved, by the provisions of which the name, style and title was changed to that of the South Pennsylvania railroad company, and the president and directors were authorized to increase the capital stock of the company to an amount not exceeding 100,000 shares; and by a further supplement, approved the 18th day of February, 1868, it

* Act approved May 12, 1857, the Sherman's Valley and Broad Top railroad company was authorized to connect with the Connellsville and Pittsburg railroad.

was enacted that the limitation contained in the act of 31st of March, 1839, and extended in the act of 12th of February, 1862, be and the same is hereby extended for a further period of five years, that is to say, for five years from the 31st of March, 1869.

The history of the South Pennsylvania railroad company, as recited above, is to be found in the charter and supplementary acts. There was a fair chance of its being built, until the Southern Pennsylvania railroad was chartered, the route of which covered that of the South Pennsylvania railroad, and as the latter company seemed to be under the control of the Pennsylvania railroad company, the persons interested in the South Pennsylvania railroad company were loath to enter into competition with that great interest, so the enterprise rested, although the charter was extended from time to time.

From Marysville to Burnt Cabins the route is covered by a charter, and perhaps two, issued in 1873. Under these charters work has been commenced, so that the road if completed, will be independent of the old organization, which goes out of existence on the 31st of March, 1874, by limitation.

Twenty-five miles of the road was built under the Bridgeport and Bedford organization, and is now in operation.

The ground originally contemplated by this South Pennsylvania railroad company will eventually be covered for its whole length, but will consist of links, independent of each other in organization, and called into existence by local wants.

It would have been all under one head had its original projectors not supposed that it was the intention of the Pennsylvania railroad company to construct the line, under the charter which brought into existence the Southern Pennsylvania railroad company, whose powers covered every foot of ground originally conceded to the Duncannon, Landisburg and Broad Top railroad company and its successors.

The names of the officers and directors of the South Pennsylvania railroad company are :

Directors.	Post office address.
George Hench.....	Centre, Perry Co.
R. Milton Speer.....	Huntingdon.
Daniel Ermentrout.....	Reading.
Helster Clymer.....	Reading.
Diller Luther.....	Reading.
William Clymer.....	Reading.
Peter Ermold.....	Reading.
Jeremiah Hagenman	Reading.
Horatio Trexler.....	Reading.
Christian Stolz.....	Reading.
Edward M. Clymer.....	Reading.
William Helster.....	Reading.
James Worrall, President.....	Harrisburg.
F. J. Grotevent, Secretary and Treasurer.....	Reading.

I am respectfully yours,

JAMES WORRALL,

President South Pennsylvania R. R. Co.

(No. 151.)
SOUTHERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Franklin County, } ss:

Personally appeared Thomas B. Kennedy, president, and John L. Ritchey, treasurer, of the Southern Pennsylvania railway and mining company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

T. B. KENNEDY, *President.*

JOHN L. RITCHEY, *Treasurer.*

Sworn and subscribed before me, this }
28th day of February, 1874. }

J. S. EBY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, under re-organization under act of April 8, 1861	\$800,000 00
Amount of stock issued	800,000 00
Total amount now paid in of capital stock, under re-organization act, April 8, 1861, as per terms of organization..	800,000 00
The amount now of funded debt: No funded, but subject to the lien of a mortgage of the iron and railroad company; (date of maturity of said mortgage, A. D. 1900,) for	625,000 00
The amount now of floating debt	None.
Total amount now of floating and funded debt	None.
Amount of 1st mortgage of Southern Pennsylvania iron and railway company and unpaid interest of S. P. I. and R. W. Co	667,000 00
Rate per cent. per annum of interest	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	16,000
Par value of each share	\$50 00
Average market value during the year	None sold.
Amount paid in on each share, as per organization	\$50 00
Amount of capital on which the respective dividends were declared: No dividends declared.	

RAILROAD REPORT.

591

COST OF ROAD AND EQUIPMENT.

Total cost of road, as per purchase.....	By present report. <u>\$973,750 00</u>
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CHARACTERISTICS OF ROAD.

Length of main line of road, from South Penn Junction to Richmond	21 miles.
Length of main line of road laid.....	21 "
Length of main of road laid in Pennsylvania.....	21 "
Length of double track.....	None.
Length of sidings.....	2,020 feet.
Gauge of road.....	4 ft, 9 inches.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length:	.
Richmond to ore bank	2 miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	1
Number of first-class passenger, second-class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 300,)...	2
Number of stone bridges.....	None.
Number of culverts	No account.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 9; freight, 4; total.....	9
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of road way.....	\$250,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross-ties resting 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 mixed trains	7,418
Number of miles run by ore trains.....	5,978
Number of through passengers for the year on main road, number of passengers (all classes) carried in cars.....	No account.

Number of tons of 2,000 of through freight for the year on main road.....	23,562
Gross amount of tonnage for the year, (2,000 per ton,)...	23,562
Average rate of speed adopted by mixed trains, including stops, (miles per hour,).....	11
Average rate of speed adopted by ore trains, including stops, (miles per hour,).....	10
Weight of first-class passenger and freight engines.....	<u>No account</u>

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

October, 1872.....	2,471	April, 1873.....	1,913
November, 1872.....	1,578	May, 1873.....	1,400
December, 1872.....	2,029	June, 1873.....	2,332
January, 1873.....	1,480	July, 1873.....	1,364
February, 1873.....	980	August, 1873.....	2,500
March, 1873.....	1,660	September, 1873.....	2,600

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,724	Agricultural products.....	772
Petroleum and other oils.....	9½	Merchandise and manufactures..	1,313
Pig iron.....	1,642	Live stock.....	12
Other iron or castings.....	80	Lumber.....	314
Iron and other ores.....	33,192	Other articles.....	448
Stone and lime.....	304		

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

For first-class through and way passengers.....	3½ cents.
For second-class through and way passengers.....	<u>None.</u>

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

For through freight and coal.....	2¼ cents.
For local freight and coal.....	<u>2¼ "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	<u>\$9,015 20</u>
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Repairs of machinery :

Repairs of engines and tenders.....	474 87
Repairs of tools and machinery in shops.....	77 64
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	48 30
Total.....	<u><u>600 81</u></u>

RAILROAD REPORT.

593

Operating the road :

Agents and clerks.....	\$1,002 00
Wood and water station attendance.....	162 56
Conductors, baggage masters and brakemen.....	1,884 83
Engineers and firemen.....	2,145 49
Fuel and cost of preparing for use.....	4,086 23
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	246 84
Telegraph, mail and station expenses.....	23 51
Hire of engines.....	1,340 49
Use of freight and passenger cars.....	1,738 73
Shoveling snow.....	144 58
Contingencies.....	692 95
Total.....	13,468 21

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.	Express.	Total.
October, 1872.....	\$686 93	\$1,402 81	\$35 94	\$2,125 68
November, 1872.....	528 36	1,557 77	41 92	2,128 05
December, 1872.....	627 97	1,358 66	53 34	2,039 97
January, 1873.....	511 84	1,532 14	37 24	2,081 22
February, 1873.....	846 20	1,619 25	31 80	1,997 25
March, 1873.....	515 66	1,642 28	32 42	2,190 36
April, 1873.....	621 00	2,708 96	32 16	3,360 12
May, 1873.....	621 95	3,038 58	32 30	3,592 83
June, 1873.....	700 52	2,506 58	40 04	3,247 14
July, 1873.....	504 60	2,328 43	26 98	2,855 01
August, 1873.....	991 31	2,408 25	14 63	3,409 19
September, 1873.....	792 32	2,108 92	18 52	2,919 76
Total.....	7,346 66	24,200 63	397 29	\$1,944 58

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$190 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	23,084 22
For dividends.....	None.
For interest.....	None.
For municipal taxes.....	535 84
Total.....	23,809 70

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 ⁴ / ₁₆ cents.
Cost per ton freight per mile, proximate average.....	2 ² / ₁₆ "
What express companies run on your road, and on what terms? Adams express company. Yearly payment of,	397 49
What transportation or freight companies run on your road, and on what terms?.....	None.

ACCIDENTS.

None.

The Southern Pennsylvania iron and railway company was sold on the 26th of December, 1872, at public sale, in Philadelphia, by the trustee in the second mortgage. This sale was subject to a first mortgage of \$625,000 interest due from 1st March, 1872, seven per cent. gold.

A new company was organized by the purchasers under the corporate name of the Southern Pennsylvania railway and mining company, with a capital stock of \$800,000.

In addition to the railroad the company owns in fee about 4,000 acres of ore lands and has a lease-hold interest in about 5,000 acres additional, and a charcoal furnace. The railroad of this company is operated under a lease by the Cumberland Valley railroad company for the operating expenses, and 8 per cent. on the value of the rolling stock used upon said road. The lease is for 199 years from 1st of March, 1870.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. B. Kennedy.....	Chambersburg, Pa.
Thos. A. Scott.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
William J. Howard.....	Philadelphia, Pa.
Thos. B. Kennedy, President.....	Chambersburg, Pa.
John L. Ritchey, Secretary and Treasurer.....	Chambersburg, Pa.

(No. 122.)
SOUTHWARK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinckley, president, and Alfred Horner, treasurer, of the Southwark railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

ISAAC HINCKLEY, *President.*

ALFRED HORNER, *Treasurer.*

Sworn and subscribed before me, this }
21st day of January, 1874. }

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
Funded debt as per last report.....	None.
Floating debt, as per 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, February and August, each.....	3 per cent.
Number of shares of stock issued.....	4,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share: \$14 on 3,383 shares, \$47, 362; \$18 on 617 shares, \$11,106; 4,000 shares.....	\$58,468 00

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$58,468 00
Equipment.....	None.

SOUTHWARK

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 of 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 $\frac{7}{8}$ feet.
Weight of rail per yard on main track: 56, 58, 60, 64, 68, pounds.	

EXPENSES.

Expenses and earnings included in the returns of the Philadelphia, Wilmington and Baltimore railroad company, lessees of the Southwark railroad.

At a meeting of the stockholders of the Southwark railroad company, August 29, 1853, it was resolved to relay the road, to call in instalments sufficient to pay the same, and to lease the road to the Philadelphia, Wilmington and Baltimore railroad company, for six per cent. per annum on the cost.

SUMMARY OF PAYMENTS.

For dividends	\$3, 508 08
For State taxes.....	175 40

Returned by and charged in expenses of the Philadelphia, Wilmington and Baltimore railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
S. M. Felton.....	Thurlow, Pa.
Robert J. Mercer.....	Philadelphia, Pa.
Alfred Horner.....	Philadelphia, Pa.
Joseph Huddell.....	Philadelphia, Pa.
H. F. Kenney.....	Philadelphia, Pa.
John H. Fine.....	Bryn Mawr, Pa.
Isaac Hinckley, President.....	Philadelphia, Pa.
Alfred Horner, Secretary and Treasurer.....	Philadelphia, Pa.

(Ch. 122.)
SOUTH-WEST PENNSYLVANIA.

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared G. B. Roberts, president of the South-West Pennsylvania 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 his knowledge and belief.

(Signed) G. B. ROBERTS, *President.*

Sworn and subscribed before me, this }
9th day of February, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

STATE OF PENNSYLVANIA, } ss:
Westmoreland County, }

Personally appeared George F. Huff, treasurer, of the South-West Pennsylvania 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 his knowledge and belief.

GEORGE HUFF, *Treasurer.*

Sworn and subscribed before me, this }
3d day of February, 1874. }

J. A. EGE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	391,500 00
Total amount now paid in of capital stock	859,857 50
The amount now of funded debt	None.
The amount now of floating debt	590,815 86
Total amount now of floating debt	590,815 86
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	6,904
Par value of each share	\$50 00
Average market value during the year	No record.
Amount paid in on each share	<u>\$50 00</u>

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$963,837 00
Equipment	None.
Total cost	<u>963,837 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Greensburg to Connells-ville.....	24 $\frac{73}{100}$ miles.
Length of main line of road laid.....	24 $\frac{3}{100}$ "
Length of main line of road laid in Pennsylvania.....	24 $\frac{3}{100}$ "
Length of double track of road.....	None.
Length of sidings.....	3 $\frac{53}{100}$ miles.
Gauge of road.....	4 ft. 9 inches.
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 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, 045,)..	19
Number of stone bridges.....	None
Number of culverts, (total length in feet, 153,).....	57
Number of railroads crossed, (Mount Pleasant and Broad Ford,).....	1
Number of stations on main road: Passenger and freight,	15
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road way.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation?.....	Stone ballast.
Length in miles laid with steel rail.....	None.

Receipts on construction and equipment account during the year :

From stockholders.....	\$359, 857 50
From sale of bonds.....	None.
From other sources.....	628, 307 30
Total.....	<u>988, 164 80</u>

The South-West Pennsylvania railway is leased for five years from April 1, 1873, to the Pennsylvania railroad company, and the returns of that company include all operations of this road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Thomas A. Scott	Philadelphia.
A. J. Cassatt	Philadelphia.
W. J. Howard	Philadelphia.
John P. Green	Philadelphia.
John K. Ewing	Uniontown.
Alpheus E. Willson	Uniontown.
George A. Torrence	Connellsville.
Israel Painter	West Newton.
Daniel R. Davidson	Pittsburg.
Samuel Dillinger	West Betheny.
Benjamin F. Ruff	Pittsburg.
John F. Wentling	Greensburg.
George B. Roberts, President	Philadelphia.
David W. Shryock, Secretary	Greensburg.
George F. Huff, Treasurer	Greensburg.

(No. 194.)

SPRING BROOK.

STATE OF PENNSYLVANIA, }
Luzerne County, } SS:

Personally appeared Thomas D. Sax, president, and Lewis C. Hessler, treasurer, of the Spring Brook 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 their knowledge and belief.

(Signed)

THOMAS D. SAX, *President.*

LEWIS C. HESSLER, *Treasurer.*

Sworn and subscribed before me, this }
 2d day of February, 1874. }

J. HILUE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law, (with right to increase to an amount necessary to build and equip road,).....	\$25,000 00
Amount of stock subscribed.....	37,800 00
Total amount now paid in of capital stock.....	37,800 00
The amount now of funded debt.....	None.
The amount now of floating debt, about.....	2,000 00
Total amount now of floating and funded debt.....	2,000 00
Number of shares of stock issued.....	1,512 00
Par value of each share.....	25 00
Average market value during the year: No market value because no sales.	
Amount paid in on each share.....	25 00

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$39,800 00
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CHARACTERISTICS OF ROAD.

Length of main line of road from Moosic station up the Spring Brook.....	15 miles.
Length of main line road laid.....	5 "
Length of main line of road laid in Pennsylvania.....	5 "

RAILROAD REPORT.

601

Gauge of road.....	4 ft. 3 in.
Weight of rail per yard on main track: 25 pounds to yard, excepting 10 tons, 16 pounds to yard.	

REMARKS.

In the foregoing report, the stock reported as paid in, has been paid mostly in materials to construct the road, and the Spring Brook station mentioned in the charter, has been changed to Moosic, and we use the name **Moosic** in our report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas D. Sax.....	Moosic, Luzerne Co., Pa.
John M. Grier.....	Moosic, Luzerne Co., Pa.
William Hessler.....	Moosic, Luzerne Co., Pa.
Lewis C. Hessler.....	Moosic, Luzerne Co., Pa.
C. S. Stark.....	Pittston, Luzerne Co., Pa.
Thomas D. Sax, President.....	Moosic, Luzerne Co., Pa.
C. S. Stark, Secretary.....	Pittston, Luzerne Co., Pa.
Lewis C. Hessler, Treasurer.....	Moosic, Luzerne Co., Pa.

(No. 124.)
STATE LINE AND JUNIATA.

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

Personally appeared, Ninian Irwin, president, and Charles M. Siter, treasurer, of the State Line and Juniata railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending September 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

NINIAN IRWIN, *President.*

CHAS. M. SITER, *Treasurer.*

Sworn and affirmed before me, this }
13th day of October, 1873. }

JAMES M'COLGAN, *Alderman.*

PHILADELPHIA, *October 11, 1873.*

HON. HARRISON ALLEN,

Auditor General, Harrisburg, Pa. :

DEAR SIR:—In answer to your communication relative to the State Line and Juniata railroad company, we reply that the State Line and Juniata railroad company was organized on the twenty-third day of April, 1872; that the authorized capital stock, amounting to five hundred thousand dollars, was all subscribed but nothing paid thereon at that time, the charter not requiring any sum to be paid at the time of subscribing.

The company, since that time, has been engaged in surveying and locating different routes. The proposed route of the road is from a point on the State line at Licking Creek, in Franklin county, to Mt. Union, in Huntingdon county, and extending eastwardly to the Delaware river, but no definite line has been fixed and no work done other than engineering. When built the road will be about two hundred and twenty miles in length.

There has been expended the sum of thirty-three thousand three hundred and twenty-five dollars thirty-one cents, seventeen thousand dollars of which has been realized from the sale of bonds amounting to thirty-five thousand dollars; the balance has been supplied by stockholders.

The company has a floating debt of eight thousand six hundred and twenty-three dollars twenty-two cents. A mortgage has been created for the sum of four million dollars; thirty-five thousand dollars of the bonds have been sold; they mature October 1, 1896.

We hope this will be satisfactory. It would be useless to answer the interrogatories in detail as contained in the forms which you have sent us.

RAILROAD REPORT.

608

The gauge of the proposed road will be the ordinary one, four feet eight and one-half inches.

Very respectfully,

NINIAN IRWIN, *President.*

CHAS. M. SITER, *Treasurer*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Pott	M'Connellsburg, Pa.
Paul J. Keller	Philadelphia, Pa.
C. H. Woodruff	Philadelphia, Pa.
W. O. Lealle	Philadelphia, Pa.
B. F. Pine	Philadelphia, Pa.
R. B. Sterling	Philadelphia, Pa.
— Smith	Philadelphia, Pa.
Geo. W. M'Pherran	Philadelphia, Pa.
Ninian Irwin, President	Norristown, Pa.
John F. Forrest, Secretary	Philadelphia, Pa.
Charles M. Siter, Treasurer	Philadelphia, Pa.

Ch. 1963

STONY CREEK.

STATE OF PENNSYLVANIA, }
Montgomery County, } ss:

Personally appeared, Franklin A. Comly, president, and Franklin D. Sower, treasurer, 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 ending October 31, are true, to the best of their knowledge and belief.

(Signed)

F. A. COMLY, *President.*FRANKLIN D. SOWER, *Treasurer.*

Sworn and affirmed before me, this }
 19th day of January, 1874. }

H. C. HOOVER, A. J.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$300,000 00
Amount of stock subscribed.....	154,200 00
Amount paid in as by last report.....	134,675 00
Total amount now paid in of capital stock.....	140,560 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds.....	25,500 00
Floating debt, as per last report.....	82,313 62
The amount now of floating debt.....	287,873 75
Total amount now of floating and funded debt.....	313,373 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,	None.
Number of shares of stock issued.....	2,790 00
Par value of each share.....	\$50 00
Average market value during the year: None on the market.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

Construction.....	By last report. \$216,955 36	By present report. \$455,445 46
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No equipment.

RAILROAD REPORT.

605

CHARACTERISTICS OF ROAD.

Length of main line of road, from Norristown to Lansdale,	10 $\frac{3}{10}$ miles.
Length of main line road laid	10 $\frac{3}{10}$ "
Length of main line of road laid in Pennsylvania	10 $\frac{3}{10}$ "
Length of double track of road	None.
Length of sidings	$\frac{5}{10}$ miles.
Gauge of road	4.71 feet.
Weight of rail per yard on main track	58 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.	
Number of iron bridges, (total length in feet, 240,)	3
Number of wooden bridges	None.
Number of stone bridges	None.
Number of culverts	No record.
Number of railroads crossed	None.
Number of stations on main road : Passenger and freight,	7
Number of wood and water stations on main road	1
Value of real estate held by the company, exclusive of road way	\$40,000 00
Number of tunnels	None.
How is track laid, and on what foundation? Rails of 58 lbs. per yard, fish joints, earth and stone ballast.	
Length in miles laid with steel rail	None.

Receipts on construction account during the year :

From stockholders	\$5,885 00
From sale of bonds	25,500 00
From other sources	210,750 38
Total	242,135 38

SUMMARY OF PAYMENTS.

For construction, including real estate and right of way...	\$445,976 91
For dividends	Nothing.
For interest	8,155 88
For municipal taxes	1,313 17
Total	455,445 46

STONY CREEK

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Abraham R. Cox	Norristown.
Franklin Derr	Norristown.
Daniel Quillman	Norristown.
Samuel E. Hartranft	Norristown.
John N. Jacobs	Lansdale.
David S. Heebner	Lansdale.
N. H. Anders	Kulpsville.
Oliver G. Morris	Line Lexington.
Ellwood Shannon	Philadelphia.
J. Gillingham Fell	Philadelphia.
Edward C. Knight	Philadelphia.
Joshua Comly	Philadelphia.
Franklin A. Comly, President	Philadelphia.
Franklin D. Sower, Secretary and Treasurer	Norristown.

(Ch. 197.)
SULLIVAN AND ERIE COAL.

STATE OF PENNSYLVANIA, }
Bradford County, } SS:

Personally appeared John C. Welles, president, and Charles E. Parsons, 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOHN C. WELLES, *President.*

CHARLES E. PARSONS, *Treasurer.*

Sworn and subscribed before me, this }
24th day of February, 1874. }

WM. S. VINCENT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	1,500,000 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.....	1,000,000 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
Floating debt, as per last report.....	204,631 61
The amount now of floating debt.....	196,992 60
Total amount now of floating and funded debt.....	1,196,992 50
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.....	15,000
Par value of each share.....	\$100 00
Average market value during the year: No sales known.	
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared.....	None.

SULLIVAN AND ERIE

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,597,718 14	\$1,597,718 14

CHARACTERISTICS OF ROAD.

Length of main line of road laid, from Monroeton to Ber-nice	24 miles.
Length of main line of road laid	24 "
Length of main line of road laid in Pennsylvania.....	24 "
Length of double track of road	None.
Length of sidings: About.....	1½ miles.
Gauge of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
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, (total length in feet, nearly 200,)....	3
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight,	7
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road way: Valued at	\$1,000,000 00
Number of tunnels	None.
How is track laid, and on what foundation? On hemlock ties and gravel foundation.	
Length in miles laid with steel rail.....	None.

EXPENSES.

Maintaining the road and real estate of the company.....	\$10,249 94
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RECEIPTS.

From mail and express	\$382 55
From rents, Pennsylvania and New York canal and rail-road company	17,662 14
Total.....	18,044 69

ACCIDENTS.

None.

This road is operated under a verbal agreement by the Pennsylvania and New York canal and railroad company, and the contract is terminable at the pleasure of either party. This arrangement commenced in January, 1871, and as no term of years was mentioned or understood, is liable to terminate at any time. There is not any written lease or contract.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John C. Welles	Athens, Pa.
Wm. Stevenson	Towanda, Pa.
James Wood	Towanda, Pa.
T. C. Weeks	Boston, Mass.
C. E. Parsons	Boston, Mass.
John C. Welles, President	Athens, Pa.
Chas. E. Parsons, Secretary and Treasurer	Towanda, Pa.

(No. 138.)

SUMMIT BRANCH.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. N. Du Barry, president, and Strickland Kneass, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) J. N. DU BARRY, *President.*
 STRICKLAND KNEASS, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of January, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

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.....	145, 000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1875,)...	115, 000 00
Floating debt, as per last report	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	115, 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, 1873, 3 per cent.; August 15, 1873, 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
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u>2, 502, 250 00</u>

RAILROAD REPORT.

611

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, (no separate accounts kept,) including Lykens Valley railroad lease.....	\$938,902 37	\$988,902 37

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williams-town	20 miles.
Length of main line of road laid	20 "
Length of main line of road laid in Pennsylvania.....	20 "
Length of double track of road.....	None.
Length of sidings.....	10½ miles.
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company, and their length....	½ 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,).....	1
Number of baggage, mail and express cars, (average cost of each, \$550,).....	3
Number of freight cars: House cars, none; trucks, 5 gondolas, (average cost of each, \$650;) total.....	5
Number of coal, ore and stone cars: Coal, 3 trucks, (average cost of each, \$225;) ore, none; stone, none; total,	3
Number of caboose cars, (average cost of each, \$650,)....	1
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 culverts, (total length in feet, 603,).....	17.
Number of railroads crossed.....	11
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.....	\$1,500,000 00.
Number of tunnels.....	None.

How is track laid, and on what foundation? Cross-ties and broken stone.

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.....	12,520
Number of miles run by freight and coal trains: No account kept.	•
Number of through passengers for the year on main road,	2,268
Number of passengers (all classes) carried in cars	19,713
Number of tons of 2,000 lbs. of through freight for the year on main road.....	516,197
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	517,228
Number of passengers carried one mile.....	229,961
Number of tons of freight carried one mile	10,048,031
Number of passengers carried one mile in the State of Pennsylvania.....	229,961
Number of tons of freight carried one mile in the State of Pennsylvania.....	10,048,031
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
Weight of first-class passenger engines.....	25 tons.
Weight of freight engines.....	35 "

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

December, 1872.....	1,550	June, 1873.....	1,576
January, 1873.....	1,291	July, 1873.....	1,834
February, 1873.....	968	August, 1873.....	1,842
March, 1873.....	1,503	September, 1873.....	2,567
April, 1873.....	1,643	October, 1873.....	1,599
May, 1873.....	1,838	November, 1873.....	1,337

The amount of freight, specifying the quantity in tons :

Anthracite coal, net tons.....	509,613
Other articles	7,615
Total.....	<u>517,228</u>

RAILROAD REPORT.

613

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

For first-class through passengers.....	3 $\frac{3}{4}$ cent.
For first-class way passengers.....	3 $\frac{1}{4}$ "
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 per ton per mile.....	5 cents.
For through coal per ton per mile.....	3 $\frac{3}{16}$ "
For local freight per ton per mile.....	6 "
For local coal per ton per mile.....	5 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$35,587 51
Taxes on real estate.....	76 67
Total.....	<u>35,664 18</u>

Repairs of machinery:

Repairs of engines and tenders.....	\$6,806 62
Repairs of passenger and baggage cars.....	150 00
Repairs of freight cars.....	2,073 05
Repairs of tools and machinery in shops.....	504 56
Incidental expenses, including oil, fuel, clerks, watchmen, about shops, &c.....	705 92
Total.....	<u>10,240 15</u>

Operating the road:

Office expenses, stationery, &c.....	\$1,322 33
Agents and clerks.....	3,944 58
Conductors, baggage masters and brakemen.....	9,884 78
Engineers and firemen.....	11,914 55
Fuel and cost of preparing for use.....	8,438 94
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,916 96
General superintendence.....	3,000 00
Contingencies.....	566 29
Total.....	<u>40,988 43</u>

SUMMIT BRANCH

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources

None.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
December, 1872.....	\$649 55	\$16,392 74	\$591 78	\$17,634 07
January, 1873.....	579 33	4,941 37	510 78	6,031 48
February, 1873.....	491 72	8,769 96	1,015 39	10,267 07
March, 1873.....	618 10	19,942 58	1,114 53	21,675 21
April, 1873.....	755 05	23,621 78	950 00	25,326 83
May, 1873.....	768 90	27,033 98	2,123 71	29,926 59
June, 1873.....	766 23	27,461 49	13,808 94	42,036 66
July, 1873.....	812 75	34,067 50	1,077 16	35,957 41
August, 1873.....	826 90	33,899 27	1,773 35	36,499 52
September, 1873.....	1,220 15	34,122 85	1,071 81	36,414 81
October, 1873.....	776 70	33,956 25	1,194 35	35,927 30
November, 1873.....	687 75	22,265 71	3,678 37	26,631 83
Total.....	8,988 13	286,465 43	28,910 17	324,313 73

SUMMARY OF PAYMENTS.

For construction and equipment	\$17,105 50
For maintaining the road, &c.—repairs of machinery and operating the road	86,899 76
For dividends, (railroad and coal,)	150,135 00
For miscellaneous	25,074 62
For rent.....	62,499 96
For municipal and State taxes	16,141 90
Total	<u>357,849 74</u>

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, and on what terms? None.

ACCIDENTS.

Employees	<u>Killed.</u> 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 :

1873.

June 27. David Davis, a miner, while riding upon the bumper of the engine, was caught between the bumper and car; one leg so badly crushed that he died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson.....	Philadelphia.
Thomas A. Scott.....	Philadelphia.
Jacob P. Jones.....	Philadelphia.
J. N. Du Barry.....	Baltimore.
Wistar Morris.....	Philadelphia.
E. C. Biddle.....	Philadelphia
J. D. Cameron.....	Harrisburg.
J. N. Du Barry, President.....	Baltimore.
Strickland Kneass, Secretary and Treasurer.....	Philadelphia.
William B. Fowle, General Manager.....	Philadelphia.
Warren E. Ray, Superintendent.....	Lykens, Pa.

Ch. 189.]

SUNBURY AND LEWISTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Strickland Kneass, 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, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

STRICKLAND KNEASS, *President.*

J. H. T. JACKSON, *Treasurer.*

Sworn and subscribed before me, this }
 — day of ——— 187—.

J. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	500,000 00
Amount paid in as by last report	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, (September 30, 1891,).....	200,000 00
	<hr/>
	1,400 000 00
Floating debt, as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,400,000 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 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: None declared.	

RAILROAD REPORT.

617

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,900,000 00	\$1,900,000 00

Equipment: Furnished by the Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown to Selinsgrove junction.....	43½ miles.
Length of main line of road laid.....	43½ "
Length of main line of road laid in Pennsylvania.....	43½ "
Length of double track of road.....	None.
Length of sidings.....	3¼ miles.
Gauge of road.....	4 feet 9 in.
Weight of rail per yard on main track.....	56 lbs.
Branch roads owned by the company and their length, viz:	None.
Roads worked or leased by the company, viz.	None.
Number of engine houses and shops.....	1
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 7,732,)..	103
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 78,).....	33
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	16
Number of wood and water stations on main road, (water,)	4
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? Cross ties and sub grade.	
Length in miles laid with steel rail.....	None.

PENNSYLVANIA R. R. CO., PRESIDENT'S OFFICE, }
 PHILADELPHIA, February 27, 1874.

Hon. HARRISON ALLEN,

Auditor General:

DEAR SIR:—Your letter of the 24th inst., to Mr. Edmund Smith, as president of the Sunbury and Lewistown railroad company, signed by Mr. Franklin, clerk in charge, asking a report under the provisions of the act of Assembly, approved April 9, 1870, of the Sunbury and Lewistown railroad company, has been referred to me as the present president of that company. In reply, I have to state that the property, franchises, etc., were

SUNBURY AND LEWISTOWN

sold under execution, on the 27th of December last, to Mr. Josiah Hart, thereby divesting the lease of the Pennsylvania railroad company, as well as our ownership thereof.

There is a decree of sale under the first mortgage, which is to be executed on the 5th of May next. I am, therefore, able to send you only a qualified return, more as a matter of form than, perhaps, as a matter of duty.

Yours respectfully,

STRICKLAND KNEASS,

President S. and L. R. R. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edmund Smith.....	Philadelphia.
Wm. Painter.....	Philadelphia.
D. R. Walker.....	Philadelphia.
J. M. Sellers.....	Philadelphia.
A. K. Gift.....	Middleburg.
Andrew Reed.....	Lewistown.
Wm. F. Wagenseller.....	Selinsburg.
Strickland Kneass, President.....	Philadelphia.
J. H. T. Jackson, Secretary and Treasurer.....	Philadelphia.

(No. 140.)

SUSQUEHANNA, GETTYSBURG AND POTOMAC.

STATE OF CONNECTICUT, }
 New Haven County, } SS:

Personally appeared Oscar A. Fowler, president, and 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, 1873, are true, to the best of their knowledge and belief.

(Signed) OSCAR A. FOWLER, *President.*
 JAS. M. TOWNSEND, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of January, 1874. }

HERBERT C. WARREN, *N. P.*

STATE OF CONNECTICUT, }
 County of New Haven, } SS: *County Clerk's Office:*

I, Arthur D. Osborne, clerk of the Superior Court, and *ex officio* of the county court, and authorized by law to certify the records of said county court, within and for New Haven county, and keeper of the seal thereof, and of the commission of justice of the peace, and of the commissioners of the Superior Court for said county, hereby certify, that H. C. Warren, Esq., was on the 4th day of July, 1873, ever since has been and now is a notary public, within and for and residing in said county, duly appointed, commissioned and sworn, having full power and authority, by the laws of this State, to take the acknowledgment of deeds and other instruments and to certify the same; also to administer oaths, to take affidavits and depositions out of court, and to give certificates thereof; that full faith and credit may and ought to be given to his official acts and attestations; that the signature hereunto annexed, purporting to be his, is his genuine official signature.

In witness whereof, I hereunto set my hand and affix the seal of said court, at New Haven, in said county and State, on this 30th day of January, A. D. 1874.

ARTHUR D. OSBORNE, *Clerk.*

STOCK AND DEBT.

Capital stock as authorized by law	\$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.

620 SUSQUEHANNA, GETTYSBURG AND POTOMAC

The amount now of floating debt	None.
Total amount now of floating and funded debt.....	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.....	\$50 00

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 Pennsylvania and Maryland: About.....	100 miles.
Length of main line of 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 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track: 50, 56 and 60 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 second-class passenger cars	1
Number of freight cars: Trucks.....	2
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 300,) ...	5
Number of stone bridges.....	None.
Number of culverts	No record.
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight,	7
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of road way	\$5,000 00
Number of tunnels	None.
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	22,338
Number of miles run by freight trains	11,106

RAILROAD REPORT.

621

Number of miles run by coal trains	11,682½
Number of through passengers for the year on main road,	26,322
Number of passengers (all classes) carried in cars.....	9,054
Number of tons of 2,000 lbs. of through freight for the year on main road, and gross amount of tonnage for the year, (2,000 lbs. per ton,)	18,367
Number of passengers carried one mile	359,747
Number of tons of freight carried one mile.....	246,048
Number of passengers carried one mile in the State of Pennsylvania.....	359,747
Number of tons of freight carried one mile in the State of Pennsylvania.....	246,048
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	13
Weight of first-class passenger engines.....	22 tons.
Weight of freight engines.....	30 "

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

January, 1873.....	1,610	July, 1873.....	3,510
February, 1873.....	1,330	August, 1873.....	2,751½
March, 1873.....	2,090½	September, 1873	2,994
April, 1873.....	2,171½	October, 1873.....	2,329
May, 1873.....	1,870	November, 1873.....	1,669½
June, 1873.....	2,337	December, 1872.....	1,669

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	5,426	Agricultural products.....	4,104
Bituminous coal.....	364	Lumber	1,431
Other iron or castings.....	1,007	Other articles.....	4,156
Stone and lime.....	1,879		

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 "
For second-class through passengers.....	None.
For second-class way passengers.....	None.

622 SUSQUEHANNA, GETTYSBURG AND POTOMAC

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

For through freight, per ton per mile	5 cents.
For through coal, per ton per mile	4 "
For local freight, per ton per mile	5 "
For local coal, per ton per mile.....	5 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings	\$8,048 63
Taxes on real estate: Charged in summary of payments. .	
Operating the road, (motive power furnished by the Han- over Branch railroad, no separate account kept,)	15,324 10
Total.....	23,372 73

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources	None.
--	-------

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
January, 1873.....	\$804 01	\$800 47	\$111 26		
February, 1873	753 94	1,051 98	105 82		
March, 1873.....	1,156 74	1,140 19	119 34		
April, 1873.....	1,193 92	1,254 83	114 10		
May, 1873.....	1,149 52	1,010 17	169 98		
June, 1873.....	1,407 32	994 92	115 69		
July, 1873	1,775 67	1,027 87	106 04		
August, 1873.....	627 66	1,289 71	115 68		
September, 1873.....	1,507 88	1,518 36	124 00		
October, 1873.....	1,143 01	1,427 42	116 33		
November, 1873	1,011 74	973 10	117 68		
December, 1873.....	973 93	938 88	124 75		
Total.....	14,612 73	13,428 15	1,380 65	\$1,657 99	\$31,079 53

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$23,372 73
For surplus funds	6,512 20
For State taxes.....	597 30
Total.....	30,482 23
Total amount of surplus fund.....	21,406 25

RAILROAD REPORT.

623

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.

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

ACCIDENTS.

	Injured.
Others.....	1 <hr style="width: 100%;"/>

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 :

1873.

Friday, Nov. 7. Two miles west of Hanover, express train going east, struck a deaf and dumb man ; name unknown, cutting his head slightly.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Caleb S. Mattby.....	Baltimore, Md.
James M. Townsend	New Haven, Conn.
Burdett Hart	Philadelphia, Pa.
Samuel Small	York, Pa.
Wm. Bettinger.....	Abbottstown, Pa.
Edward H. Townsend.,.....	New Haven, Conn.
Oscar A. Fowler, President..... Wyoming, Pa.	
Edward H. Townsend, Secretary, New Haven, Conn. Gettysburg, Pa.	
James M. Townsend, Treasurer, New Haven, Conn. Gettysburg, Pa.	
Caleb S. Mattby, Vice President, Baltimore, Md.	

(No. 141.)
TIOGA.STATE OF NEW YORK, }
Steuben County, } ss:

Personally appeared F. N. Drake, president, and H. H. Cook, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) F. N. DRAKE, *President.*
H. H. COOK, *Treasurer.*

Sworn and subscribed before me, this }
19th day of February, 1874. }

As to F. N. Drake, president,

GEORGE HITCHCOCK, *J. P.*

As to H. H. Cook, treasurer,

W. W. ALLEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (with right to increase to \$1,000,000 00.)	\$125,000 00
Amount of stock subscribed	127,950 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
Floating debt, as per last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	239,500 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	None.
Number of shares of stock issued	11,618
Par value of each share	\$50 00
Average market value during the year	No record.

RAILROAD REPORT.

625

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared.....	<u><u>None declared.</u></u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$866,204 95	\$899,286 05
Equipment.....	418,808 90	455,015 47
 Total cost.....	<u>1,285,013 85</u>	<u>1,354,301 52</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from State line, near Lawrenceville to Morris Run.....	30 $\frac{3}{4}$ miles.
Length of main of road laid.....	30 $\frac{3}{4}$ "
Length of main line of road laid in Pennsylvania.....	30 $\frac{3}{4}$ "
Length of double track of road.....	None.
Length of sidings.....	8 $\frac{1}{2}$ miles.
Gauge of road.....	6 feet.
Weight of rail per yard on main track	57 and 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 to 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 includes this branch railroad.	
Number of engine houses and shops	6
Number of engines.....	14
Number of first-class passenger cars, (average cost of each, \$2,500,).....	6
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$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 cars, (average cost of each, \$260,)	849
Number of caboose cars, (average cost of each, \$560,) ...	7
Number of iron bridges	None.
Number of wooden bridges, (total length in feet, 494,) ...	14
Number of stone bridges.....	None.

Number of culverts	No record.
Number of railroads crossed	None.
Number of stations on main road: Passenger and freight,	13
Number of wood and water stations on main road	6
Value of real estate held by the company exclusive of road way	\$34,901 51
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 of miles laid with steel rail	<u>7</u>

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

Number of miles run by passenger, freight and coal trains :	
Mixed trains	267,265
Number of through passengers for the year on main road,	8,481½
Number of passengers (all classes) carried in cars	107,885½
Number of tons of 2,000 lbs. of through freight for the year on main road	906,391 tons.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	927,476 "
Number of passengers carried one mile	827,426
Number of tons of freight carried one mile	28,009,669
Number of passengers carried one mile in the State of Pennsylvania	827,426
Number of tons of freight carried one mile in the State of Pennsylvania	28,009,669
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	<u>30 to 40 "</u>

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

January, 1873	7,114½	August, 1873	9,773
February, 1873	6,450	September, 1873	10,379
March, 1873	9,081½	October, 1873	8,254
April, 1873	9,107½	November, 1873	7,859
May, 1873	9,550	December, 1873	10,519
June, 1873	8,669		
July, 1873	11,139	Total	<u>107,885½</u>

RAILROAD REPORT.

627

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,989	Agricultural products.....	4,260
Bituminous coal.....	899,979	Merchandise and manufactures...	7,800
Pig iron.....	1,022	Live stock.....	30
Railroad iron.....	268	Lumber.....	7,716
Other iron or castings.....	49		
Iron and other ores.....	914	Total.....	<u>927,476</u>
Stone and lime.....	2,505		

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

For first-class through and way passengers.....	3½ cents.
For second-class through and way passengers.....	<u>3½ "</u>

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.....	<u>5 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	<u>\$116,066 61</u>
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Repairs of machinery :

Repairs of engines and tenders.....	\$24,373 04
Repairs of passenger and baggage cars.....	1,952 83
Repairs of freight cars.....	32,819 15
Repairs of tools and machinery in shops.....	3,406 40
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	4,949 23
Total.....	<u>67,500 65</u>

Operating the road :

Office expenses, stationery, &c.....	\$678 21
Agents and clerks.....	1,900 00
Conductors, baggage masters and brakemen.....	30,448 00
Engineers and firemen.....	25,635 51
Fuel and cost of preparing for use.....	15,250 66
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	8,421 80

Telegraph, mail and station expenses	\$6,037 84
Loss and damage of goods and baggage	48 41
Damage for injury of persons.....	500 00
Damage to property, including damage by fire and cattle killed on road	48 00
General superintendence.....	9,266 67
Contingencies	3,301 80
Total.....	101,536 90

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.	Use of cars.	Miscella- neous.	Total.
Jan., 1873...	\$1,722 81	\$19,404 70	.....	\$9,077 78	.....	\$24,204 79
Feb., 1873...	1,735 05	23,051 54	.....	3,801 97	.....	28,588 56
March, 1873,	2,404 82	21,539 51	.....	3,504 69	\$339 50	27,788 63
April, 1873...	2,451 73	25,039 36	\$1,112 88	6,787 41	.....	35,391 38
May, 1873...	2,513 10	35,631 19	613 43	10,639 27	.....	49,396 99
June, 1873...	2,294 90	42,039 21	.....	11,856 86	339 50	56,529 46
July, 1873...	2,941 89	47,603 87	.....	13,395 91	.....	63,941 57
August, 1873	2,651 20	47,177 52	.....	13,449 40	.....	63,278 12
Sep., 1873...	3,217 14	44,040 75	.....	12,365 67	339 50	60,463 06
Oct., 1873...	2,427 89	37,757 60	.....	11,140 63	.....	51,326 12
Nov., 1873...	2,124 01	24,382 94	.....	6,678 69	.....	33,185 64
Dec., 1873...	2,485 79	7,903 10	.....	1,283 13	362 00	12,034 02
Total.....	28,959 93	375,571 29	1,726 31	96,481 40	1,880 50	508,119 43

SUMMARY OF PAYMENTS.

For construction and equipment	\$69,237 67
Maintaining the road, &c.—repairs of machinery and opera- ting the road	285,104 16
Dividends	None.
Interest.....	16,870 00
Sinking fund to pay liabilities, to provide new rolling stock, and to lay a third rail	125,000 00
State taxes.....	4,722 02
	499,984 85

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average:
Impossible to tell as both are run together.

RAILROAD REPORT.

629

What express companies run on your road, and on what terms? United States express company, and pay first class rates of freight on weight transported.

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

ACCIDENTS.

	Killed.	Injured.
Employees	2	..
Others	1	1
	—	—
Total	3	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 :

1873.

June 12. Richard Hinkley, employee, killed, at Morris Run, Pa., by train running off track ; aged, 24 years.

July 15. Delinas Gorton, employee, killed, at Blossburg, Pa., while coupling cars ; aged, 19 years.

February 21. Stephen Burnkowski, killed, at Blossburg, Pa., was lying on track in an intoxicated condition ; age, unknown.

June 3. John Kearns, injured ; fell, in attempting to get on a coal train, in motion, near Blossburg, Pa. ; both legs amputated ; aged, 30 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. N. Drake.....	Corning, N. Y.
F. C. Dinning.....	Corning, N. Y.
H. Sherwood.....	Corning, N. Y.
Constant Cook.....	Bath, N. Y.
H. H. Cook.....	Bath, N. Y.
U. P. Bush.....	Buffalo, N. Y.
Jay Gould.....	New York city.
E. Eldridge.....	Elmira, N. Y.
H. D. V. Pratt.....	Elmira, N. Y.
C. Calket.....	Philadelphia.
L. H. Shattuck.....	Blossburg, Pa.
A. C. Stearns.....	Corning, N. Y.
F. N. Drake, President.....	Corning, N. Y.
H. H. Cook, Secretary and Treasurer.....	Bath, N. Y.
L. H. Shattuck, Superintendent.....	Blossburg, Pa.

(No. 142.)

TRESCOW.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John P. Ilsley, president, and Solomon Shepherd, treasurer, of the Trescow 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 their knowledge and belief.

(Signed) JOHN P. ILSLEY, *President*
S. SHEPHERD, *Treasurer*.

Sworn and subscribed before me, this }
11th day of February, 1874. }

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
The amount now of funded debt.....	None.
Floating debt, as by last report, on which no interest is paid.....	60,003 64
The amount now of floating debt	60,003 64
Total amount now of floating and funded debt.....	60,003 64
Date and rate per cent. per annum of dividend or dividends	None.
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	\$190,003 64	\$203,730 47

CHARACTERISTICS OF ROAD.

Length of main line of road, from Silver Brook to Audenried.....	6½ miles
Length of main line of road laid.....	6½ "
Length of main line of road laid in Pennsylvania	6½ "

RAILROAD REPORT.

631

Length of double track of road	None.
Length of sidings	1½ miles.
Gauge of road	4 feet 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	1
Number of iron bridges	None.
Number of wooden bridges	None.
Number of stone bridges	None.
Number of culverts	None.
Number of railroads crossed	1
Number of stations on main road: Passenger and freight,	2
Number of wood and water stations on main road	2
Value of real estate held by the company, exclusive of road way	None.
Number of tunnels	None.
How is track laid, and on what foundation? Ordinary track on ballast.	
Length in miles laid with steel rail	<u>None.</u>

Operated in connection with the Lehigh and Susquehanna railroad, therefore no separate account is kept of its business.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. W. Clark	Philadelphia.
Alexander Biddle	Philadelphia.
E. Hill	Philadelphia.
C. F. Howell,	Philadelphia.
F. Mitchell	Philadelphia.
E. N. Howell	Philadelphia.
John P. Halsey, President	Philadelphia.
S. Shepherd, Secretary and Treasurer	Philadelphia.

(No. 142.)

TYRONE AND CLEARFIELD.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. Edgar Thomson, president, and Thomas T. Firth, treasurer, of the Tyrone and Clearfield railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

J. EDGAR THOMSON, *President.*THOMAS T. FIRTH, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of February, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	510,000 00
Amount paid in as by last report	510,000 00
Total amount now paid in of capital stock	510,000 00
Funded debt as per last report	None.
The amount now of funded debt	None.
Floating debt as per last report	\$332,359 99
The amount now of floating debt	313,566 98
Total amount now of floating and funded debt	313,566 98
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	10,200
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	\$842,359 99	\$823,566 98
Equipment	None.	None.

RAILROAD REPORT.

633

CHARACTERISTICS OF ROAD.

Length of main line of road, from Tyrone to Curwensville,	46½ miles.
Length of main line of road laid, from Tyrone to Clearfield	40 ⁸ / ₁₀ "
Length of main line of road laid in Pennsylvania	40 ⁸ / ₁₀ "
Length of double track of road.....	None.
Length of sidings.....	9 miles.
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:	
Moshannon Branch, 6½ miles; Dunbar Branch, 1.6 miles;	
Philipsburg Branch, 3.6 miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,245,)..	8
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 395,).....	7.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 19; freight, 7; total.....	26
Number of wood and water stations on main road.....	7
Value of real estate held by the company exclusive of road way: No account given.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Fish joints on stone ballast.	
Length in miles laid with steel rail.....	<u>7½</u>

Receipts on construction and equipment account during the year :

From stockholders.....	None.
From sale of bonds.....	None.
From other sources.....	<u>\$37,485 47</u>

SUMMARY OF PAYMENTS.

For construction.....	\$18,692 46
For dividends.....	None.
For interest.....	None.
For State taxes.....	<u>None.</u>

TYRONE AND CLEARFIELD

Returns of Pennsylvania railroad company include all operations of this road.

The Tyrone and Clearfield railway was leased to the Pennsylvania railroad company in April, 1867, for five years, and the same was renewed and extended for five years from April 1, 1872.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia.
G. B. Roberts.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
One vacancy.	
J. Edgar Thomson, President.....	Philadelphia.
Edmund Smith, Secretary.....	Philadelphia.
Thomas T. Firth, Treasurer.....	Philadelphia.

(No. 144.)
UNIONTOWN AND WEST VIRGINIA.

[For the financial year ending December 31, 1873.]

UNIONTOWN, PA., *February 7, 1874.*

HON. HARRISON ALLEN,

Auditor General, Harrisburg:

DEAR SIR:—I can only report to you, in relation to the Uniontown and West Virginia railroad, that it never was completed; no money expended or work done on it in the last year that I am aware of; franchise levied on and sold by the sheriff of this county, and no re-organization.

Yours truly,

J. T. REDBURN, *late Treasurer.*

UNIONTOWN, PA., *February 25, 1874.*

HON. HARRISON ALLEN,

Auditor General, Harrisburg:

DEAR SIR:—Yours of the 23d inst. received. Upon inquiry I learn that judgment was obtained against the Uniontown and West Virginia railroad company for thirty-seven thousand five hundred and twenty-two dollars and fifty-four cents, (\$37,522 54,) on September 2, 1873, in favor of John Snider, and that on January 5, 1874, the road, &c., was sold by the sheriff of this county at public outcry, to the highest bidder, John Snider becoming the purchaser.

Hoping that this information will enable you satisfactorily to close the career of the company,

I am, yours truly,

J. T. REDBURN, *late Treasurer.*

(No. 144.)
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 31, 1873, are true, to the best of their knowledge and belief.

(Signed) EDWARD HOOPES, *President.*
THOMAS H. HALL, *Treasurer.*

Affirmed and subscribed before me, this }
26th day of December, 1873. }

THOMAS RANDALL, *Alderman.*

STOCK AND DEBT

Capital stock as authorized by law, amount of stock subscribed, amount paid in as by last report and total amount now paid in of capital stock.....	\$165,000 00
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt as per last report.....	None.
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	3,300
Par value of each share.....	\$50 00
Average market value during the year: No stock on the market.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$159,798 04	\$159,798 04
Equipment.....	45,688 75	45,688 75
Total cost.....	<u>205,486 79</u>	<u>205,486 79</u>

RAILROAD REPORT.

637

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to inter- section of Pennsylvania railroad.....	9 miles.
Length of main line of road laid.....	9 "
Length of main line of road laid in Pennsylvania.....	9 "
Length of double track of road.....	None.
Length of sidings: About.....	½ mile.
Gauge of road.....	4 ft. 8½ inches.
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.....	1
Number of engines.....	1
Number of first-class passenger cars, (average cost of each, \$4,417 50,).....	2
Number of second-class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$906,).....	1
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.....	None.
Number of stone bridges.....	None.
Number of culverts.....	None.
Number of railroads crossed.....	None.
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.....	\$22,647 75
Number of tunnels.....	None.
Length in miles laid with steel rail.....	None.

The West Chester railroad is leased to the West Chester and Philadelphia railroad company for 99 years, from the 1st of January, 1873, whose report will include all matters not answered in this return.

WEST CHESTER

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Hoopes.....	Philadelphia.
J. Edward Farnam.....	Philadelphia.
Samuel Riddle.....	Glen Riddle, Delaware county, Pa.
Dennis B. Kelly.....	Kellyville, Delaware county, Pa.
Charles Fairlamb.....	West Chester, Pa.
Lorenzo Beck.....	West Chester, Pa.
George Callaghan.....	West Chester, Pa.
Edward Hoopes, President.	
Thomas H. Hall, Secretary and Treasurer.	

(Ch. 146.)
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 made affirmation that the statements in the within report, for the financial year ending October 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

EDWARD HOOPES, *President.*

THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this }
26th day of December, 1873. }

THOS. RANDALL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,800,000 00
Amount of stock subscribed, including increase on account of exchange of the old preferred stock, less corrections of sundry errors in account of 1853	823,950 00
Amount paid in as by last report	681,100 00
Total amount now paid in of capital stock	823,950 00
Funded debt, as per last report	1,189,800 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
General mortgage bonds, (date of maturity, April 1, 1891.)	1,100,000 00
Total amount now of funded debt	1,100,000 00
Rate per cent. per annum of interest on funded debt: General mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, July	4 per cent.
Number of shares of stock issued: Consolidated preferred, 16,388; old preferred, 42; common, 49	16,479
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 dividend was declared, (including all when consolidated and exchanged,)	<u>825,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,327,289 36	\$1,503,969 42
Equipment	182,028 07	190,963 07
Total cost.....	<u>1,509,317 43</u>	<u>1,694,932 49</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to Philadelphia.....	26.3 miles.
Length of main line of 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 and 65 lbs.	
Branch roads owned by the company	None.
Roads worked or leased by the company, viz: The West Chester railroad, from West Chester to intersection of Pennsylvania railroad, the operations of which are included in this statement.	
Number of engine houses and shops.....	3
Number of engines.....	9
Number of first-class passenger cars, (average cost of each, \$3,000,)	19
Number of baggage, mail and express cars, (average cost of each, \$1,750,).....	4
Number of freight cars: House cars, (average cost of each, \$640,) 25; trucks, (average cost of each, 500,) 28; total,	53
Number of lime and stone cars, (average cost of each, \$340,).....	14
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 culverts	No record.
Number of railroads crossed: Junction at grade. .	
Number of stations on main road: Passenger and freight,	22
Number of wood and water stations on main road.....	4
Value of real estate held by the company, exclusive of road way.....	\$297,030 01
Subject to ground rents and mortgages of... ..	<u>68,012 50</u>
	229.017 51

RAILROAD REPORT.

641

Number of tunnels.....	None.
How is track laid, and on what foundation? Two-third stone ballast, 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.....	190,930
Number of miles run by freight trains.....	16,848
Number of miles run by extra trains.....	26,914
Number of through passengers for the year on main road,	90,273
Number of passengers (all classes) carried in cars.....	871,398
Number of tons of 2,000 lbs. of through freight for the year on main road.....	19,552
Gross amount of tonnage for the year, (2,000 lbs. per ton,) except coal, 2,240.....	94,235
Number of Passengers carried one mile.....	9,435,597
Number of tons of freight carried one mile.....	No account.
Number of passengers carried one mile in the State of Pennsylvania.....	9,435,597
Number of tons of freight carried one mile in the State of Pennsylvania.....	No account.
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	23
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	8
Weight of first-class passenger engines.....	25 tons.
Weight of freight engines.....	31 tons.

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

November, 1872.....	66,816	May, 1873.....	67,092
December, 1872.....	56,369	June, 1873.....	101,547
January, 1873.....	55,116	July, 1873.....	98,434
February, 1873.....	47,806	August, 1873.....	90,978
March, 1873.....	54,361	September, 1873.....	90,237
April, 1873.....	66,645	October, 1873.....	76,928

The amount of freight, specifying the quantity in tons:

Anthracite and bituminous coal... 43,771	Merchandise and manufactures... 23,708
Stone, lime and brick 10,118	Lumber..... 6,74
Agricultural products..... 4,824	Other articles, (unclassified,) 5,066

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

For first-class through passengers.....	8 cents.
For first-class way passengers.....	3½ "

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

For through freight, per ton per mile.....	8 cents.
For through coal, per ton per mile.....	3½ "
For local freight, per ton per mile.....	10 "
For local coal, per ton per mile.....	5 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$53,862 75
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Repairs of machinery:

Repairs of engines and tenders, passenger, baggage and freight cars, and tools and machinery in shops.....	\$19,949 93
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Operating the road:

Office expenses, stationery, &c.....	\$3,359 10
Officers, agents and clerks.....	23,794 00
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, wood and water station attendance.....	12,394 80
Conductors, baggage masters and brakemen.....	13,887 34
Engineers and firemen.....	14,471 59
Fuel and cost of preparing for use, including water and light.....	28,090 19
Oil, waste and sand and ice for all purposes.....	3,243 17
Telegraph.....	2,060 26
Delivering of freight.....	5,228 89
Damage for injury of persons, and lost freight and professional advice.....	2,697 23
Rents paid.....	1,460 00

Total.....	110,616 65
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Grand total.....	184,459 33
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RAILROAD REPORT.

643

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources \$2,000 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1872.....	\$17,852 84	\$9,348 82			
December, 1872.....	15,082 73	8,075 95			
January, 1873.....	14,069 57	7,815 04			
February, 1873.....	12,467 22	8,131 87			
March, 1873.....	14,936 21	8,977 43			
April, 1873.....	18,277 27	10,886 99			
May, 1873.....	18,844 52	10,633 93			
June, 1873.....	24,344 38	9,776 20			
July, 1873.....	25,402 68	10,284 05			
August, 1873.....	24,697 59	10,808 20			
September, 1873.....	22,236 50	12,005 72			
October, 1873.....	20,849 06	11,630 78			
Total	229,050 59	117,964 98	\$2,812 49	\$13,461 37	\$362,789 43
Telegraph.....				1,272 58	
Rents.....				3,849 93	
Interest on bills receivable.....				8,341 86	

SUMMARY OF PAYMENTS.

For construction, equipment and real estate	\$16,111 16
For maintaining the road, &c.—repairs of machinery and operating the road.....	184,429 32
For dividends.....	32,408 00
For interest	83,070 88
For ground rents	3,907 48
For bills receivable.....	29,685 00
For municipal taxes.....	1,889 30
For State taxes.....	8,016 75
Total	<u><u>359,517 89</u></u>

Total amount of revenue account, (or profit and loss):

Balance, October 31, 1872, \$143,494 23; increased, \$76,-
278 60; balance, October 31, 1873..... \$219,767 83

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: No estimate.

What express companies run on your road, and on what terms? Adams express company at stipulated rate, \$1,500 per annum, and an additional rate of 15 cents per hundred on government paper, and both included.

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

ACCIDENTS.

Others	Killed. 3 =
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The following is a statement of the date of each accident, the place where it occurred, the train, the cause and extent of the injuries inflicted upon each person, and the name of such person, as follows, viz :

1872.

December 14. Isaac Bullock, supposed to have fallen while crossing between two cars in motion; found dead on the track at Glen Mills; had been intoxicated.

December 17. Samuel Raby, while attempting to get on a train between two cars at Philadelphia; both legs off; died on the 18th.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Matthew Baird.....	Philadelphia.
J. Edward Farnum.....	Philadelphia.
Dennis B. Kelly.....	Kellyville, Delaware county, Pa.
Albert C. Roberts.....	Philadelphia.
Samuel Riddle.....	Glen Riddle, Delaware county, Pa.
George Callaghan.....	Philadelphia.
Charles Fairlamb.....	West Chester, Pa.
Lorenzo Beck.....	West Chester, Pa.
Samuel J. Sharpless.....	Philadelphia.
Edward Hoopes, President.....	Philadelphia.
A. Lewis Smith, Secretary.....	Media, Delaware county, Pa.
Thomas H. Hall, Treasurer.....	West Chester, Pa.
Henry K. Smith, Superintendent,	Philadelphia.
A. D. Sharpless, Auditor.....	West Chester, Pa.

(Ch. 167.)

WEST CHESTER AND PHOENIXVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared William E. Lockwood, president, and Wm. Painter, treasurer, of the West Chester and Phoenixville 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 their knowledge and belief.

(Signed)

WILLIAM E. LOCKWOOD, *President.*
 WILLIAM PAINTER, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of January, 1874. }

W. C. ALDERSON, *Notary Public.*

Sworn and subscribed to by William Painter, before me, this 29th day of January, A. D. 1874.

JOHN S. HENKELS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed: 2,600 shares, at \$50 00 each,	130,000 00
Total amount now paid in of capital stock: 10 per cent. on above	13,000 00
Funded debt as per last report	None.
The amount now of funded debt	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	None.
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	<u>10 per cent.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to Phoenixville, about

14 miles.

The organization of the West Chester and Phoenixville railroad company is completed, but the work of construction has not yet commenced

owing to several causes, among which are the following: *First*, The incomplete condition of location and straightening of the Pennsylvania railroad company, at Glen Lock station, at which point it is proposed to connect with said road. *Second*, Incomplete negotiations for other and more extended connections. *Third*, The present depressed condition of new railroad enterprises growing out of the late financial crisis.

WILLIAM E. LOCKWOOD, *President.*

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William E. Lockwood.....	{ 225 South Third street, Philadelphia; or Glen Lock P. O., Chester county, Pa.
William Painter.....	South Third street, Philadelphia.
Charles H. Pennypacker.....	West Chester.
J. T. Murtagh.....	West Chester.
William D. Christman.....	West Chester.
J. Elwood Painter.....	West Chester.
E. F. Pennypacker.....	Phoenixville.
William E. Lockwood, Pres't....	{ 255 South Third street, Philadelphia; or Glen Lock P. O., Chester county, Pa.
Charles H. Pennypacker, Sec'y.	
William Painter, Treasurer.	

(No. 14.)
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 December 31, 1873, 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, 1874. }

HENRY C. SPACKMAN, *Notary Public*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,000,000 00
Amount of stock subscribed	822,450 00
Amount paid in as by last report	1,022,450 00
Total amount now paid in of capital stock	1,022,450 00
Funded debt as per last report	1,800,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
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
General mortgage bonds on main line and Pittsburg Branch, (date of maturity, October 1, 1901)	1,200,000 00
	3,000,000 00
Floating debt as per last report	1,023,554 70
The amount now of floating debt	None.
Total amount now of floating and funded debt	3,000,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 1st mortgage Pittsburg Branch, 6 per cent.; general mortgage, 7 per cent.	
Number of shares of stock issued	20,449
Par value of each share	\$50 00

Average market value during the year.....	No record.
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	\$3,846,004 70	\$3,950,872 11
Equipment.....	Leased.	Leased.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Blairsville to Butler...	57 $\frac{1}{16}$ miles.
Length of main line of road laid	57 $\frac{1}{16}$ "
Length of main line of road laid in Pennsylvania	57 $\frac{1}{16}$ "
Length of double track of road	5 $\frac{1}{16}$ "
Length of sidings.....	18 $\frac{67}{100}$ "
Gauge of road.....	4 $\frac{7\frac{1}{2}}{100}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length, viz:	
Pittsburg Branch, from near Freeport to Allegheny City,	27.5 miles.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 6,329)..	33
Number of stone bridges.....	None.
Number of culverts	No record.
Number of railroads crossed.....	2
Number of stations on main road: Passenger, 54; freight, 21; total.....	75
Number of wood and water stations on main road.....	12
Value of real estate held by the company exclusive of road way	\$135,178 68
Number of tunnels, (total length in feet, one 600 feet, and one 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>

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

This road is leased to January 1, 1877, by the Pennsylvania railroad company, and the returns will be embraced in the annual report of that company

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Edgar Thomson	Philadelphia, Pa.
Samuel 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.

(Ch. 148.)
WHEELING, PITTSBURG AND BALTIMORE.

[Formerly the Hempfield railroad company.]

STATE OF PENNSYLVANIA, }
 Washington County, } ss:

Personally appeared Colin M. Read, president, and Wm. H. Ijams, treasurer, 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 financial year ending September 30, 1873, are true, to the best of their knowledge and belief, as derived from proper officers.

(Signed)

C. M. REED, *President.*

Sworn and subscribed before me, this }
 27th day of November, 1873. }

D. M. DONEHOE, *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, 1873, are true, to the best of his knowledge and belief.

(Signed)

W. H. IJAMS, *Treasurer.*

Sworn to and subscribed before me, a commissioner for the State of Pennsylvania, by the said W. H. Ijams, treasurer, at Baltimore, this 29th day of November, 1873.

As witness my hand and official seal.

HENRY R. DULANY,
A Commissioner for Pennsylvania, in Baltimore, Md.

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.
Floating debt as per last report	79,641 65
The amount now of floating debt	79,641 65

RAILROAD REPORT.

651

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..	None.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

Books and papers are now in hand of master in chancery, and this company has no means of ascertaining the original cost.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wheeling, West Virginia, to Washington, Pa.....	32 miles.
Length of main line of road laid.....	32 "
Length of main of road laid in Pennsylvania.....	18 "
Length of double track of road.....	None.
Length of sidings.....	1 mile.
Gauge of road.....	4 ft. 8½ inches.
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.....	1
Number of engines.....	3
Number of first-class passenger cars.....	None.
Number of second-class passenger cars, (average cost of each, \$3,000.).....	4
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	2
Number of freight cars, (average cost of each, \$650,).....	6
Number of coal, ore and stone cars, (average cost of each, \$625,).....	13
Number of caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 916,)....	12
Number of trestles, (total length in feet, 3,900,).....	10
Number of stone bridges, (total length in feet, 274,).....	1
Number of culverts.....	40
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	10
Number of wood and water stations on main road.....	4
Value of real estate held by the company exclusive of road way.....	\$25,103 10

Number of tunnels, (length of each, 448, 777, 672, 357, 400, 735,) total, 3,389.....	6
How is track laid, and on what foundation? Ties and ballasted.	
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	19,584
Number of miles run by freight trains.....	19,774
Number of miles run by coal trains	None.
Number of through passengers for the year on main road: None; a local tariff obtains.	
Number of passengers, (all classes,) carried in cars.....	52,226
Number of tons of 2,000 pounds of through freight for the year on main road.....	None.
Gross amount of tonnage for the year, (2,000 lbs. per ton)	11,521
Number of passengers carried one mile.....	693,680
Number of tons of freight carried one mile.....	182,030
Number of passengers and tons of freight carried one mile in the State of Pennsylvania: Accounts not kept in this way.	
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.....	23 tons.
Weight of freight engines.....	<u>28 "</u>

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

January, 1873.....	4,171	August, 1873.....	4,194
February, 1873.....	4,315	September, 1873.....	4,296
March, 1873.....	4,189	October, 1872.....	5,010
April, 1873.....	3,534	November, 1872.....	4,860
May, 1873.....	3,792	December, 1872.....	5,286
June, 1873.....	4,487		
July, 1873.....	4,061	Total	<u>52,226</u>

The amount of freight, specifying the quantity in tons:

Bituminous coal.....	8,783	Live stock.....	779
Stone and lime.....	275	Lumber.....	2,615
Agricultural products.....	940	Other articles.....	265
Merchandise and manufactures....	2,796	Wool.....	118

RAILROAD REPORT.

653

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

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

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

For through freight, per ton per mile.....	8 cents.
For through coal, per ton per mile	3 "
For through local freight, per ton per mile	10 "
For local coal, per ton per mile	5 " <hr/> <hr/>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$13,753 10
Taxes on real estate.....	154 22
 Total	 <hr/> <hr/> 13,907 32

Repairs of machinery :

Repairs of engines and tenders	\$7,113 48
Repairs of passenger and baggage cars.....	898 05
Repairs of freight cars	1,699 78
Repairs of tools and machinery in shops	50 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	1,037 24
 Total.....	 <hr/> <hr/> 10,798 50

Operating the road :

Office expenses, stationery, &c.....	\$136 85
Agents and clerks.....	2,124 00
Labor—loading and unloading freight.....	999 95
Porters, watchmen and switch tenders.....	2,899 75
Car cleaning and inspecting, furniture and fixtures.....	1,569 70
Wood and water station attendance, and repairs.....	1,115 38
Conductors, baggage masters and brakemen.....	2,925 35
Engineers and firemen.....	3,194 90
Fuel and cost of preparing for use	8,935 25
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,179 36

Telegraph, mail and station expenses	None.
Loss and damage of goods and baggage	80 00
Tolls over other roads	No account.
Use of freight cars	No account.
Shoveling snow	No account.
Damage for injury of persons	None.
Damage to property, including damage by fire and cattle killed on road: Account of loss by accident is charged with \$80 loss and damage of goods, etc.	
General superintendence: No separate account.	
Contingencies: See item \$1,037 24 incidental expenses, in which is \$300 miscellaneous and contingent expenses.	
Total	20,160 49
Grand total	44,866 31

Receipts on construction and equipment account during the year:

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

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
October, 1872	\$2,291 70	\$1,883 99	\$214 75	.....	\$4,390 44
November, 1872	2,190 95	2,162 40	214 75	.....	4,568 10
December, 1872	2,285 85	1,519 20	214 75	\$231 25	4,251 05
January, 1873	1,810 90	1,380 90	214 75	.....	3,406 55
February, 1873	1,871 75	1,073 22	214 75	.....	3,159 72
March, 1873	1,876 30	1,268 67	214 75	231 25	3,591 47
April, 1873	2,000 95	1,523 58	214 75	.....	3,739 28
May, 1873	1,688 20	1,444 12	214 75	8 65	3,355 72
June, 1873	2,268 35	1,145 96	214 75	.....	3,629 06
July, 1873	2,500 78	1,417 93	214 75	.....	4,133 46
August, 1873	2,580 65	1,583 55	214 75	.....	4,378 95
September, 1873	2,646 72	1,879 52	214 75	.....	4,740 99
Total	26,013 60	18,303 04	2,577 00	471 15	47,364 79

SUMMARY OF PAYMENTS.

For construction and equipment	None.
For maintaining the road, &c.—repairs of machinery and operating the road	\$44,836 31
For dividends	None.
For interest	None.
For miscellaneous	None.
For surplus funds	None.

RAILROAD REPORT.

655

For municipal taxes	\$43 06
For State taxes	1,745 24
Total	46,654 61
Total amount of surplus fund	None.

Cost of transportation :

Cost per passenger per mile, proximate average	3 $\frac{3}{4}$ cents.
Cost per ton freight per mile, proximate average : Coal 10 cents, through 8 cents.	

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

What transportation or freight companies run on your road, and on what terms? \$50 per month.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hilberg Burgwin	Pittsburg.
W. O. Hughart	Pittsburg.
W. S. Bissell	Pittsburg.
Colin M. Read	Washington, Pa.
Wm. Workman	Washington, Pa.
Joseph B. Ford	Wheeling, Va.
Wm. Keyser	Baltimore, Md.
Colin M. Read, President	Washington, Pa.
John H. Page, Jr., Secretary	Pittsburg, Pa.
W. H. Ijama, Treasurer	Baltimore, Md.

(No. 180.)
WILCOX AND HOWARD HILL IMPROVEMENT.

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

Personally appeared before me Thomas L. Kane, president, of the Wilcox and Howard Hill Improvement 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) . THOMAS L. KANE, *President.*

Sworn and subscribed before me, this }
12 day of January, 1874. }

WILLIAM BLEW, *J. P.*

STATE OF PENNSYLVANIA, } ss:
Philadelphia County, }

Personally appeared before me Samuel Feild, treasurer, of the Wilcox and Howard Hill Improvement 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) SAMUEL FIELD, *Treasurer.*

Sworn and subscribed before me, this }
19th day of January, 1874. }

W. W. DOUGHERTY, *Alderman.*

KANE, *January 15, 1874*

Hon. HARRISON ALLEN,

Auditor General:

GENERAL:—In transmitting the annual report of the Wilcox and Howard Hill Improvement company, for the year 1873, it is proper that I should call your attention to the fact that I have left the question: "Amount paid in of capita stock" unanswered.

The capital of the W. & H. H. I. company consists of unseated real estate in M'Kean and Elk counties, the value of which cannot be truly ascertained. I beg the favor of being further instructed, if a statement of amount paid in, as in money, will, under these circumstances, be required.

I am, very respectfully,

Your obedient servant,

THOMAS L. KANE.

RAILROAD REPORT.

657

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	500,000 00
Total amount now paid in of capital stock: See letter, January 15, 1874.	
The amount now of funded debt.....	None.
The amount now of floating debt.....	None.
Par value of each share.....	\$100 00
Average market value during the year.....	<u>No sales.</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from New York State line to Reynoldsville.....	94 miles.
Length of main line of road laid: About 9½ miles are graded.	
Length of double track of road.....	None..
Length of sidings.....	None..
Gauge of road.....	4 feet 3½ in..
Weight of rail per yard on main track.....	None..
Branch roads owned by the company, and their length, viz:	
From Flanders, in Elk county, to the B. B. & P. R. R. (extension of the N. Y. and Erie R. R.) near Alton, M' Kean county, unfinished.....	<u>20.6 miles.</u>

As an item of information not embraced in the blank, but of value in making up a more perfect exhibit, it should be added that the operations of the W. & H. H. I. company, during the present financial year, have been impeded by an agreement concluded with the Rochester, Nunda and Pennsylvania R. R. company for the construction and equipment of part of their main road, from Bishop's Summit to Renoldsville, which the R. N. & P. R. R. company were unable to carry into effect.

The amount paid out for construction, so far, is \$57,520 89. The amount paid in on each share, depending solely on the estimated value of land subscribed, cannot be truthfully set forth. It is a long time since sales have been made of lands similarly situated. I am commonly thought to underrate the value of land of the same character owned by myself individually. The effect of the recent commercial panic has undoubtedly been to lower greatly the (speculative) value of all wild lands in M'Kean and Elk counties, but how greatly I cannot form any conjecture.

Very respectfully,

Your obedient servant,

THOMAS L. KANE,

President W. & H. H. I. R. R. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Thomas L. Kane.....	Kane, M'Kean co., Pa.
Samuel Field.....	Cor. Front & Walnut sts., Philadelphia.
H. G. Clay.....	500 Locust street, Philadelphia.
Frederick Fraley.....	Philadelphia.
Robert Patterson.....	Philadelphia.
B. D. Hamlin.....	Smethport, M'Kean co., Pa.
A. J. Wilcox.....	Wilcox, Elk co., Pa.
Thomas L. Kane, President.....	Kane, M'Kean co., Pa.
H. G. Clay, Secretary.....	500 Locust street, Philadelphia.
Samuel Field, Treasurer.....	Cor. Front and Walnut sts., Philadelphia.

(Ch. 161)
WILMINGTON AND READING.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

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 oath that the statements in the within report, for the financial year ending October 31, 1873, 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 }
13th day of January, 1874. }

ELIJAH BULL, *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	759,062 88
Total amount now paid in of capital stock	759,627 88
Funded debt, as per last report	2,332,300 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,)	1,560,100 00
	2,810,100 00
Floating debt, as per last report	108,610 43
The amount now of floating debt	130,016 82
Total amount now of floating and funded debt	2,990,116 82
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	15,019
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.	

WILMINGTON AND READING

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$2,644,078 34	\$3,015,985 39
Equipment.....	255,151 15	313,103 92
Total cost.....	<u>2,899,229 49</u>	<u>3,329,089 31</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilmington, Delaware, to Birdsboro', Pa.....	63.6 miles.
Length of main line of road laid.....	63.6 "
Length of main line of road laid in Pennsylvania.....	52 "
Length of double track of road.....	None.
Length of sidings.....	10 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 : Christianna 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.....	14
Number of first-class passenger cars, (average cost of each, \$5,000,).....	6
Number of second-class passenger cars.....	None.
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,) 39; trucks, (average cost of each, \$625,) 99; total.....	138
Number of coal, ore and stone cars: Coal, none; ore, none; stone and lime, (average cost of each, \$250,) 6; total...	6
Number of caboose cars, (average cost of each, \$300,)....	4
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 2,592,)...	16
Number of stone bridges.....	None.
Number of culverts.....	No record.
Number of railroads crossed.....	4
Number of stations on main road: Passenger, 45; freight, 34; total.....	45
Number of water stations on main road.....	10
Value of real estate held by the company exclusive of road way.....	\$32,914 26

RAILROAD REPORT.

661

Number of tunnels	None.
How is track laid, and on what foundation? Stone, gravel and sand ballast; 8 feet 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.....	103,756
Number of miles run by freight trains.....	118,427
Number of miles run by coal trains: No exclusive coal trains.	
Number of through passengers for the year on main road:	
Equal to.....	23,091
Number of passengers (all classes) carried in cars.....	132,055
Number of tons of 2,000 lbs. of through freight for the year on main road: Equal to.....	131,435
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	301,084
Number of passengers carried one mile	1,477,816
Number of tons of freight carried one mile	8,411,853
Number of passengers carried one mile in the State of Pennsylvania.....	1,113,501
Number of tons of freight carried one mile in the State of Pennsylvania	7,265,295
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by express trains, including stops: No express trains running.	
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>70,000 lbs.</u>

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

November, 1872.....	11,762	June, 1873	9,947
December, 1872.....	19,718	July, 1873.....	18,650
January, 1873.....	8,178	August, 1873.....	16,064
February, 1873.....	7,462	September, 1873.....	12,290
March, 1873.....	9,725	October, 1873	10,059
April, 1873.....	10,541		
May, 1873.....	9,660	Total	<u>182,055</u>

WILMINGTON AND READING

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	76,564	Stone and lime.....	25,827
Bituminous coal.....	59,541	Agricultural products.....	4,424
Pig iron.....	17,707	Merchandise and manufactures..	31,920
Railroad iron, other iron or cast-ings.....	35,743	Lumber and other articles.....	17,068
Iron and other ores.....	32,792	Total.....	301,084

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

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

For through freight per ton per mile.....	2½ cents.
For through coal per ton per mile.....	2 "
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.	AMOUNT.	ALLOTTED TO	
		Passenger transp'n.	Freight transport'n.
Repairs or maintenance of way, including buildings.....	\$45,834 67	\$19,600 34	\$26,234 33
Taxes on real estate	63 25	16 38	46 87
Total	45,897 92	19,616 72	26,281 20
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$14,055 84	\$6,361 85	\$7,693 99
Repairs of passenger and baggage cars.....	2,310 44	2,310 44	.....
Repairs of freight cars.....	7,090 89	.....	7,090 89
Repairs of tools and machinery in shops.....	307 19	102 40	204 79
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	59 54	26 54	33 00
Total	23,823 90	8,801 23	15,022 67
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$4,455 41	\$1,782 16	\$2,673 25
Agents and clerks.....	9,841 98	4,739 96	5,102 02
Labor—loading and unloading freight.....	2,672 95	1,375 23	1,297 72
Porters, watchmen and switch tenders.....	1,462 20	877 32	594 88
Car cleaning and inspecting, furniture and fixtures.....	7,265 10	2,249 31	5,015 79
Conductors, baggage masters and brakemen.....	22,340 29	6,064 60	16,245 69
Engineers and firemen.....	15,481 92	5,179 95	10,301 97
Fuel and cost of preparing for use.....	38,545 68	13,728 58	24,817 10
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	4,249 72	1,700 38	2,549 34
Telegraph, mail and station expenses.....	5,183 16	2,073 24	3,109 92
Loss and damage of goods and baggage.....	5,941 60	.....	5,941 60
Use of freight cars.....	12,250 46	.....	12,250 46
Shoveling snow, rent Wilmington depot.....	1,500 00	700 00	800 00
Damage to property, including damage by fire and cattle killed on the road.....	982 92	78 86	904 86
General superintendence.....	14,490 88	5,406 53	9,084 35
Contingencies.....	1,991 02	663 67	1,327 35
Tonnage tax, &c.....	10,469 05	4,411 34	6,057 71
Total	159,124 34	51,060 83	108,063 51

RAILROAD REPORT

WILMINGTON AND READING

Receipts on construction and equipment account during the year :

From stockholders.....	\$565 00
From sale of bonds.....	366,574 84
Total	367,139 84

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
November, 1872..	\$4,345 98	\$13,488 18	\$105 88	Payments for car ser-vice were greater than the receipts for car ser-vice.	\$185 41	\$18,108 33
December, 1872...	3,953 66	12,244 19	569 81		182 89	16,950 55
January, 1873.....	3,164 42	17,765 61	171 23		115 03	21,216 29
February, 1873....	2,930 21	16,613 05	81 65		124 04	19,748 95
March, 1873.....	3,745 04	18,729 55	685 84		171 75	23,323 18
April, 1873.....	4,146 69	17,164 49	298 46		243 22	21,832 86
May, 1873.....	4,006 58	14,475 90	558 48		53 67	19,094 63
June, 1873.....	4,206 35	16,694 22	128 83		115 96	21,145 36
July, 1873.....	8,216 18	12,548 13	259 55		275 80	19,299 66
August, 1873.....	6,659 72	17,948 55	629 15		176 59	25,414 01
September, 1873...	5,707 98	18,583 70	138 62	157 30	24,587 60	
October, 1873.....	4,331 94	15,979 47	129 87	313 93	20,755 21	
Total	53,414 75	192,206 02	3,757 32		2,118 59	251,496 66

SUMMARY OF PAYMENTS.

For construction and equipment	\$193,546 94
For maintaining the road, &c.—repairs of machinery and operating the road	228,846 16
For dividends.....	None.
For interest.....	190,330 35
For municipal and State taxes, (charged in expense account,)	
Total	612,693 75
Total amount of cash on hand	5,933 77

Cost of transportation :

Cost per passenger per mile, proximate average.....	5½ cents.
Cost per ton freight per mile, proximate average.....	1½ "

What express companies run on your road, and on what terms? Wilmington and Reading railroad companies express.

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

ACCIDENTS.

	Killed.	Injured.
Employees	3	6
Others .....	..	3
Total	<u>3</u>	<u>9</u>

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

1872.

December 14. Charles Murphey, brakeman, arm injured while in the act of coupling cars at Birdsboro'; no bones broken.

December 29. William Watson, conductor, first and second fingers crushed while in the act of coupling cars at Laurel.

1873.

January 24. Samuel Wells, deaf and dumb, walking on track, was struck by a freight engine near Cold Run; arm, hip, leg and ribs broken; age, about 60 years.

March 15. William Guthrie, brakeman on shifter at Coatesville, while in the act of coupling cars, had second finger crushed.

April 21. Ed. Berwick, engine wiper, while under an engine, his clothes caught fire from a flaming torch, had his body badly burned before he could be rescued.

May 27. Evan Barten, brakeman, in passing over cars while train was in motion, north of Chadds Ford, slipped and fell between cars on track; about eighteen cars passed over him; died about one hour and a half after accident.

July 2. A child, — Guest, had its head out of car window while passing Schuylkill river bridge, was struck by one of the bridge braces on forehead; injured slightly.

August 9. William Boyer endeavored to jump on a passenger train at Joanna, while train was in motion, had toes crushed.

September 3. Howard Gift, conductor, jumped off engine at Sagers, while train was in motion, and broke his left leg.

October 2. Thomas Sharp and Andrew Griffith, carpenters, while employed repairing cars on shop siding, Coatesville, a switch was turned wrong, causing an engine and train to run on siding, the engine running against cars on siding and they against those cars that the men were at work on, crushing and killing both instantly.

October 14. E. S. Bane, brakeman, while in the act of coupling cars at Coatesville, lost his balance, fell between the cars, when two wheels of an empty car passed over his left leg, braking it at the ankle joint.

WILMINGTON AND READING

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edgar Brooke	Birdsboro', Pa.
Hiester Clymer	Reading, Pa.
Chas. Huston	Coatesville, Pa.
Chas. E. Pennock	Coatesville, Pa.
Joseph 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.
Hugh E. Steele, President.....	Coatesville, Pa.
William S. Hilles, Secretary and Treasurer.....	Wilmington, Del.

[Ch. 182.]
WILMINGTON AND WESTERN.

STATE OF DELAWARE, }
New Castle County, } ss:

Personally appeared George G. Lobdell, president, and William 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 October 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

GEO. G. LOBDELL, *President.*

WM. H. CONNELL, *Treasurer.*

Affirmed and subscribed before me, this }
9th day of January, 1874. }

SAMUEL W. M'CAULLEY,

Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law.....	No am't fixed.
Amount of stock subscribed.....	\$253,850 00
Amount paid in as by last report.....	244,380 00
Total amount now paid in of capital stock.....	248,807 50
Funded debt, as per last report.....	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1892,)	500,000 00
Floating debt, as per last report.....	52,799 00
The amount now of floating debt.....	91,598 74
Total amount now of floating and funded debt.....	591,598 74
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 ³ / ₁₆
Date and rate per cent. per annum of dividend or dividends,	None made.
Number of shares of stock issued.....	4,958
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share issued.....	\$50 00
Amount of capital on which the respective dividends were declared.....	None made.

WILMINGTON AND WESTERN

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction: Including depots, buildings and real estate.....	\$594,740 65	\$720,206 76
Equipment.....	87,487 49	76,309 75
Total cost.....	<u>682,228 14</u>	<u>796,516 51</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilmington, Del., to Oxford, Pa., about.....	36 miles.
Length of main line of road laid, from Wilmington, Del., to Landenberg.....	19.93 "
Length of main line of road laid in Pennsylvania.....	2.31 "
Length of double track of road.....	None.
Length of sidings.....	2.40 miles.
Gauge of road.....	4 feet 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.....	8
Number of first-class passenger cars, (average cost of each, \$4,625 00,).....	3
Number of baggage, mail and express cars, (average cost of each, \$3,925 00,).....	3
Number of freight cars: House cars, (average cost of each, \$802 00,) 10; gondola, (average cost of each, \$703 50,) 10; flat, (average cost of each, \$650 00,) 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 culverts.....	No record.
Number of railroads crossed, (Wilmington and Reading railroad, Philadelphia, Wilmington and Baltimore railroad,).....	3
Number of stations on main road: Passenger and freight.....	12
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road way.....	\$45,038 59

RAILROAD REPORT.

669

Number of tunnels.....	None.
How is track laid, and on what foundation? On oak, chestnut and other ties with sand, stone 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 and freight trains.....	38,688
Number of through passengers for the year on main road,	4,952
Number of passengers, (all classes,) carried in cars.....	39,308
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	20,030
Number of passengers carried one mile.....	373,426
Number of tons of freight carried one mile.....	250,375
Number of passengers carried one mile in the State of Pennsylvania.....	15,009
Number of tons of freight carried one mile in the State of Pennsylvania.....	12,747
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	23 tons.
Weight of freight engines.....	<u>26 "</u>

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

November, 1872.....	4,005	May, 1873.....	2,823
December, 1872.....	2,993	June, 1873.....	3,693
January, 1873.....	1,904	July, 1873.....	5,599
February, 1873.....	1,680	August, 1873.....	5,060
March, 1873.....	2,434	September, 1873.....	3,873
April, 1873.....	2,647	October, 1873.....	<u>2,574</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	3,819	Merchandise and manufactures....	2,522
Bituminous coal.....	1,673	Lumber.....	321
Other iron or castings.....	1,692	Other articles, including kaolin,	
Stone and lime.....	1,004	crude washed.....	<u>8,112</u>
Agricultural products.....	887		

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>

WILMINGTON AND WESTERN

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George G. Lobdell.....	Wilmington, Del.
J. T. Heald.....	Wilmington, Del.
J. H. Jackson.....	Wilmington, Del.
R. E. Robinson.....	Wilmington, Del.
Wm. H. Swift.....	Wilmington, Del.
Wm. E. Garrett.....	Philadelphia, Pa.
Alan Wood.....	Philadelphia, Pa.
Wm. G. Philips.....	Green Bank, Del.
Geo. Springer.....	Hockessin, Del.
George G. Lobdell, President	Wilmington, Del.
Wm. H. Connell, Secretary and Treasurer.....	Wilmington, Del.

ADDENDA.

(No. 158.)

OIL CREEK AND ALLEGHENY RIVER.

The following correction of the stock and debt statement is made necessary, from the existence of errors discovered in the report after the same had been printed.

STOCK AND DEBT.

Funded debt, as per last report.....	\$3,680,000 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 bonds, (date of maturity, May 1, 1888,)	1,100,000 00
	3,680,000 00
Floating debt, as per last report.....	None.
The amount now of floating debt.....	249,104 81
Total amount now of floating and funded debt.....	3,929,104 81

PASSENGER RAILWAY REPORTS.

PASSENGER RAILWAY REPORTS.

(No. 184.)
ALLENTOWN.

STATE OF PENNSYLVANIA, }
Lehigh County, } ss:

Personally appeared Samuel Lewis, president, and C. W. Cooper, treasurer, of the Allentown Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending November 1, 1873, are true, to the best of their knowledge and belief.

(Signed)

SAMUEL LEWIS, *President.*

CHAS. W. COOPER *Treasurer.*

Sworn and subscribed before me, this }
 9th day of November, 1873. }

SAMUEL COLVER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$45,200 00
Amount paid in as by last report	36,600 00
Total amount now paid in of capital stock	45,260 00
Funded debt as per last report	5,000 00
The amount now of funded debt	None.
Floating debt as by last report	5,000 00
The amount now of floating debt	8,500 00
Total amount now of floating and funded debt	8,500 00
Date and rate per cent. per annum of dividend or dividends:	
July 1, 1873, 10 per cent. stock dividend.	
Number of shares of stock	450
Par value of each share, (scrip, \$260,)	\$100 00
Amount paid in on each share	100 00
Amount of capital on which the respective dividends were declared	36,600 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$24,985 54	\$24,992 04
Equipment.....	8,442 34	11,103 70
Total cost	<u>33,427 88</u>	<u>36,095 74</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 feet 8½ in.
Weight of rail per yard on main track	19 pounds.
Number of car houses, shops and stables: 1 car house, 1 stable.	
Number of depots.....	1
Number of first-class passenger cars, (two horses,).....	6
Average value of each.....	\$1,000 00
Number of second-class passenger cars, (one horse,)	1
Average value of each.....	\$462 00
Number of passengers that may be seated in each car....	30
Number of other cars	1 repair car.
Number of horses owned by the company.....	12
Average value of each, including harness	\$234 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way.....	\$15,785 36
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day.....	39
How many miles does each two horse team make daily ...	12
Average time consumed by cars in passing over the road,	1 hour.
How is track laid, and on what foundation? String pieces and cross-ties, on cinder foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Starting on Hamilton street, near Ninth; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton; thence along said street to the 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 track 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, 1872	3,378	June, 1873	14,266½
December, 1872	6,452½	July, 1873	15,508
January, 1873	4,774½	August, 1873	15,368
February, 1873	5,093½	September, 1873	13,016
March, 1873	6,361	October, 1873	14,836
April, 1873	10,162		
May, 1873	12,185	Total	<u>121,346</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$2,582 66
Repairs of buildings	460 43
Taxes on real estate	12 80
Total	<u>3,055 89</u>

Operating the road :

On account of horses	\$161 00
Harness and repairs	145 34
Repairs to cars	762 99
Horse shoeing	459 10
Hay and feed	2,817 97
Office expenses, stationery and depot expenses	105 60
Insurance	10 00
Hostlers, pay-roll, conductors and drivers	4,361 15
Track cleaning	241 07
Miscellaneous	838 29
Total	<u>9,902 51</u>

Receipts on construction and equipment account :

From stockholders	\$5,000 00
From sale of bonds and other sources	Nothing

ALLENTOWN

RECEIPTS.

MONTHS.	From pas- sengers.	Rent.	Total.
November, 1872.....	\$296 25		\$296 25
December, 1872.....	490 35		490 35
January, 1873.....	510 70	\$1 75	685 70
February, 1873.....	690 57		690 57
March, 1873.....	711 19	1 75	886 19
April, 1873.....	893 54		893 54
May, 1873.....	1,032 30		1,032 30
June, 1873.....	1,107 00		1,107 00
July, 1873.....	1,448 50	2 50	1,696 50
August, 1873.....	1,272 20		1,272 20
September, 1873.....	1,098 90		1,098 90
October, 1873.....	1,223 95	2 50	1,473 95
Total.....	10,775 45	8 50	11,625 45

SUMMARY OF PAYMENTS.

For construction.....	\$6 50
For maintaining and operating the road.....	12,958 40
For interest.....	882 32
For dividends.....	342 00
For new passenger cars and horses.....	2,775 00
For payments to loan account.....	1,500 00
For State tax on capital stock.....	330 30
Total.....	<u>18,794 52</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Lewis.....	Allentown, Pa.
M. Hannum.....	Allentown, Pa.
J. D. Stiles.....	Allentown, Pa.
N. Weiser.....	Allentown, Pa.
C. W. Cooper.....	Allentown, Pa.
Samuel Lewis, President.....	Allentown, Pa.
Nelson Weiser, Secretary.....	Allentown, Pa.
C. W. Cooper, Treasurer.....	Allentown, Pa.

(No. 155.)
CITIZENS', (PITTSBURG.)

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared James Verner, president, and A. Murdock, for the 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

JAMES VERNER, *President.*

A. MURDOCK, *for the Treasurer.*

Sworn and subscribed before me, this }
11th day of December, 1873. }

J. DONALDSON, *J. P.*

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.....	50,000 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.....	4,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	50,000 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 14, 1873, \$12,000, or 6 per cent.; September 9, 1873, \$20,000, or 10 per cent.	
Number of shares of stock issued.....	4,000
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	200,000 00

CITIZENS' (PITTSBURG)

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$112,635 57	\$112,635 57
Equipment, (real estate deducted which was included in with other property report of 1872,).....	158,035 23	71,697 50
Total cost.....	<u>270,670 80</u>	<u>184,333 07</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 5 miles, 2,929 feet.	
Length of double track, including sidings.....	3½ miles!
Gauge of road.....	5 ft. 2½ inches.
Weight of rail per yard on main track.....	43 and 45 lbs.
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.....	28
Average value of each.....	\$1,000 00
Number of second-class passenger cars.....	5
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.....	106
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	6
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of road way.....	75,304 48
Average weight in lbs. of passenger cars, exclusive of passenger and baggage.....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	3½
Number of trips each day.....	216
How many miles does each two horse team make daily....	19
How is track laid and on what foundation? White pine stringers, oak cross-ties, gravel and clay bed.	
Describe the rout 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 to Sharpsburg bridge, on extension of Butler.	

PASSENGER RAILROAD REPORT.

683

Monthly statement of passengers (all classes) carried in cars for the year:

November, 1872.....	65,046	June, 1873.....	276,489
December, 1872.....	219,941	July, 1873.....	292,027
January, 1873.....	213,061	August, 1873.....	274,826
February, 1873.....	216,278	September, 1873.....	261,974
March, 1873.....	243,189	October, 1873.....	238,296
April, 1873.....	276,848		
May, 1873.....	303,453	Total.....	<u>2,881,428</u>

Rate of fare for passengers charged:

Single fare	6 cents.
Tickets in packages of ten, sold for	<u>50 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$3,608 64
Repairs of buildings.....	627 87
Taxes on real estate.....	<u>1,104 11</u>
Total.....	<u>5,340 62</u>

Operating the road:

On account of horses.....	\$1,496 31
Harness and repairs.....	1,168 81
Repairs to cars.....	5,460 12
Horse shoeing.....	4,832 60
Hay and feed.....	30,869 47
Office expenses, stationery and depot expenses.....	3,171 61
Salaries.....	3,400 00
Insurance.....	786 42
Watchmen, switchmen, hostlers, pay-roll.....	16,141 56
Conductors and drivers.....	33,234 50
Fluid, fuel, oil and gas.....	1,487 78
Damages for injuries of persons.....	361 75
Total.....	<u>102,410 94</u>
Grand total.....	<u>107,751 56</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	None.
Sale of bonds.....	None.
Other sources.....	<u>None.</u>

CITIZENS' (PITTSBURG)

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1872.....	\$6,452 37	\$60 00		\$77 00	
December, 1872.....	12,510 10	60 00		396 72	
January, 1873.....	12,587 54	60 00			
February, 1873.....	11,589 10	60 00		650 02	
March, 1873.....	13,959 95	60 00		326 55	
April, 1873.....	15,942 51	60 00		686 48	
May, 1873.....	17,480 00	60 00		241 75	
June, 1873.....	16,539 55	60 00		155 25	
July, 1873.....	16,853 03	60 00	\$70 00	820 33	
August, 1873.....	15,825 97	60 00		619 43	
September, 1873.....	15,023 68	60 00		434 58	
October, 1873.....	13,628 99	60 00	60 00	307 20	
Total.....	168,392 82	720 00	130 00	4,715 31	\$173,958 13

SUMMARY OF PAYMENTS.

For construction.....	Nothing.
For maintaining the road or real estate of the corporation, and operating the road.....	\$107,751 56
For interest.....	240 00
For dividends.....	32,000 00
For new passenger cars and horses.....	7,627 50
For miscellaneous.....	3,299 17
For municipal taxes.....	4,080 18
For State taxes.....	3,424 65
Total.....	<u>158,253 06</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	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:

1873.

May 16. John Mortimer, fell off the aft platform, and had his leg injured.

August 10. A boy, aged three years, son of Frederick Eckart, was run over by one of the cars, between Sixteenth and Seventeenth streets, and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Verner	Pittsburg.
Alexander Speer	Pittsburg.
Richard Hays	Pittsburg.
Jos. S. Brown	Pittsburg.
J. H. Jones	Pittsburg.
James Verner, President	Pittsburg.
A. Murdock, Secretary	Pittsburg.
John G. Holmes, Treasurer	Pittsburg.

CITIZENS' (PHILADELPHIA)

(Ch. 154.)
CITIZENS', (PHILADELPHIA.)

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared George Williams, president, and William Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

GEO. WILLIAMS, *President.*

WILLIAM BONSALE, *Treasurer.*

Sworn and subscribed before me, this }
6th day of November, 1873. }

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.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January and July, \$3 ⁵⁰ / ₁₀₀ per share.	
Number of shares of stock issued	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	About 80 00
Amount paid in on each share: On 8,500, \$20; on 1,500, \$15.	
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.....	\$71,320 14	\$79,319 42
Equipment.....	141,000 00	141,000 00
Total cost.....	<u>212,320 14</u>	<u>220,319 42</u>

CHARACTERISTICS OF ROAD.

Length of road laid	7 $\frac{1}{2}$ miles.
Length of double track, including sidings	200 feet.
Gauge of road	5 feet 2 in.
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	3 sweepers.
Number of horses owned by the company	308
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, exclusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day	288
How many miles does each two horse team make daily ...	21 $\frac{1}{2}$
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, down Tenth to Reed, along Reed to Eleventh, up Eleventh to Berks, along Berks to Tenth, and down Tenth to Montgomery, with a single track on Tenth from Reed to Mifflin street.

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

November, 1872.....	428,940	June, 1873.....	358,449
December, 1872.....	362,179	July, 1873.....	331,807
January, 1873.....	352,934	August, 1873.....	320,927
February, 1873.....	311,123	September, 1873.....	308,558
March, 1873.....	359,783	October, 1873.....	434,461
April, 1873.....	368,986		
May, 1873.....	380,525	Total.....	<u>4,417,617</u>

CITIZENS' (PHILADELPHIA)

The rate of fare for passengers charged :

Single fare.....	7 cents
Tickets in packages of four sold for.....	25 "
Exchange tickets carrying passengers over two roads....	9 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$16,331 21
Repairs of building.....	558 68
Taxes on real estate.....	1,147 73
Total.....	<u>18,037 62</u>

Operating the road :

On account of horses.....	\$16,347 50
Harness and repairs.....	1,047 80
Repairs to cars, and new cars.....	11,587 90
Horse shoeing and smithwork.....	11,570 59
Hay and feed.....	48,176 13
Office expenses, stationery and depot expenses: Included in miscellaneous.	
Salaries and wages.....	82,951 78
Insurance.....	1,622 50
Watchmen, switchmen, hostlers, pay-roll: Included in salaries and wages.	
General expenses of stable: Included in miscellaneous and wages.	
Conductors and drivers: Included in salaries and wages.	
Fluid, fuel, oil and gas: Included in miscellaneous.	
Damage for injury of persons, and miscellaneous expenses,	12,918 94
Total.....	<u>186,223 13</u>
Grand total.....	<u>204,260 75</u>

Receipts on construction and equipment account during the year :

From stockholders.....	No receipts.
From sale of bonds.....	None.
From other sources.....	No receipts.

PASSENGER RAILROAD REPORT.

689

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1872.....	\$25,787 40		\$555 34	\$687 00	\$26,779 74
December, 1872.....	21,730 75		364 00	2,516 33	24,601 08
January, 1873.....	21,176 03	\$1,000	364 00	2,867 36	25,407 39
February, 1873.....	18,667 42		357 50	2,325 00	21,349 92
March, 1873.....	21,583 98			2,554 75	24,138 73
April, 1873.....	22,139 18			2,782 38	24,921 56
May, 1873.....	23,371 51		942 50	2,557 00	26,871 01
June, 1873.....	21,506 93			3,086 61	24,593 54
July, 1873.....	19,908 41			2,512 50	22,420 91
August, 1873.....	19,255 62		975 00	3,080 13	23,310 75
September, 1873.....	23,913 20	500		2,500 96	26,914 16
October, 1873.....	26,067 67			2,758 42	28,826 09
Total.....	265,058 10	1,500	3,358 34	30,228 44	300,144 88

Of the receipts from "other sources," \$27,174 50 was derived from the hire of horses and cars to the Empire Passenger railway company.

SUMMARY OF PAYMENTS.

For construction.....	\$7,999 28
For maintaining the road or real estate of the corporation, and operating the road.....	204,260 75
For interest.....	None.
For dividends.....	70,000 00
For new passenger cars and horses: Included in second item.....	
For payments to loan account.....	None.
For miscellaneous: Included in second item.....	
For payments made to surplus funds.....	None.
For municipal taxes and licenses.....	6,146 63
For State taxes.....	5,682 64
For United States taxes.....	None.
Total.....	<u>292,941 57</u>

ACCIDENTS.

Others.....	Killed. 2
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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 each person, as follows, viz :

1872.

November 8. Thomas Kennedy, while crossing Eleventh street, at the corner of Eleventh and Vine, was run over and killed.

CITIZENS' (PHILADELPHIA)

1873.

August 5. A boy, named Francis S. Foley, in attempting to jump on the front platform of a car, at Tenth and Cross streets, stumbled, and was run over by the car and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Coffin Colket.....	Philadelphia.
Wm. M'Clary.....	Philadelphia.
J. K. M'Iwain.....	Philadelphia.
John D. Brown.....	Philadelphia.
Chas. E. Ellis.....	Philadelphia.
Geo. Williams, President.....	Philadelphia.
John Q. Adams, Secretary.....	Philadelphia.
William Bonsall, Treasurer.....	Philadelphia.

(Ch. 187.)
COALVILLE.

STATE OF PENNSYLVANIA, }
Luzerne County, } SS:

Personally appeared Charles A. Miner, president, and Joseph Birkbeck, 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

CHARLES A. MINER, *President.*

JOSEPH BIRKBECK, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of January, 1874. }

M. WOOD, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increase	\$50,000 00
Amount of stock subscribed.....	54,900 00
Amount paid in as by last report.....	53,500 00
Total amount now paid in of capital stock.....	54,900 00
Funded debt, as per last report.....	None
The amount now of funded debt.....	None
Floating debt, as by last report.....	1,000 00
The amount now of floating debt, about.....	15,000 00
Total amount now of floating and funded debt.....	15,000 00
Date and rate per cent. per annum of dividend or dividends: Cash, January 14, and July 26, each.....	4 per cent.
Number of shares of stock issued.....	549
Par value of each share.....	\$100 00
Average market value during the year.....	95 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared: \$38,700 and \$54,900.	

COALVILLE

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$37,732 16	\$38,387 25
Equipment.....	7,704 25	7,704 25
Total.....	<u>45,436 41</u>	<u>46,091 50</u>

CHARACTERISTICS OF ROAD.

Length of road laid	2.87
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 stable each.	
Number of depots.....	1
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.....	None.
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 road way.....	\$18,000 00
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage.....	2,450 lbs.
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,)	4
Number of trips each day.....	20 each way.
How many miles does each two horse team make daily...	28½
How is track laid, and on what foundation? 20 pound on cross-ties, and 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 the streets occupied, and connections with other roads: The road commences at the depot of the Lehigh and Susquehanna railroad in Ashley borough, thence along the back road through Hanover township to the city of Wilkesbarre, thence along Hazle avenue to Washington street, thence through Washington and Market streets and east side of public square to North Main below Union street.

PASSENGER RAILROAD REPORT.

693

Monthly statement of passengers (all classes) carried in cars for the year :

December, 1872.....	9,948	July, 1873.....	11,853
January, 1873.....	7,540	August, 1873.....	9,695
February, 1873.....	6,772	September, 1873.....	9,142
March, 1873.....	8,073	October, 1873.....	10,718
April, 1873.....	9,389	November, 1873.....	7,499
May, 1873.....	9,925		
June, 1873.....	8,855	Total.....	<u>109,409</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.....	\$134 88
Taxes on real estate.....	50 81
Total.....	<u>185 69</u>

Operating the road :

On account of horses.....	\$821 00
Harness and repairs.....	40 65
Repairs to cars.....	215 59
Horse shoeing.....	248 26
Hay and feed.....	1,001 22
Office expenses, stationery and depot expenses.....	184 89
Salaries.....	1,400 00
General expenses of stable.....	960 27
Conductors and drivers.....	2,494 75
Fluid, fuel, oil and gas.....	63 07
Total.....	<u>7,429 70</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—FROM PASSENGERS.

December, 1872.....	\$763 25
January, 1873.....	824 27
February, 1873.....	952 88
March, 1873.....	886 22

COALVILLE

April, 1873.....	\$980 60
May, 1873	979 55
June, 1873.....	1,037 35
July, 1873.....	1,222 13
August, 1873.....	1,182 58
September, 1873.....	871 80
October, 1873	994 13
November, 1873.....	768 65
Total.....	11,463 46

SUMMARY OF PAYMENTS.

For construction.....	\$655 09
For maintaining the road or real estate of the corporation, and operating the road.....	7,615 39
For interest.....	116 87
For dividends.....	3,774 38
For new passenger cars, horses and payments to loan ac- count.....	None.
For miscellaneous.....	150 00
For municipal taxes: Included in expense account.	
Total.....	12,311 73

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. A. Miner	Wilkesbarre, Pa.
E. A. Hancock	Wilkesbarre, Pa.
M. Dana.....	Wilkesbarre, Pa.
G. Loveland.....	Wilkesbarre, Pa.
A. S. Orr	Wilkesbarre, Pa.
W. W. Ketchum.....	Wilkesbarre, Pa.
Geo. Bennett.....	Wilkesbarre, Pa.
W. R. Maffet.....	Wilkesbarre, Pa.
Joseph Birkbeck.....	Wilkesbarre, Pa.
Charles A. Miner, President.....	Wilkesbarre, Pa.
Joseph Birkbeck, Secretary and Treasurer.....	Wilkesbarre, Pa.

(No. 153.)
CONTINENTAL.STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared W. H. Kemble, president, and Robert Morris, treasurer, of the Continental 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

W. H. KEMBLE, *President.*ROBT MORRIS, *Treasurer.*Sworn and subscribed before me, this }
31st day of December, 1873. }J. MORRIS HARDING, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed	600,000 00
Total amount now paid in of capital stock	60,000 00
Number of shares of stock issued	12,000
Par value of each share	\$50 00
Amount paid in on each share	15 00

COST OF ROAD AND EQUIPMENT.

Construction, (estimated,)	\$125,000 00
Equipment, (estimated,)	250,000 00
Total cost	375,000 00

CHARACTERISTICS OF ROAD.

Not yet in operation.

ROUTE OF THE ROAD.

Beginning at Montgomery avenue and Eighteenth street; thence along said Montgomery avenue to Twentieth street; thence along Twentieth street to Ridge avenue; thence along Ridge avenue to South College avenue; thence along South College avenue to Corinthian avenue; thence along Corinthian avenue to Parrish street; thence along Parrish street to Twentieth street; thence along Twentieth street to Federal street; thence along

Federal street to Eighteenth street; thence along Eighteenth street to Francis street; thence along Francis street to Perkiomen street; thence along Perkiomen street to Vineyard street; thence along Vineyard street to Ridge avenue; thence along Ridge avenue to Eighteenth street; thence along Eighteenth street to Montgomery avenue, with the right hereafter, from time to time, to extend northward and southward on Eighteenth and Twentieth streets, using any, East and West streets, to form a connection; and that at any time hereafter on the opening of Twentieth street, from Girard avenue to South College avenue, said company may lay a single track on said Twentieth street, from Parrish to South College avenue; also a single or double track, from Federal to Ritner streets; also a single track on Wharton street, from Twentieth street to Long Lane; also a single track, from Twentieth street to Long Lane; also a single track, from the west side of Twentieth and Filbert streets, eastwardly on Filbert to Seventh street, or any other street west of Seventh street, along said Seventh street to Sansom or Locust street, and westwardly along Sansom or Locust to Twentieth street, with the right to connect by a curve or curves at Twentieth and Sansom, or Locust streets and Eighteenth and Filbert streets, with the track authorized to be laid on Eighteenth and Twentieth streets.

Receipts on construction and equipment account during the year:

From stockholders.....	<u>\$60,000 00</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James M. Sellers.....	Philadelphia.
Thomas H. Kemble.....	Philadelphia.
R. W. Mackey.....	Philadelphia.
Robert Morris.....	Philadelphia.
P. A. B. Widener.....	Philadelphia.
William H. Kemble, President and Treasurer.....	Philadelphia.
Robert Morris, Secretary.....	Philadelphia.

(No. 169.)

EASTON AND SOUTH EASTON.

STATE OF PENNSYLVANIA, }
Northampton County, } ss:

Personally appeared, 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, 1873, 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 }
 21st day of November, 1873. }

W. H. HILDEBRAND, *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 per 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 :	
No dividends declared.	
Number of shares of stock issued.....	1,182½
Par value of each share.....	\$25 00
Average market value during the year.....	15 00
Amount paid in on each share.....	25 00

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.....	25,962 50	25,962 50

CHARACTERISTICS OF ROAD.

Length of road laid	1 $\frac{1}{2}$ miles.
Length of double track, including sidings	$\frac{1}{4}$ "
Gauge of road	5 feet 2 in.
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	\$500 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	15
Average value of each, including harness	\$120 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way	\$3, 600 00
Average weight in lbs. 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 on Sunday, only 22.	
How many miles does each two horse team make daily? 18, except on Sunday.	
How is track laid, and on what foundation? Stringers and cross-ties.	
Average time consumed by cars in passing over the road . .	<u>30 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, 1872.....	5, 983	June, 1873.....	14, 383
December, 1872.....	15, 247	July, 1873.....	17, 569
January, 1873.....	14, 120	August, 1873.....	17, 165
February, 1873.....	10, 565	September, 1873.....	16, 362
March, 1873.....	13, 090	October, 1873.....	14, 431
April, 1873.....	12, 367		
May, 1873.....	14, 555	Total	<u>166, 377</u>

PASSENGER RAILROAD REPORT.

699

The rate of fare for passengers charged :

Single fare.....	7 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	\$437 51
Repairs of building.....	180 73
Taxes on real estate.....	27 89
Total.....	646 13

Operating the road :

On account of horses.....	\$163 84
Harness and repairs.....	70 06
Repairs to cars.....	416 41
Horse shoeing.....	568 20
Hay and feed.....	1,973 50
Office expenses, stationery and depot expenses.....	61 72
Salaries.....	200 00
Insurance.....	None.
Watchmen, switchmen, hostlers, pay-roll.....	1,142 26
General expenses of stable.....	173 89
Conductors and drivers.....	2,326 72
Fluid, fuel, oil and gas.....	152 03
Damage for injury of persons.....	None.
Total.....	7,248 63

Grand total.....	\$7,894 76
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Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	<u>Nothing.</u>
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EASTON AND SOUTH EASTON

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1872.....	\$331 98	\$12 00		\$6 66	\$350 64
December, 1872.....	830 95	17 00		46 20	894 15
January, 1873.....	754 87				754 87
February, 1873.....	553 94	8 50	\$43 75		606 19
March, 1873.....	686 10	8 50			694 60
April, 1873.....	664 99	11 00		280 00	955 99
May, 1873.....	787 55	8 50	5 75	43 03	844 83
June, 1873.....	820 35	8 50			828 85
July, 1873.....	987 66	8 50			996 16
August, 1873.....	945 47	8 50	24 25		978 22
September, 1873.....	889 04	8 50		31 97	929 51
October, 1873.....	767 84	8 50			776 34
Total.....	9,020 74	108 00	73 75	357 86	9,559 35

SUMMARY OF PAYMENTS.

For construction.....	None.
For maintaining the road or real estate of the corporation, and operating the road.....	\$7,894 76
For interest, (ground rent,).....	20 00
For dividends.....	None.
For new horses.....	1,286 75
For exchange on tickets.....	75 05
For miscellaneous.....	174 75
For payments made to surplus funds, and municipal taxes, For State taxes.....	None. 367 89
For United States taxes.....	None.
Total.....	<u>9,819 33</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Henry A. Sage.....	Easton, Pa.
Daniel Black.....	Easton, Pa.
Henry Detwiler.....	Easton, Pa.
John Ezerman.....	Easton, Pa.
John Holt.....	South Easton, Pa.
John J. Kinsez.....	South Easton, Pa.
David Pzatt.....	Easton, Pa.
Charles Stewart.....	South Easton, Pa.
Henry A. Sage, President.....	Easton, Pa.
Jacob H. Holt, Secretary and Treasurer.....	South Easton, Pa.

(Ch. 100.)
EMPIRE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared D. R. Garrison, acting president, and Wm. Bonsall, treasurer, of the Empire Passenger railway company, and in due form of law affirmed 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)

D. R. GARRISON, *Vice President.*
WM. BONSALL, *Treasurer.*

Affirmed and subscribed before me, this }
7th day of January, 1874. }

JAMES I. ALLISON, *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.	
Total amount now paid in of capital stock: Unknown to present officers.	
Funded debt, as per last report	150,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1900,)	190,000 00
Floating debt as by last report	3,200 00
The amount now of floating debt	None.
Total amount now of floating and funded debt	190,000 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	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	\$102,000 00	\$106,000 00

CHARACTERISTICS OF ROAD.

Length of road laid, about	7½ 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.....	249
How many miles does each two horse team make daily? Some 15½ miles, and others 22½.	
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>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, 1873.....	134,329	August, 1873.....	148,335
February, 1873.....	127,175	September, 1873.....	190,473
March, 1873.....	155,794	October, 1872.....	210,903
April, 1873.....	167,162	November, 1873.....	186,817
May, 1873.....	178,005	December, 1873.....	197,170
June, 1873.....	162,728		
July, 1873.....	155,524	Total	<u>2,014,002</u>

The rate of fare for passengers charged:

Single fare	7 cents.
Tickets in packages of four sold for.....	25 "
Transfer tickets, carrying passengers over crossing roads ..	<u>9 "</u>

EXPENSES.

For the purpose of running the road, horses and cars were hired from the Citizens' Passenger railway company, and the Seventeenth and Nineteenth Streets Passenger railway company.

Rent of depot.....	\$4,000 00
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PASSENGER RAILROAD REPORT.

703

Rent of connecting road	\$657 00
Office expenses, stationery and depot expenses	4,461 28
Salaries and wages of all employees.....	35,057 36
Insurance, for hire of horses and cars	58,556 50
Total	102,732 14

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders	Nothing.
Sale of bonds.....	\$34,000 00
Other sources.....	Nothing.

RECEIPTS.

MONTHS.	From pas- sengers.	Other sources.	Total.
January, 1873.....	\$8,059 77	\$60 66	\$8,120 43
February, 1873.....	7,680 53		7,680 53
March, 1873.....	9,347 68		9,347 68
April, 1873.....	10,029 73		10,029 73
May, 1873.....	10,680 31		10,680 31
June, 1873.....	9,763 59		9,763 59
July, 1873.....	9,331 49		9,331 49
August, 1873.....	5,912 13		5,912 13
September, 1873.....	11,428 41		11,428 41
October, 1873.....	12,655 95		12,655 95
November, 1873.....	11,209 02	30 00	11,239 02
December, 1873.....	11,831 93		11,831 93
Total	120,880 54	90 66	120,971 20

SUMMARY OF PAYMENTS.

For construction.....	Nothing.
Maintaining the road or real estate of the corporation, and operating the road.....	\$102,732 14
Interest.....	14,167 75
Repairs to road.....	2,475 50
State taxes.....	574 57
Total	119,949 96

ACCIDENTS.

Others.....	Filed: 1
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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 :

1873.

July 12. David Cloan, a child 22 months old, was laying on the track in a dark place in the evening, on Sixteenth street, above Girard avenue: the driver not seeing the child, ran over and killed it.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
D. R. Garrison	Philadelphia.
Geo. Williams	Philadelphia.
C. Colket	Philadelphia.
J. K. M'Ilwain	Philadelphia.
M. M'Clary	Philadelphia.
Joseph E. Gillingham, President	Philadelphia.
W. Bonsall, Secretary and Treasurer	Philadelphia.
D. R. Garrison, Acting President	Philadelphia.

(No. 161.)
ERIE CITY.

STATE OF PENNSYLVANIA, }
Erie County, } ss:

Personally appeared William W. Reed, president, and J. C. Spencer, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) WILLIAM W. REED, *President.*
 J. C. SPENCER, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of February, 1874. }

F. CURYLE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00.
Amount of stock subscribed	24,807 00.
Amount paid in as by last report	19,807 00.
Total amount now paid in of capital stock.....	24,807 00.
Funded debt as per last report	20,241 73.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (balance for real estate,) say \$1,000	
2d mortgage bonds.....	None.
3d mortgage bonds, (date of maturity, July 1, 1878,)	5,000
	6,000 00.
Floating debt as by last report.....	2,100 00.
The amount now of floating debt	6,500 00
Total amount now of floating and funded debt	12,500 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,	None.
Number of shares of stock issued	602
Par value of each share.....	\$50 00.
Average market value during the year: Say.....	60 per cent.
Amount paid in on each share.....	Mostly in full.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$22,960 90	\$22,960 90
Equipment.....	14,036 08	14,036 08
Total cost.....	<u>36,996 98</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 ft. 8½ inches
Weight of rail per yard on main track.....	30 pounds.
Number of car houses, shops and stables	3
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.....	25
Average value of each, including harness	\$125 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way.....	\$6,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: Four, 2,600 each; and two, 3,500 each.	
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,).....	4
Number of trips each day.....	64
How many miles does each two horse team make daily?..	21
How is track laid, and on what foundation? Part stone, part Nicholson and part gravel.	
Average time consumed in passing over the road: About	<u>1 hour.</u>

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.

PASSENGER RAILROAD REPORT.

707

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1873.....	12,696	August, 1873.....	40,249
February, 1873.....	13,189	September, 1873.....	34,328
March, 1873.....	17,422	October, 1873.....	33,197
April, 1873.....	19,712	November, 1873.....	20,559
May, 1873.....	27,632	December, 1873.....	19,488
June, 1873.....	33,648		
July, 1873.....	44,661	Total.....	<u>316,689</u>

The rate of fare for passengers charged :

Single fare, to May 7 cents ; since May, 5 cents.

Tickets in packages of 100 sold for \$4 ; school tickets, 15 for 50 cents.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$251 98
Repairs of building.....	146 15
Taxes on real estate.....	120 80
Total.....	<u>518 93</u>

Operating the road :

On account of horses.....	\$151 95
Harness and repairs.....	131 90
Repairs to cars.....	326 94
Horse shoeing.....	584 85
Hay and feed.....	3,335 02
Office expenses, stationery and depot expenses.....	97 53
Salaries.....	1,242 05
Insurance.....	100 25
Hostlers, pay-roll.....	1,917 37
General expenses of stable.....	521 49
Conductors and drivers.....	2,911 00
Fluid, fuel, oil and gas: Included in general expenses of stable.	
*Damage for injury of persons.	
Total.....	<u>11,320 35</u>

Receipts on construction and equipment account during the year :

From stockholders, for 200 shares of stock.....	<u>\$5,000 00</u>
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*Bonds for \$500 given, payable December, 1873, with interest, not included in this report.

ERIE CITY

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
January, 1873	\$722 18	\$22 48	\$20 00		
February, 1873	716 85	12 34		*\$5 00	
March, 1873	931 04	17 34			
April, 1873	1,079 51	14 59		†225 00	
May, 1873	1,344 33	33 34			
June, 1873	1,656 41	6 25		‡100 00	
July, 1873	2,170 50	27 93	15 00	5 20	
August, 1873	1,961 23	19 59	9 00		
September, 1873	1,670 84	5 00			
October, 1873	1,619 65	21 38			
November, 1873	988 25		19 00		
December, 1872	940 42	12 50	12 00		
Total	15,801 21	192 72	66 00	335 20	\$16,395 13

SUMMARY OF PAYMENTS.

For construction	Nothing
For maintaining the road or real estate of the corporation, and operating the road	\$11,839 28
For payments to loan account and interest	9,555 87
For municipal taxes: Included in expense account.	
Total	21,395 15

ACCIDENTS.

	Injured.
Passengers	1
	=

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

A young girl, daughter of William Schuester, alledged to have been run over, or injured by cars, on State street, between Third and Fourth streets.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William W. Reed	Erie.
J. C. Spencer	Erie.
Walter Scott	Erie.
H. Janes	Erie.
J. S. Carter	Erie.
John Berst	Erie.
W. F. Rindornecht	Erie.
W. A. Galbraith	Erie.
H. Beckman	Erie.
M. Hartleb	Erie.
William W. Reed, President	Erie, Pa.
Walter Scott, Secretary	Erie, Pa.
J. C. Spencer, Treasurer	Erie, Pa.

*For water.

†In payment of lot sold.

‡For paving stone.

(No. 162.)
FEDERAL STREET AND PLEASANT VALLEY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Wm. M'Creery, president, and J. T. Stockdale, 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 September 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

WM. M'CREERY, *President.*

J. T. STOCKDALE, *Treasurer.*

Sworn and subscribed before me, this }
6th day of January, 1874. }

J. DONALDSON, *Alderman.*

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	75,000 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.
	75,000 00
Floating debt, as per last report	15,000 00
The amount now of floating debt	11,904 12
Total amount now of floating and funded debt	86,904 12
Rate per cent. per annum of interest on funded debt: 1st mortgage, $7\frac{3}{8}$ per cent.; 2d mortgage, $7\frac{3}{8}$ per cent.	
Date and rate per cent. per annum of dividends	None made.
Number of shares of stock issued	2,650
Par value of each share	\$25 00
Average market value during the year	20 00
Amount paid in on each share	25 00
Amount of capital on which the respective dividends were declared	<u>None declared.</u>

710 FEDERAL STREET AND PLEASANT VALLEY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$80,387 50	\$71,485 16
Equipment	52,454 52	51,685 99
Total cost	<u>132,842 02</u>	<u>123,171 15</u>

CHARACTERISTICS OF ROAD.

Length of road laid: About.....	3 miles.
Length of double track, including sidings: About.....	2 $\frac{3}{4}$ "
Gauge of road	5 feet 2 $\frac{1}{2}$ in.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables	3
Number of depots	1
Number of first-class passenger cars, (one horse,).....	20
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, (salt car,)	1
Number of horses owned by the company.....	48
Average value of each, including harness	\$100 00
Number of mules owned by the company.....	48
Average value of each, including harness	\$100 00
Value of real estate held, exclusive of road way.....	33,630 47
Average weight in pounds of passenger cars, exclusive of passengers and baggage	2,300
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4 $\frac{1}{4}$
Number of trips each day	180
How many miles does each 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>35 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Custom House, Pittsburg, 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.

PASSENGER RAILROAD REPORT.

711

Monthly statement of passengers (all classes) carried in cars for the year :

October, 1872.....	79,778	May, 1873.....	88,067
November, 1872.....	31,516	June, 1873.....	95,480
December, 1872.....	62,456	July, 1873.....	103,833
January, 1873.....	64,836	August, 1873.....	96,637
February, 1873.....	58,628	September, 1873.....	96,810
March, 1873.....	67,069		
April, 1873.....	78,890	Total.....	<u>925,990</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.....	\$995 40
Repairs of building	59 20
Taxes on real estate.....	388 35
Total.....	<u>1,442 95</u>

Operating the road :

On account of horses.....	\$433 38
Harness and repairs.....	466 15
Repairs to cars.....	1,226 79
Horse shoeing.....	1,589 90
Hay and feed.....	8,736 89
Office expenses, stationery and depot expenses	521 25
Salaries.....	3,506 65
Insurance	332 00
Watchmen, switchmen, hostlers, pay-roll.....	5,166 17
General expenses of stable.....	3,365 27
Conductors and drivers.....	10,220 35
Fluid, fuel, oil and gas.....	481 58
Damage for injury of persons	100 00
Total.....	<u>36,144 88</u>

Receipts on construction and equipment account during the year :

From other sources : Amount from real estate account on construction, \$14,462 28 ; sales of horses, &c, equipment, \$4,161 00 ; total.....	<u>\$18,623 28</u>
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RECEIPTS.

MONTHS.	From passengers.	Rent.	Other sources.	Total.
October, 1872	\$4,462 89	\$141 83	\$76 72	\$4,681 44
November, 1872.....	1,635 49	95 83		1,731 32
December, 1872.....	3,447 83	83 33	35 00	3,566 16
January, 1873.....	3,508 97	83 33		3,592 30
February, 1873.....	3,207 28	123 33		3,330 61
March, 1873.....	3,749 55	94 33		3,843 88
April, 1873.....	4,389 33	31 00		4,420 33
May, 1873.....	4,877 60	20 00	25 00	4,922 60
June, 1873.....	5,302 55	125 33	5 00	5,432 88
July, 1873.....	5,751 34	31 00	12 31	5,794 65
August, 1873.....	5,411 87		2 15	5,414 02
September, 1873.....	5,434 95			5,434 95
Total.....	51,174 85	829 31	156 18	52,160 14

SUMMARY OF PAYMENTS.

For construction.....	\$5,559 94
For maintaining the road or real estate of the corporation, and operating the road	37,587 83
For interest on bonds due 1871, \$425 97; 1872 and 1873, \$5,328 13	5,754 10
For dividends	None declared.
For new passenger cars and horses, (mules,).....	\$2,548 11
For payments to loan account	3,095 88
For miscellaneous.....	2,001 74
For payments made to surplus funds.....	None made.
For municipal taxes: Included in maintaining the road or real estate.	
For State taxes: Included in maintaining the road or real estate.	
For United States taxes: Included in maintaining the road or real estate.	
Total.....	56,547 60
Total amount of surplus fund.....	8,834 73

ACCIDENTS.

Others.....	Killed. 1
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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 :

Tuesday, April 15, 1873. While car No. 28, driven by Joseph Cable, was passing along North avenue, near the crossing of Sherman avenue, a

little girl (daughter of Mr. Shaffer) ran in ahead of the mules and was knocked down, receiving such injuries that resulted in her death during the night. The decision of the coroners jury was that the accident was unavoidable on the part of the railway company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. M'Creery.....	Allegheny City, Pa.
J. T. Stockdale.....	Allegheny City, Pa.
Jos. Myers.....	Allegheny City, Pa.
W. P. Logan.....	Allegheny City, Pa.
R. B. Francis.....	Allegheny City, Pa.
Alex. Greenawald.....	Allegheny City, Pa.
W. S. Bissell.....	Pittsburg, Pa.
W. R. Hamilton, M. D.....	Pittsburg, Pa.
R. K. Wilson.....	Pittsburg, Pa.
Wm. M'Creery, President.....	Allegheny City, Pa.
J. T. Stockdale, Secretary and Treasurer.....	Allegheny City, Pa.

(No. 168J)
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, 1873, are true, to the best of their knowledge and belief.

(Signed) WILLIAM POULTERER, *President*
B. FRANK ABBETT, *Treasurer*.

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

W. B. CRAWFORD, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$750,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	498,900 00
Total amount now paid in of capital stock.....	600,000 00
Funded debt as per last report.....	255,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity,	
1st July, 1877,).....	\$119,500 00
2d mortgage bonds, (date of maturity,	
1st May, 1891,).....	100,000 00
	219,500 00
Floating debt as by last report.....	35,000 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	219,500 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 17, 5 per cent.; July 11, 5 per cent.	
Number of shares of stock issued.....	12,000 00
Par value of each share.....	\$50 00
Average market value during the year.....	50 00

PASSENGER RAILROAD REPORT.

715

Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared : \$498,200, in January ; \$550, 000, in July.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$513,596 84	\$544,296 24
Equipment	330,575 21	339,816 92
Total cost	844,171 75	884,113 26

CHARACTERISTICS OF ROAD.

Length of road laid	16.22 miles.
Length of double track, including sidings	5.46 "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track : 43 pounds on city, 47 pounds on rural section.	
Number of car houses, shops and stables, (one stable not now used,)	8
Number of depots	3
Number of first-class passenger cars	56
Average value of each : Horse cars, \$500 ; steam cars, \$2,500.	
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	429
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	\$135,000 00
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage : Horse, 2,900 ; steam, 6,000.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5.14
Number of trips each day : 348 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 street to Berks street, along Berks street to Fifth street, (thus far a double track,) along Berks street to Germantown avenue (through our own property) to Sixth street, along Sixth street, from Lehigh avenue to Mifflin street, along Mifflin street to Fifth street, along Fifth street to Lehigh avenue, double track on Lehigh avenue, from Kensington avenue to Fifth street; and single track from Fifth street to Sixth street. A single track on Powell street, from Fifth street to Sixth street; single tracks on Cumberland and Letterly streets, for about 200 feet, each connecting car house with main tracks on Kensington avenue.

Monthly statement of passengers (all classes) carried in cars for the year:

December, 1872.....	492, 185	July, 1873	494, 711
January, 1873.....	491, 400	August, 1873.....	491, 908
February, 1873	441, 266	September, 1873	539, 57
March, 1873.....	496, 078	October, 1873.....	564, 12
April, 1873.....	515, 457	November, 1873.....	519, 50
May, 1873	538, 149	●	
June, 1873	508, 662	Total.....	<u>6, 044, 61</u>

The rate of fare for passengers charged :

Single fare: On each section	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.....	\$22, 756 98
Repairs of building	770 34
Taxes on real estate	2, 870 70
Total	<u>26, 397 97</u>

Operating the road :

On account of horses	\$13, 826 21
Harness and repairs.....	3, 278 50
Repairs to cars and steamers.....	23, 949 39
Horse shoeing.....	14, 781 96
Hay and feed.....	74, 371 30

PASSENGER RAILROAD REPORT.

717

Office expenses, stationery and depot expenses	\$13,646 46
Salaries	6,254 16
Insurance	2,250 95
Watchmen, switchmen, hostlers, pay-roll	29,060 28
General expenses of stable	3,000 00
Conductors and drivers, and engineers	84,978 60
Fluid, fuel, oil and gas	2,473 05
Damage for injury of persons	14,177 41
Coal for steamers	8,402 99
Total	294,451 17

Receipts on construction and equipment account during the year :

From stockholders	\$101,800 00
From other sources	5,000 00
Total	106,800 00

RECEIPTS.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sour- ces.	Total.
December, 1872.....	\$32,812 34	\$30 00			\$32,842 34
January, 1873.....	32,760 01	30 00			32,790 01
February, 1873.....	29,417 75	30 00	\$1,816 00	\$100 00	31,363 75
March, 1873	33,071 84	30 00		62 50	33,161 34
April, 1873.....	34,363 77	30 00			34,393 77
May, 1873.....	35,876 59	30 00	1,417 50		37,324 09
June, 1873.....	33,910 80	30 00			33,940 80
July, 1873.....	32,081 09	30 00			33,011 09
August, 1873	32,797 72	30 00	1,461 83		34,289 55
September, 1873.....	35,991 79	30 00			36,021 79
October, 1873.....	37,608 27	30 00			37,638 27
November, 1873.....	34,036 04	30 00	1,379 00	100 00	35,545 04
Total	405,628 01	360 00	6,074 33	262 50	412,324 84

SUMMARY OF PAYMENTS.

For construction and equipment	\$39,941 51
For maintaining the road or real estate of the corporation, and operating the road	320,849 14
For interest	16,643 69
For dividends	52,410 00
For payments to loan account	36,000 00
For miscellaneous	10,498 89
For municipal taxes	3,549 93
For State taxes	3,122 08
Total	483,015 24
Total amount of surplus fund	102,673 60

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	1
Others.....	5	2
	—	—
Total.....	5	3
	==	==

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

1872.

December 23. James Royal having been called out of the car by his brother, near bride, over Frankford creek, jumped off the dummy while in motion, and the hind car ran over his legs, one of which had to be amputated.

December 30. Charles Betzner, lying on the track covered with snow, on Kensington avenue, near Cumberland street, was run over and slightly injured.

1873.

January 20. Samuel Gilbert, standing with two others at the crossing, at Front and Berks streets, when the car approached, backed into the horses, and was run over the middle of the body, from the effects of which he died.

April 19. Patrick Quinn, pushing a push-cart with a sewing machine in, on Sixth street, below Spruce, after the front of the car had passed him, from some unknown cause, turned in so that the car struck his cart and threw him under the wheel, which went over his foot and injured it.

July 26. John Toner, Jr., riding a horse in an opposite direction to the car, near Webster's Hollow, on Kensington avenue; horse turned into the track, fell, throwing the boy under the car; the wheel went upon his head, from which he died.

August 11. Richard Coyle, a child, playing with a kite, at Fifth and Marriott streets, ran before the horses, was struck by one of them and car pulled on him; died from injuries.

November 8. Frank Mahan, lying on track, near Buckins street, on Kensington avenue, was run over and skull fractured, from effects of which he died.

November 16. Richard Wagner, attempted to get on dummy while in motion, on Kensington avenue, near Indiana avenue, and about stopping for him, fell, and the hind car ran over him; he died the same day.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. Harrison Eisenbrey.....	Philadelphia.
Edward S. Handy	Philadelphia.
Chas. H. Harrison	Philadelphia.
Henry C. Harrison.....	Philadelphia.
Joseph Harrison, Jr.....	Philadelphia.
Theo. L. Harrison	Philadelphia.
Nathan Hilles	Frankford, Philadelphia.
Wm. C. Keehmls.....	Philadelphia.
Thad. 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. 164.)

GERMANTOWN.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared, Adam Warthman, president, and Joseph Singerly, treasurer, of the Germantown Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1873, are true, to the best of his knowledge and belief.

(Signed) ADAM WARTHMAN, *President.*
 JOSEPH SINGERLY, *Treasurer.*

Affirmed and subscribed before me, this }
 17th day of January, 1874. }

C. MYERS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00
Amount paid in as by last report.....	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, June, 1884,).....	100,000 00
3d mortgage bonds.....	None.
	350,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	20,000 00
The amount now of floating and funded debt.....	370,000 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, and July 15, 3 per cent. each.	
Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Average market value during the year.....	35 00

PASSENGER RAILROAD REPORT.

721

Amount paid in on each share	\$15 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>\$562,270 00</u>	<u>\$723,839 30</u>

CHARACTERISTICS OF ROAD.

Length of road laid	25 miles.
Length of double track, including sidings.....	8 $\frac{1}{2}$ "
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track	45 and 53 lbs.
Number of car houses, shops and stables	9
Number of depots,.....	3
Number of first-class passenger cars.....	69
Average value of each.....	\$600 00
Number of second-class passenger cars	1
Average value of each.....	\$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.....	420
Average value of each, including harness.....	\$80 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way.....	310,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: About.....	4,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour:) About.....	5
Number of trips each day.....	462
How many miles does each two-horse team make daily...	19
How is track laid, and on what foundation? White pine cross-ties and 7x9 stringers.	
Average time consumed by cars in passing over the road..	<u>1$\frac{1}{2}$ hours.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Dauphin street to Germantown and return *via* Germantown avenue; from Dauphin to Dickerson *via* of Germantown avenue and Fourth street, return *via* Eighth, Columbia avenue, Seventh and Susquehanna avenue; from Fairmount Park *via* Girard avenue to Palmer street, Palmer to Beach, Beach to Shackamaxon street, Shackamaxon to Girard avenue, returning to Fairmount Park.

GERMANTOWN

Monthly statement of passengers (all classes) carried in cars for the year:

December, 1872.....	487,792	July, 1873.....	583,484
January, 1873.....	462,432	August, 1873.....	557,065
February, 1873.....	415,984	September, 1873.....	585,854
March, 1873.....	484,304	October, 1873.....	544,484
April, 1873.....	518,992	November, 1873.....	485,672
May, 1873.....	564,256		
June, 1873.....	578,464	Total.....	<u>6,225,333</u>

Rate of fare for passengers charged:

Single fare: City, 7 cents; Nicetown, 12 cents; Germantown.....	15 cents.
Tickets in packages of sixteen, sold for \$1, city; 10 Nicetown and 8 Germantown for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$33,613 84
Repairs of building: In miscellaneous.....	
Taxes on real estate.....	3,098 75
Total.....	<u>36,712 59</u>

Operating the road:

On account of horses.....	\$27,970 74
Harness and repairs: In miscellaneous.....	
Repairs to cars, including new cars.....	13,686 60
Horse shoeing, blacksmithing and material.....	10,553 55
Hay, corn and straw.....	60,554 33
Office expenses, stationery and salaries.....	11,112 54
Salaries: In above.....	
Insurance: In miscellaneous.....	
Watchmen, switchmen, hostlers, pay-roll, and depot expenses.....	32,760 54
General expenses of stable: In above.....	
Conductors and drivers.....	73,617 90
Fluid, fuel, oil and gas: In miscellaneous.....	
Damage for injuries of persons.....	1,860 39
Miscellaneous.....	38,900 80
Total.....	<u>271,017 39</u>

PASSENGER RAILROAD REPORT.

723

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	From pas- sengers.	Manure.	Other sour- ces. Sales of horses.	Total.
December, 1872.....	\$27,362 34	\$377 00	\$85 60	\$27,824 94
January, 1873.....	28,902 25	368 00	380 00	29,650 25
February, 1873.....	25,999 81	368 00	1,548 00	27,915 81
March, 1873.....	30,269 18	366 00	2,601 00	33,236 18
April, 1873.....	32,312 31	424 00	1,217 50	33,953 81
May, 1873.....	35,266 77	751 00	3,475 00	39,492 77
June, 1873.....	36,029 18	398 00	583 00	37,010 18
July, 1873.....	36,467 83	391 00	742 50	37,601 33
August, 1873.....	34,854 41	389 00	295 00	35,538 41
September, 1873.....	36,615 90	365 00	320 00	37,300 90
October, 1873.....	34,030 22	389 00	115 00	34,534 22
November, 1873.....	30,979 55	386 00	175 00	31,540 55
Total.....	389,089 75	4,992 00	11,532 00	405,613 75

SUMMARY OF PAYMENTS.

For construction.....	\$50,213 26
For maintaining the road or real estate of the corporation, and operating the road.....	307,729 98
For interest.....	24,500 00
For dividends.....	60,000 00
For new passenger cars and horses: Included in maintain- ing road.	
For payments to loan account.....	None.
For miscellaneous: Included in maintaining road.	
For payments made to surplus funds.....	Nothing.
For municipal taxes: Included in expense account.	
For State taxes: Included in expense account.	
 Total.....	 <u>442,443 24</u>
 Total amount of surplus fund, balance of cash on hand this date.....	 <u>\$23,220 50</u>

ACCIDENTS.

Others.....	Killed. 2
-------------	--------------

GERMANTOWN

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

A child was killed at Beach and Palmer streets, some time last summer.

A child was killed at Eighth and Walnut streets, some time last summer.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Adam Warthman.....	Philadelphia.
John Robbins.....	Philadelphia.
Wm. T. Carter.....	Philadelphia.
Joseph Fareira.....	Philadelphia.
Samuel G. Thompson.....	Philadelphia.
Adam Warthman, President.....	Philadelphia.
William M. Singerly, Secretary	Philadelphia.
Joseph Singerly, Treasurer	Philadelphia.

(Ch. 186.)
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, 1873, are true, to the best of their knowledge and belief.

(Signed)

HENRY BUDD, *President.*

JOHN B. MOFFITT, *Treasurer.*

Sworn and subscribed before me, this }
24th day of January, 1874. }

J. R. MASSEY, *Alderman and J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	150,000 00
Amount paid in as by last report	150,000 00
Total amount now paid in of capital stock	150,000 00
Funded debt as per last report	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 15, 1878,)	100,000 00
Floating debt as by last report	None.
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>

GREEN AND COATES STREET

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	\$244,441 56	\$244,441 56

CHARACTERISTICS OF ROAD.

Length of road laid	7 miles
Length of double track, including sidings	25 "
Gauge of road	5 feet 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	33
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	22
Number of other cars	2 sweepers.
Number of horses owned by the company	207
Average value of each, including harness	\$75 00
Value of real estate held, exclusive of road way	64,285 19
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	3
Number of trips each day	338
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 route, 1 hour, 40 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Depot at Twenty-fourth and Coates; 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 thence to Fairmount; also one line down Fourth to Walnut, to Eighth, to Coates, to Fairmount.

PASSENGER RAILROAD REPORT.

727

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1873.....	210,401	August, 1873.....	246,441
February, 1873.....	196,021	September, 1873.....	270,976
March, 1873.....	221,789	October, 1873.....	252,660
April, 1873.....	236,680	November, 1873.....	214,112
May, 1873.....	269,623	December, 1873.....	229,805
June, 1873.....	280,088		
July, 1873.....	277,388	Total.....	<u>2,905,989</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.....	\$7,991 72
Repairs of building: Included in running expense.	
Taxes on real estate.....	<u>1,608 15</u>
Total.....	<u>9,594 87</u>

Operating the road :

On account of horses.....	\$4,340 75
Harness and repairs.....	1,265 24
Repairs to cars.....	7,211 32
Horse shoeing.....	4,994 00
Hay and feed.....	25,741 98
Office expenses, stationery and depot expenses: Running expense.....	16,155 32
Salaries.....	5,234 93
Insurance.....	1,440 00
Watchmen and switchmen: Included in running expense.	
Hostlers, pay-roll.....	10,271 50
General expenses of stable: Included in running expenses.	
Conductors and drivers.....	41,154 55
State and city taxes.....	6,993 55
Interest on mortgage.....	1,098 20
Fluid, fuel, oil, gas, and damage for injury of persons: Included in running expense.	
Total.....	<u>125,901 34</u>

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources None.

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
January, 1873.....	\$13,538 95			\$13,538 95
February, 1873.....	12,604 42			12,604 42
March, 1873.....	14,280 92	\$385 00		14,645 92
April, 1873.....	15,229 36			15,229 36
May, 1873.....	17,352 26	385 00	\$15 00	17,752 26
June, 1873.....	18,047 41	383 16	298 00	18,718 57
July, 1873.....	17,897 69			17,897 69
August, 1873.....	15,913 47			15,913 47
September, 1873.....	17,444 37	381 33	20 00	17,845 70
October, 1873.....	16,260 76		18 00	16,278 76
November, 1873.....	13,789 64	381 32	20 00	14,181 96
December, 1873.....	14,769 93	397 96	50 00	15,217 89
Total	187,100 18	2,318 77	411 00	189,829 95

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road.....	\$135,496 21
For interest on bonds.....	7,000 00
For dividends.....	40,000 00
Total	182,496 21

ACCIDENTS.

Passenger.....	Killed. 1
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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 :

1873.

October 1. Joseph Gallagher, a small boy, ran in front of car 29, at Eighth and Shippen, and was run over and killed ; company was exonerated from all blame.

PASSENGER RAILROAD REPORT.

729

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Colket.....	Philadelphia.
J. B. Altemus.....	Philadelphia.
M. Brooks.....	Philadelphia.
P. C. Erben.....	Philadelphia.
C. Wister.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
James M'Manes.....	Philadelphia.
W. C. Stephenson.....	Philadelphia.
G. H. Colket.....	Philadelphia.
C. W. Walton.....	Philadelphia.
A. B. Eckel.....	Philadelphia.
A. M. Fox.....	Philadelphia.
Henry Budd, President.....	Philadelphia.
John B. Moffitt, Secretary and Treasurer.....	Philadelphia.

HARRISBURG CITY

(Ch. 166.)
HARRISBURG CITY.

STATE OF PENNSYLVANIA, } ss:
Dauphin County, }

Personally appeared 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 portion of the financial year ending May 6, 1873, are true, to the best of his knowledge and belief.

(Signed)

D. FLEMING, *Treasurer.*

Sworn and subscribed before me, this }
4th day of March, 1874. }

R. J. FLEMING, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (same as last report,)	\$75,000 00
Amount of stock subscribed, (same as last report,)	43,475 00
Amount paid in as by last report, (same as last report,) . . .	41,994 77
Total amount now paid in of capital stock, (same as last report,)	41,994 77
Funded debt, as per last report	12,864 44
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds	12,864 44
Floating debt, as per last report	1,240 31
The amount now of floating debt: About	500 00
Total amount now of floating and funded debt	17,864 44
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.	
Number of shares of stock issued	1,739
Par value of each share	\$25 00
Average market value during the year: No market value.	
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>

PASSENGER RAILROAD REPORT.

CHARACTERISTICS OF ROAD.

Length of road laid originally	2 miles.
Length of double track, including sidings	790 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	None.
Number of second-class passenger cars	2
Average value of each	\$200 00
Number of passengers that may be seated in each car ...	About 16.
Number of other cars	None.
Number of horses owned by the company	8
Average value of each, including harness	\$75 00
Number of mules owned by the company	1
Average value of each, including harness	\$75 00
Value of real estate held, exclusive of road way	None.
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	Never weighed.
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 20
How is track laid, and on what foundation? On stringers and cross-ties buried in street.	
Average time consumed by cars in passing over the road: About 20 minutes each way.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Begins at Pennsylvania railroad depot, Sixth and Market streets, up Market to Second, up Second to Walnut, up Walnut to Third, up Third to Broad, out Broad to Fulton street. The track from this point to M'Clay street (the former terminus) was taken up by the city authorities in re-grading the streets.

Monthly statement of passengers (all classes) carried in cars, for the year :

For answer to this, see table of gross receipts *infra*. No account kept of number of passengers.

HARRISBURG CITY

The rate of fare for passengers charged :

Single fare 5 cents.

EXPENSES.

Maintaining the road or real estate of the corporation :

No separate account of these ; all charged to general expenses of operating road.

Operating the road :

These items are not kept separately ; but from October 31, 1872, to May 6, 1873, when the road and franchises were sold, the aggregate amount is..... \$3,186 06

Receipts on construction and equipment account during the year :

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

RECEIPTS.

The accounts are blended on the books. The total receipts were \$2,339 37

SUMMARY OF PAYMENTS.

For construction and maintaining the road or real estate of the corporation, and operating the road..... \$3,186 06

ACCIDENTS

No accidents.

(Ch. 147.)
HARRISBURG CITY.

STATE OF PENNSYLVANIA, }
Dauphin County, } SS:

Personally appeared James Fleming, acting president, and D. Fleming, acting treasurer, of the Harrisburg City Passenger railway company, and in due form of law made oath that the statements in the within report, for the time they have operated the road, are true, to the best of their knowledge and belief.

(Signed)

JAMES FLEMING, *Acting President.*

D. FLEMING, *Acting Treasurer.*

Sworn and subscribed before me, this }
4th day of March, 1874. }

R. J. FLEMING, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$75,000 00
Amount of stock subscribed.....	Not divided.
Total amount now paid in of capital stock.....	<u>\$5,700 00</u>

COST OF ROAD AND EQUIPMENT.

The road, franchises and cars of the Harrisburg City Passenger railroad company were purchased on the 6th day of May, 1873, for the sum of \$5,700, and by force of the act of Assembly under which the sale was made, the purchasers became a body politic, by the name of the Harrisburg City Passenger railway company.

CHARACTERISTICS OF ROAD.

Length of road laid: About.....	1½ miles.
Length of double track, including sidings.....	None.
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: Rent the stables.	
Number of depots: Rent the depot.	
Number of first-class passenger cars.....	None.
Number of second-class passenger cars.....	2
Average value of each: About.....	\$250 00
Number of passengers that may be seated in each car:	
About.....	16

HARRISBURG CITY

Number of other cars	None.
Number of horses owned by the company.....	7
Average value of each, including harness: About	\$60 00
Number of mules owned by the company	1
Average value, including harness: About.....	60 00
Value of real estate held, exclusive of roadway.....	None.
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	No record.
Average rate of speed adopted by passenger cars, including stops, (miles per hour:) About	4
Number of trips each day: About 20 round trips.	
How many miles does each two-horse team make daily: About	15
How is track laid, and on what foundation? On string pieces, on street.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Market and Sixth streets, up Market to Second, up Second to Walnut, thence to Third, thence to Verbeke, thence to Fulton.

Monthly statement of passengers (all classes) carried in cars for the year:

We keep no account of the number of passengers carried.

The rate of fare for passengers charged:

Single fare.....	<u>5 cents.</u>
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EXPENSES.

Maintaining the road or real estate of the corporation....	<u>Nothing.</u>
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Operating the road:

All expenses are kept in gross. Cannot give a detailed statement. Total expenditures to January 1, 1874, were	<u>\$3,139 29</u>
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Receipts on construction and equipment account during the year:

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

From all sources from May 6, 1873, to January 1, 1874, the total receipts were.....	<u>\$3,079 81</u>
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Do not keep separate accounts.

PASSENGER RAILROAD REPORT.

735

Summary of payments:

All payments have been made and charged as expenses;
nothing for construction or new equipment. Aggregate
January 1, 1874, as above.....

\$3,139 22

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

<i>Directors.</i>	<i>Post office address.</i>
James Fleming, Acting President.....	Harrisburg, Pa.
J. A. Small, Acting Secretary.....	Harrisburg, Pa.
David Fleming, Acting Treasurer.....	Harrisburg, Pa.

(No. 188.)
HESTONVILLE, MANTUA AND FAIRMOUNT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared A. Reeder Chambers, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) A. REEDER CHAMBERS, *President.*
A. L. TALCOTT, *Treasurer.*

Sworn and subscribed before me, this }
17th day of January, 1874. }

CHARLES E. PANCOAST, *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.....	127,100 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July, 1874,).....	\$2,100
2d mortgage bonds.....	None.
3d mortgage bonds, (date of maturity, December, 1880,)	125,000
	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 39,305 shares, January 25, 1873, 40 cents per share, \$15,722; on 39,330 shares, July 25, 1873, 50 cents per share, \$19,665.	
Number of shares of stock issued.....	39,330

PASSENGER RAILROAD REPORT.

737

Par value of each share	\$50 00
Average market value during the year.....	19 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.....	83,843 75	\$87,163 75
Total cost.....	<u>388,466 69</u>	<u>391,786 69</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	11 miles.
Length of double track, including sidings.....	26 squares.
Gauge of road.....	5 ft., 2 inches.
Weight of rail per yard on main track	43 pounds.
Number of car houses, shops and stables	5
Number of depots.....	8
Number of first-class passenger cars.....	50
Average value of each.....	\$700 00
Number of second-class passenger cars.....	5
Average value of each.....	\$200 00
Number of passengers that may be seated in each car....	20
Number of other cars	7
Number of horses owned by the company	398
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None
Value of real estate held, exclusive of road way.....	\$75,000 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; 20 cars, 8 trips; 10 cars, 7 trips; 6 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, 1872	398,000	June, 1873	456,100
December, 1872	400,000	July, 1873	468,201
January, 1873	397,000	August, 1873	387,004
February, 1873	395,000	September, 1873	508,195
March, 1873	390,000	October, 1873	555,248
April, 1873	410,000		
May, 1873	502,603	Total, estimated	<u>5,266,951</u>

The rate of fare for passengers charged:

Single fare	7 cents.
Four tickets sold for 25 cents, exchange with Tenth, Eleventh, Twelfth, Sixteenth, Thirteenth, Fifteenth, Seventeenth and Nineteenth street roads.	

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$16,608 53
Repairs of buildings	None.
Taxes on real estate	2,154 56
Total	<u>18,763 08</u>

Operating the road :

On account of horses	\$19,792 50
Harness and repairs	2,136 35
Repairs to cars	16,114 39
Horse shoeing	8,927 00
Hay and feed	58,409 90
Office expenses, stationery and depot expenses	8,636 00
Salaries	6,063 00
Insurance	2,131 00
Watchmen, switchmen, hostlers, pay-roll	20,617 00
Conductors and drivers	63,792 00
Fluid, fuel, oil and gas: Included in other accounts.	
Damage for injury of persons	583 10
Total	<u>207,202 24</u>

PASSENGER RAILROAD REPORT.

739

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources None.

RECEIPTS.

MONTHS.	From passen- gers.	Rent.	Manure.	Other sources.	Total.
November, 1872.....	\$18,549 21	\$42 00	\$981 92	\$200 56	\$19,773 69
December, 1872.....	19,720 11	39 00	559 63	3,500 00	23,818 74
January, 1873.....	19,668 45	39 00	.....	25 00	19,727 45
February, 1873.....	18,212 05	39 00	500 00	710 00	19,461 05
March, 1873.....	21,735 26	39 00	233 12	.....	21,997 38
April, 1873.....	24,227 13	39 00	108 88	440 00	24,815 01
May, 1873.....	27,620 33	76 12	168 82	110 00	27,975 27
June, 1873.....	27,028 52	37 00	562 37	215 00	27,842 89
July, 1873.....	27,234 60	71 00	400 78	.....	27,706 38
August, 1873.....	25,340 45	39 00	.....	.....	25,379 45
September, 1873.....	27,588 30	39 00	.....	307 00	27,932 30
October, 1873.....	28,453 56	39 00	574 39	52 00	29,118 95
Total.....	285,370 97	538 12	4,079 91	5,559 56	295,548 56

SUMMARY OF PAYMENTS.

For construction.....	None.
For maintaining the road or real estate of the corporation, and operating the road.....	\$225,965 32
For interest.....	None.
For dividends.....	85,728 40
For new passenger cars and horses.....	9,500 00
For payments to loan account.....	None.
For miscellaneous.....	None.
For payments made to surplus funds.....	None.
For municipal taxes.....	7,511 64
For State taxes.....	3,813 87
Total.....	<u>282,519 23</u>

ACCIDENTS.

Others.....	Killed. 2
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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 :

1873.

June 6. John T. Waldon, two years six months old, playing on track, was trod on by horse of No. 38 car and killed; accident occurred on Second street, below Arch street.

July 15. Mary O'Donald, three years old, was run over and killed while playing on track, by No. 39 car, at Thirtieth and Bridge streets, West Philadelphia.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles H. R. Triebels.....	206 Walnut street, Philadelphia.
James F. Kennedy.....	1907 Vine street, Philadelphia.
Theodore M. Reger.....	Walnut, above Fourth street, Philadelphia.
Conrad S. Grove.....	214 Race street, Philadelphia.
Nicholas Thowron.....	57 South Third street, Philadelphia.
A. Reeder Chambers, President.....	{ Arch Street depot, 2562 Callowhill street, Philadelphia.
A. L. Talcott, Secretary and Treasurer,	{ Arch Street depot, 2562 Callowhill street, Philadelphia.

(No. 100.)
LOMBARD AND SOUTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Moses A. Dropsie, president, and Aaron Lazarus, treasurer, of the Lombard and South Streets Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

MOSES A. DROPSIE, *President.*

AARON LAZARUS, *Treasurer.*

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

THOS. DALLAS, *Alderman.*

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 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, May 31, 1873, 50 cents per share, \$4,997 50; October 30, 1873, 75 cents per share, \$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>

LOMBARD AND SOUTH STREETS

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment: This account is not kept separately	\$170,402 57	\$173,958 98
Total cost		173,958 98

CHARACTERISTICS OF ROAD.

Length of road laid	4 ⁵¹ / ₁₀₀ miles.
Length of double track, including sidings	⁵⁹ / ₁₀₀ "
Gauge of road	5 feet 9 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	19
Average value of each	\$500 00
Number of second-class passenger cars	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	114
Average value of each, including harness	\$100 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way	\$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 ¹ / ₂ 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, South street above Twenty-fifth; connects with all roads running north and south.

Monthly statement of passengers (all classes) carried in cars for the year:

Total, estimated	\$1,578,000 00
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PASSENGER RAILROAD REPORT

743

The rate of fare for passengers charged:

Single fare	7 cents.
Tickets in packages of four sold for 25 cents; 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	\$5,201 61
Repairs of building	81 00
Taxes on real estate	422 45
Total	<u><u>5,705 06</u></u>

Operating the road:

On account of horses	\$3,487 00
Harness and repairs	447 32
Repairs to cars	3,448 77
Horse shoeing	2,532 46
Hay, feed and straw	16,136 24
Office expenses, stationery and depot expenses.....	1,543 15
Salaries	4,500 00
Insurance	755 63
Watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, all included.....	19,277 84
Fluid, fuel, oil and gas	285 20
Total	<u><u>62,413 61</u></u>

Receipts on construction and equipment account during the year:

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

MONTHS.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1872.....	\$0,982 57			
December, 1872.....	6,534 01			
January, 1873.....	6,118 27	\$321 75		
February, 1873.....	5,539 28			
March, 1873.....	6,520 96			
April, 1873.....	7,062 84			
May, 1873.....	8,023 70	321 74		
June, 1873.....	8,406 95			
July, 1873.....	9,290 19	825 41		
August, 1873.....	8,822 85			
September, 1873.....	8,555 09			
October, 1873.....	8,150 21			
Total	80,946 92	968 90	\$18,453 65	\$109,369 47

Summary of payments:

For construction.....	\$3,556 41
For maintaining the road or real estate of the corporation, and operating the road	68,118 67
For interest on bonds.....	4,415 96
For dividends	12,493 75
For new passenger cars and horses.....	Nothing.
For payments to loan account.....	15,364 54
For miscellaneous.....	1,754 63
For re-payments made to conductors.....	1,925 00
For municipal taxes.....	1,122 45
For State taxes.....	620 26
Total.....	109,370 36
Total amount of surplus fund	None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses A. Dropsie.....	Philadelphia.
Charles C. Mackey.....	Philadelphia.
Jacob S. Bamberger.....	Philadelphia.
John Q. Adams.....	Philadelphia.
Mayer Sulzberger.....	Philadelphia.
Moses A. Dropsie, President	Philadelphia.
Aaron Lazarus, Secretary and Treasurer.....	Philadelphia.

(No. 170.)
PEOPLE'S STREET.

STATE OF PENNSYLVANIA, }
Luzerne County, } SS:

Personally appeared William Matthews, president, and Alfred Hand, treasurer, of the People's Street railway company of Luzerne county, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1873, are true, to the best of their knowledge and belief.

(Signed) WILLIAM MATTHEWS, *President.*
ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this }
8th day of January, 1874. }

R. W. ARCHBALD, *Notary Public.*

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 and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Stock, none; cash, January 13, 1873, 4 per cent.	
Number of shares of stock issued.....	1,255
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	125,500 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$117,188 54	\$117,188 54
Equipment.....	23,198 75	24,932 49
Total cost.....	<u>140,387 29</u>	<u>142,121 03</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	9½ miles.
Length of double track of road, including sidings.....	800 feet.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	25 pounds.
Number of car houses, shops and stables.....	4
Number of depots.....	None.
Number of first-class passenger cars.....	6
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.....	1
Number of horses owned by the company.....	42
Average value of each, including harness.....	\$165 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way.....	\$11,000 00
Average weight in lbs. 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 track laid, and on what foundation? Cobble stone pavement, ties, earth and gravel.	
Average time consumed by cars in passing over the road..	<u>7 hours.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: There are four routes, called, respectively, the Providence route, the Hyde Park route, the Dunmore route, the Green Ridge route.

The Providence route commences at the Delaware, Lackawanna and Western railroad depot; runs up Lackawanna avenue to Wyoming avenue, along Wyoming avenue to Mulberry street, along Mulberry street to Penn avenue, along Penn avenue to Carbon street, through Carbon street and along the old Providence road to the Corners, in Providence.

The Hyde Park route commences at the same depot; thence down Lackawanna avenue across Lackawanna river to Wyoming street, along Wyoming street and by a detour into Jackson street, and along Jackson street into Main street, Hyde Park.

The Dunmore route commences at the same depot; thence up Lackawanna avenue to Jefferson avenue, along Jefferson avenue and through

Bank street to Madison avenue, along Madison avenue beyond Olive street; thence by a detour into the old Dunmore road, and along the same to Dunmore Corners.

The Green Ridge route commences at the same depot; thence up Lackawanna avenue to Penn avenue; thence along Penn avenue to Capouse avenue; thence along Capouse avenue crossing the Delaware and Hudson canal company's railroad at its intersection with Capouse avenue; thence along the side of said railroad to Seventh street; thence out Seventh street to Griffin's Corners, and thence along the old Philadelphia and Great Bend turnpike to a point near the old Providence depot; no connections with other roads.

Monthly statement of passengers (all classes) carried in cars for the year:

November, 1872.....	17,767	June, 1873.....	37,606
December, 1872.....	33,480	July, 1873.....	46,254
January, 1873.....	33,608	August, 1873.....	42,705
February, 1873.....	25,942	September, 1873.....	44,688
March, 1873.....	34,786	October, 1873.....	40,872
April, 1873.....	21,180		
May, 1873.....	39,806	Total.....	<u>418,600</u>

The rate of fare for passengers charged:

Single fare, 10 cents; to Hyde Park.....	6 cents.
Tickets in packages of 12 or 15 sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$2,644 85
Repairs of building.....	377 91
Taxes on real estate.....	80 00
Total.....	<u>3,202 76</u>

Operating the road:

On account of horses.....	\$1,467 50
Harness and repairs.....	273 07
Repairs to cars.....	2,511 42
Horse shoeing.....	939 56
Hay and feed.....	5,040 73
Office expenses, stationery and depot expenses.....	50 00
Salaries.....	2,100 00
Insurance.....	226 46
Watchmen, switchmen, hostlers, pay-roll.....	2,280 00

General expenses of stable: Included in hostler and depot expenses.

Conductors and drivers.....	\$11,047 66
Fluid, fuel, oil and gas.....	245 36
Total.....	26,201 76
Grand total.....	\$29,304 53

Receipts on construction and equipment account during the year:

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

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
November, 1872.....	\$1,164 77			\$1,164 77
December, 1872.....	2,675 00	\$4 50	\$50 00	2,729 50
January, 1873.....	2,271 93		41 00	2,312 93
February, 1873.....	2,194 41		22 25	2,216 66
March, 1873.....	2,608 92	5 00		2,613 92
April, 1873.....	2,588 47	7 50	82 50	2,678 47
May, 1873.....	2,985 63	2 00		2,987 63
June, 1873.....	2,828 91		48 00	2,876 91
July, 1873.....	3,469 07			3,469 07
August, 1873.....	3,202 85		41 50	3,244 35
September, 1873.....	3,383 60	51 00		3,434 60
October, 1873.....	3,065 40		47 50	3,112 90
Total.....	32,428 99	70 00	332 75	32,831 74

SUMMARY OF PAYMENTS.

For construction.....	\$580 74
For maintaining the road or real estate of the corporation, and operating the road.....	29,304 53
For dividends.....	5,020 00
For new passenger cars and horses.....	1,150 00
For municipal taxes.....	110 77
For State taxes.....	544 70
Total.....	36,710 73
Total amount of surplus fund.....	\$8,198 50

ACCIDENTS.

None.

PASSENGER RAILROAD REPORT.

749

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Matthews	Scranton.
James Blair	Scranton.
Joseph C. Platt	Scranton.
William Connell	Scranton.
W. W. Scranton	Scranton.
William R. Storrs	Scranton.
Alfred Hand	Scranton.
W. W. Winton	Providence
John B. Smith	Dunmore.
William Matthews, President.	
Alfred Hand, Secretary and Treasurer.	

(Ch. 171.)
PEOPLE'S.

STATE OF PENNSYLVANIA, }
Schuylkill County, } ss:

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, 1874. }

MORGAN FEED, 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	45,830 00
Total amount now paid in of capital stock	50,000 00
Funded debt as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, May 1, 1892,) ..	14,700 00
Floating debt as by last report	37,868 76
The amount now of floating debt	52,217 19
Total amount now of floating and funded debt	66,917 19
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 or cash	None
Number of shares of stock issued: 5,000, \$10 dollars per share paid	\$50,000 00
Par value of each share	50 00
Average market value during the year: No market value.	
Amount paid in on each share	10,00
Amount of capital on which the respective dividends were declared	None.

PASSENGER RAILROAD REPORT.

751

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$73,470 92	\$83,943 62
Equipment	12,254 02	29,458 48
	<hr/>	<hr/>
Total cost	85,724 94	113,402 10
	<hr/> <hr/>	<hr/> <hr/>

CHARACTERISTICS OF ROAD.

Length of road laid	6 miles 142 ft.
Length of double track, including sidings	2, 150 feet.
Gauge of road	4 feet 8½ in.
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 1 machine shop.	
Number of depots	2
Number of first-class passenger cars	10
Average value of each	\$650 00
Number of second-class passenger cars	3
Average value of each	500 00
Number of passengers that may be seated in each car ...	20 and 12
Number of other cars: Trucks, 7; baggage, 1.	
Number of horses owned by the company	15
Average value of each, including harness	\$225 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way	11,500 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	3,300 & 5,000
Three second-class locomotives, value	\$7,500 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	-5
Number of trips each day	10
How many miles does each two-horse team make daily ...	About 18
How is track laid, and on what foundation? String pieces, cross-ties and stone foundation.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Mt. Carbon to Fishback, from Centre to Market street, along Market to Wood; thence to Minersville by steam, connecting and crossing the Mine Hill and Schuylkill Haven railroad.

Monthly statement of passengers (all classes) carried in cars for the year:

January, 1873.....	18,638	August, 1873.....	45,606
February, 1873.....	12,278	September, 1873.....	33,667
March, 1873.....	10,140	October, 1873.....	29,428
April, 1873.....	27,107	November, 1873.....	20,661
May, 1873.....	33,811	December, 1873.....	21,019
June, 1873.....	37,478		
July, 1873.....	48,439	Total.....	<u>338,662</u>

The rate of fare for passengers charged:

Single fare, 6 cents; street railway, Pottsville to Minersville, (way station in proportion,).....	15 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.....	<u>\$158 08</u>
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Operating the road:

Operating road to Minersville, including engineers, brakemen, conductors, depot men and watchmen.....	\$3,060 84
On account of horses.....	None.
Harness and repairs.....	103 97
Repairs to cars: Charged in expense account.	
Horse shoeing.....	555 96
Hay and feed.....	2,612 61
Office expenses, stationery and depot expenses.....	990 94
Salaries.....	3,110 00
Insurance.....	158 00
Watchmen, switchmen, pay-roll: Charged in operating road to Minersville.	
General expenses of stable, including hostlers.....	2,296 53
Conductors and drivers.....	4,049 35
Fluid, fuel, oil and gas.....	1,556 62
Damage for injury of persons.....	None
Total.....	<u>18,336 74</u>

Receipts on construction and equipment account during the year:

From stockholders.....	\$4,170 00
From sale of bonds.....	4,400 00
From other sources.....	Nothing.
Total.....	<u>9,570 00</u>

PASSENGER RAILROAD REPORT.

753

RECEIPTS.

MONTHS.	From pas- sengers.	Other sources.	Total.
January, 1873.....	\$1,469 07		
February, 1873.....	996 79		
March, 1873.....	1,208 07		
April, 1873.....	1,780 10		
May, 1873.....	2,117 62		
June, 1873.....	2,378 89		
July, 1873.....	3,107 23		
August, 1873.....	2,913 79		
September, 1873.....	2,064 46		
October, 1873.....	2,018 93		
November, 1873.....	1,468 08		
December, 1873.....	1,681 88		
Total	23,197 41	\$525 67	\$23,723 08

SUMMARY OF PAYMENTS.

For construction.....	\$10,472 70
For maintaining the road or real estate of the corporation, and operating the road.....	18,494 82
For interest.....	731 17
For dividends.....	None.
For new passenger ears and horses: Three first-class cars, included in equipment account.....	
For payments to loan account.....	None.
For miscellaneous.....	None.
For payments made to surplus funds.....	None.
For municipal taxes.....	None.
For State taxes.....	None.
Total	29,698 69

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Baber.....	Pottsville.
Wm. M. Randall.....	Schuylkill Haven.
E. H. Foulkner.....	Philadelphia.
Milton Boone.....	Pottsville.
L. F. Whitney.....	Pottsville.
Charles Baber, President.....	Pottsville.
L. F. Whitney, Secretary and Treasurer.....	Pottsville.

(Ch. 173)
PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared Coffin Colket, president, and W. 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

WILLIAM W. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
28th day of January, 1874. }

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.....	29,397 11
The amount now of floating debt.....	49,735 40
Total amount now of floating and funded debt.....	249,735 40
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January and July, \$2 50 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.....	16 00
Amount of capital on which the respective dividends were declared	750,000 00

PASSENGER RAILROAD REPORT.

755

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$362,447 00	\$424,160 29
Equipment.....	91,950 11	93,575 11
Total cost.....	454,397 11	517,735 40

CHARACTERISTICS OF ROAD.

Length of road laid: Main line, 7 miles, 363 feet; Darby R. R.....	9 ⁶⁷ / ₁₀₀ miles.
Length of double track, including sidings	5 ¹ / ₂ "
Gauge of road.....	5 ft. 2 ¹ / ₂ inches.
Weight of rail per yard on main track: 53, 43 and 45 lbs.	
Number of ear 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.....	4
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.....	430
Average value of each, including harness	\$125 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way.....	\$100,000 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: Main line, 9; Darby, 5.	
How many miles does each two-horse team make daily....	21
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,	<u>81 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 street, and up Chestnut to Forty-first street; branch line leaves Chestnut street at Woodland avenue, along said avenue to Darby road, along Darby road to Darby; and

from Chestnut street north on Thirty-second street to Lancaster avenue, along Lancaster avenue to Belmont avenue, and along Belmont avenue to Fairmount Park.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1873.....	430, 879	August, 1873.....	412, 574
February, 1873.....	387, 766	September, 1873.....	400, 283
March, 1873.....	444, 309	October, 1873.....	545, 773
April, 1873.....	486, 405	November, 1873.....	483, 774
May, 1873.....	533, 454	December, 1873.....	519, 700
June, 1873.....	500, 253		
July, 1873.....	447, 346	Total	5, 602, 515

Rate of fare for passengers charged :

Single fare, main line	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.....	\$9, 828 97
Repairs of buildings.....	1, 550 53
Taxes on real estate.....	1, 895 16
Total	13, 274 66

Operating the road :

On account of horses.....	\$12, 841 40
Harness and repairs.....	3, 342 28
Repairs to cars.....	16, 618 73
Horse shoeing.....	10, 633 20
Hay and feed, (hay, \$19,028 01; corn, \$24,449 18; bran, \$3,725 31; oats, \$391 72;).....	47, 595 32
Office expenses, stationery and depot expenses.....	14, 497 74
Salaries: Included in pay-roll.	
Insurance	2, 632 99
Watchmen, switchmen, hostlers, pay-roll	113, 456 61
General expenses of stable, straw.....	3, 638 61
Conductors and drivers: Included in pay-roll.	
Engine and mill.....	2, 115 43
Fluid, fuel, oil and gas.....	2, 742 15
Damage for injury of persons	20 00
Total.....	230, 141 46

PASSENGER RAILROAD REPORT.

25

Receipts on construction and equipment account during the year :

From stockholders.....	<i>Nothing</i>
From sale of bonds of Darby R. R. for extension of same,	\$22,000 00
From other sources.....	<i>Nothing</i>

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total
January, 1873.....	\$27,140 00	\$48 00	\$228 00	\$96 50	\$27,512 50
February, 1873.....	24,068 80	47 00			24,115 80
March, 1873.....	27,498 27	17 00		63 90	27,579 17
April, 1873.....	30,937 06	417 00			31,354 06
May, 1873.....	33,454 53	18 00	1,382 34	125 00	34,979 87
June, 1873.....	31,838 85	17 00	153 85		32,009 70
July, 1873.....	23,280 73	17 00	278 87	90 65	23,666 25
August, 1873.....	25,926 82	18 00		34 35	25,979 17
September, 1873.....	31,216 40	17 00	1,025 53		32,258 93
October, 1873.....	34,135 44	18 00		123 95	34,277 39
November, 1873.....	29,907 97	5 72		1 05	29,914 74
December, 1873.....	32,396 06	4 00	1,033 90		33,434 96
Total.....	356,820 93	643 72	4,106 99	537 49	362,109 13

SUMMARY OF PAYMENTS.

For construction.....	\$63,338 29
For maintaining the road or real estate of the corporation, and operating the road.....	243,416 12
For interest.....	17,287 50
For dividends.....	83,000 00
For municipal taxes.....	6,331 38
For State taxes.....	6,297 45
For United States taxes.....	846 11
Total.....	420,566 85

ACCIDENTS.

	<i>Injured.</i>
Passengers.....	2

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

1873.

March 3. Lizzie Taylor, a passenger, was injured slightly, through a collision with a car of the Citizens' Passenger railway company, at Eleventh and Chestnut streets.

PHILADELPHIA CITY

October 6. Mr. Cochran, jumped off a car, and falling down broke his leg, at Fortieth and Chestnut streets.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Wister.....	Germantown.
Zopher C. Hewell	Philadelphia.
George Williams.....	Philadelphia.
W. S. Wilson.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
Coffin Colket, President.....	Philadelphia.
W. W. Colket, Secretary and Treasurer.....	Philadelphia.

[No. 172.]
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, 1873, 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 }
19th day of January, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report	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,) ..	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 and July	4 per cent.
Number of shares of stock issued	10,000
Par value of each share	\$20 00
Average market value during the year	10 00
Amount paid in on each share	No record.
Amount of capital on which the respective dividends were declared	\$200,000 00

PHILADELPHIA AND DARBY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	\$257,000 00	\$321,058 48

CHARACTERISTICS OF ROAD.

Length of road laid	5 miles 255 ft.
Length of double track, including sidings.....	About 1 mile.
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track.....	42 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first-class passenger cars.....	15
Average value of each.....	\$500 00
Number of second-class passenger cars.....	None.
Number of passengers that may be seated in each car ...	20
Number of other cars	1
Number of horses owned by the company.....	None.
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 pas- sengers and baggage.....	4,000
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
How many miles does each two-horse team make daily ...	20
How is track laid, and on what foundation? White pine string pieces, with 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.

Receipts on construction and equipment account during the year :

From stockholders	Nothing.
Sale of bonds.....	\$43,000 00
Other sources.....	Nothing.

SUMMARY OF PAYMENTS.

For construction.....	Nothing.
Maintaining the corporation	\$100 00
Interest on bonds	5,285 00

PASSENGER RAILROAD REPORT.

761

Dividends.....	\$8,000 00
New passenger cars and horses, and payments to loan account.....	None.
	<hr/>
Total.....	<u>13,385 00</u>

The Philadelphia and Darby railroad company is operated by the Philadelphia City Passenger railway company, under a lease for 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 st., Philadelphia.
Chas. Thompson.....	West Philadelphia.
J. P. M'Fadden.....	Fifteenth and Tioga sts., Philadelphia.
A. L. Bonnofan.....	Darby Road, Philadelphia.
C. Colket.....	1336 Spring Garden st., Philadelphia.
Jas. C. Kelch.....	830 North Seventh st., Philadelphia.
S. Gross Fry, President.....	258 South Third st., Philadelphia.
J. P. M'Fadden, Sec'y & Treas'y...	258 South Third st., Philadelphia.

(No. 174)

PHILADELPHIA AND GRAY'S FERRY.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } SS:

Personally appeared William H. Snowden, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) W. H. SNOWDEN, *President.*
 J. CRAWFORD DAWES, *Treasurer*

Sworn and subscribed before me, this }
 3d day of February, 1874. }

JAMES P. PETIT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed, (shares,)	11,607
Amount paid in as by last report	290,175 00
Total amount now paid in of capital stock	290,175 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, 1879,)	\$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.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January, \$1 25 per share; 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	28 00
Amount paid in on each share	25 00
Amount of capital on which the respective dividends were declared	1,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	<u>\$299,126 68</u>	<u>\$299,126 68</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	10½ miles.
Length of double track, including sidings	2½ "
Gauge of road.....	5 feet 2 in.
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
Average 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, Second, Pine, Twenty-second, South and Gray's Ferry road to terminus.

PHILADELPHIA AND GRAY'S FERRY

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1873.....	187,722	August, 1873.....	201,968
February, 1873.....	179,976	September, 1873.....	223,814
March, 1873.....	199,276	October, 1873.....	263,396
April, 1873.....	225,677	November, 1873.....	204,736
May, 1873.....	257,452	December, 1873.....	217,056
June, 1873.....	250,787		
July, 1873.....	240,608	Total.....	<u>2,648,477</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.....	\$6,913 74
Repairs of building: Included in miscellaneous.	
Taxes on real estate.....	<u>1,095 74</u>
Total	<u>8,008 48</u>

Operating the road :

On account of horses.....	\$7,680 00
Harness and repairs.....	832 38
Repairs to cars	7,003 87
Horse shoeing.....	3,052 81
Hay and feed.....	18,705 75
Office expenses, stationery and depot expenses.	664 66
Salaries.....	2,200 00
Insurance: Included in miscellaneous.	
Watchmen, switchmen, hostlers, pay-roll.....	11,654 84
General expenses of stable.....	1,491 40
Conductors and drivers.....	25,707 66
Fluid, fuel, oil and gas.....	933 43
Damage for injury of persons.....	270 00
Total.....	<u>80,196 80</u>

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	<u>None</u>
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PASSENGER RAILROAD REPORT.

765

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
January, 1873.....	\$8,532 36			\$89 65	
February, 1873.....	8,180 73			26 42	
March, 1873.....	9,058 01		\$470 16	131 45	
April, 1873.....	10,258 05			27 05	
May, 1873.....	11,702 37			102 25	
June, 1873.....	11,399 42	\$250 00	473 41	904 11	
July, 1873.....	10,936 74			17 58	
August, 1873.....	8,181 35			4 00	
September, 1873.....	10,446 11		478 83	51 81	
October, 1873.....	11,517 97			14 60	
November, 1873.....	9,305 76			75 00	
December, 1873.....	9,866 18	250 00	478 83	1,026 86	
Total	120,385 05	500 00	1,901 23	2,470 78	\$125,257 06

SUMMARY OF PAYMENTS.

For construction.....	None.
For maintaining the road or real estate of the corporation, and operating the road.....	\$88,205 28
For interest.....	None.
For dividends.....	29,017 50
For new passenger cars and horses: Included in operating the road.	
For miscellaneous.....	6,135 62
For payments made to surplus funds.....	None.
For municipal taxes.....	899 00
For State taxes.....	2,454 87
Total	126,712 27

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	1
Employees.....	..	..
Others.....	1	..
Total	1	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 each person, as follows, viz :

On the 15th of May, 1873. A child of Wm. Doherty, about 15 months old, had one arm broken in two places; happened in Callowhill street, between Twenty-fourth and Twenty-fifth streets, said to have been caused by

company's car or horses, in what way unknown. Died from the shock a few days afterward.

On 24th of August, 1873. Dr. H. D. M'Lean, riding on front platform of one of company's cars, had his arm broken by a kick from one of the horses of the team.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Parker H. Warren.....	Maylandville, city.
Wm. Harbeson	No. 1114 Wallace street, city.
Thomas R. Woodhouse.....	Twenty-second street, below Spruce, city.
Edgar E. Petit.....	138 South Sixth street, city.
George W. Blabon.....	124 North Third street, city.
Arthur Hughes.....	612 South Ninth street, city.
Wm. H. Snowdon, President.....	Twenty-second st., below Spruce, city.
J. Crawford Dawes, Sec'y and Treas..	Twenty-second st., below Spruce, city.

(Ch. 175.)
PITTSBURG, ALLEGHENY AND MANCHESTER.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Wm. J. Kountz, president, and C. M. Seibert, treasurer, of the Pittsburg, Allegheny and Manchester Passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

W. J. KOUNTZ, *President.*

C. M. SEIBERT, *Treasurer.*

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

FRANCIS TORRANCE, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report.....	200,000 00
Total amount now paid in of capital stock.....	200,000 00
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, April, 1874.)...	23,000 00
Floating debt, as by last report.....	25,836 00
The amount now of floating debt.....	16,608 45
Total amount now of floating and funded debt.....	49,608 45
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, November, 1872, 10 per cent.....	20,000 00
Number of shares of stock issued.....	4,030
Par value of each share.....	\$50 00
Average market value during the year.....	75 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	<u>200,000 00</u>

768 PITTSBURG, ALLEGHENY AND MANCHESTER

COST OF ROAD AND EQUIPMENT. . .

	By last report.	By present report.
Construction	\$96,288 69	\$99,788 69
Equipment.....	65,463 55	70,519 80
Total.....	161,752 24	170,308 49

CHARACTERISTICS OF ROAD.

Length of road laid	4 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	4 "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables, each	3
Number of depots.....	3
Number of first-class passenger cars.....	37
Average value of each.....	\$950 00
Number of omnibuses.....	3
Average value of each.....	\$700 00
Number of passengers that may be seated in each car....	22
Number of other cars	1 salt car.
Number of horses owned by the company.....	123
Average value of each, including harness	\$140 00
Number of mules owned by the company.....	79
Average value of each, including harness.....	\$140 00
Value of real estate held, and buildings, exclusive of road way	107,524 05
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,400 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4 $\frac{1}{2}$
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, 60, 70 and 80 minutes the round trip.	

Describe the route of your road in detail, giving the streets occupied and connections with other roads: Main road, starts from Sixth street, Pittsburg, across suspension bridge to Allegheny City, up Federal street to Ohio street, along west Ohio to Bidwell street, along Bidwell to Pennsylvania avenue, along said avenue to Beaver avenue, thence to car house.

PASSENGER RAILROAD REPORT.

769

Rebecca Street branch leaves main line on Federal street, and intersects with the same at the corner of Pennsylvania and Beaver avenues. Troy Hill branch leaves main line, corner of Federal and Ohio 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, 1872.....	121, 192	June, 1873.....	279, 508
December, 1872.....	212, 118	July, 1873.....	301, 560
January, 1873.....	223, 810	August, 1873.....	278, 176
February, 1873.....	212, 469	September, 1873.....	286, 560
March, 1873.....	249, 833	October, 1872.....	272, 807
April, 1873.....	246, 808		
May, 1873.....	273, 806	Total.....	<u>2, 949, 642</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.....	\$2, 644 04
Repairs of building.....	634 81
Taxes on real estate.....	1, 494 40
Total.....	<u>4, 773 25</u>

Operating the road :

On account of horses.....	\$4, 380 60
Harness and repairs.....	351 39
Repairs to cars.....	5, 160 25
Horse shoeing.....	4, 364 56
Hay and feed.....	21, 409 83
Office expenses, stationery, depot expenses, salaries, payroll, conductors and drivers.....	61, 820 54
Insurance.....	1, 789 38
Expense account.....	1, 944 35
Fluid, fuel, oil and gas.....	616 09
Damage for injury of persons.....	5, 690 12
Total.....	<u>107, 527 11</u>
Grand total.....	<u>112, 300 36</u>

770 PITTSBURG, ALLEGHENY AND MANCHESTER

Receipts on construction and equipment account during the year :
 From stockholders, sale of bonds and other sources Nothing.

RECEIPTS.

MONTHS.	From passengers	Rent.	Manure.	Other sources.	Total.
November, 1872.....	\$6,676 71				
December, 1872.....	11,631 66				
January, 1873.....	11,989 70				
February, 1873.....	11,177 91				
March, 1873.....	12,696 25				
April, 1873.....	13,149 41				
May, 1873.....	14,601 12				
June, 1873.....	14,867 59				
July, 1873.....	16,505 40				
August, 1873.....	14,725 03				
September, 1873.....	14,887 91				
October, 1873.....	14,384 67				
Total.....	157,293 26	\$145 04	\$340 06	\$212 00	\$157,990 36

SUMMARY OF PAYMENTS.

For construction.....	\$3,500 00
For maintaining the road or real estate of the corporation, and operating the road	112,300 36
For interest.....	3,830 69
For dividends, November, 1872.....	20,000 00
For new passenger cars and horses.....	5,056 25
For payments on mortgage.....	9,168 00
For miscellaneous, bridge toll.....	5,270 00
For municipal taxes.....	1,145 45
For State taxes.....	2,264 93
For buildings.....	6,833 97
Total.....	<u>169,419 65</u>

ACCIDENTS.

Others.....	Injured. 1
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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 :

1872.

November 23. A boy run along the car to get on the front platform, fell and had his hand run over by the car-wheel.

PASSENGER RAILROAD REPORT.

771

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Wm. J. Kountz	Allegheny City.
Charles E. Speer.....	Pittsburg.
R. C. Gray	Pittsburg.
A. Ackley.....	Allegheny City.
M. Seibert.....	Pittsburg.
Wm. J. Kountz, President.....	Allegheny City.
C. M. Seibert, Secretary and Treasurer	Pittsburg.

Ch. 176.)
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 October 31, 1873, 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 }
8th day of January, 1874. }

ANDREW HUMBERT, 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	120,000 00
Total amount now paid in of capital stock	146,050 00
Funded debt as per last report	13,600 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
General mortgage bonds, (date of maturity, June 12, 1892,)	13,600 00
Floating debt as by last report	47,949 55
The amount now of floating debt	37,169 13
Total amount now of floating and funded debt	50,769 13
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, $7\frac{3}{10}$ per cent.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	2,921
Par value of each share	\$50 00
Average market value during the year	None sold.
Amount paid in on each share	\$36 50
Amount of capital on which the respective dividends were declared	<u>None declared.</u>

PASSENGER RAILROAD REPORT.

773

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$104,158 32	\$106,234 00
Equipment.....	32,080 69	37,280 69
Total cost.....	<u>136,239 01</u>	<u>143,514 69</u>

CHARACTERISTICS OF ROAD.

Length of road laid	3½ miles.
Length of double track, including sidings.....	3½ "
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.....	18
Average value of each	\$750 00
Number of second-class passenger cars.....	2
Average value of each.....	\$300 00
Number of passengers that may be seated in each car....	18 and 20
Number of other cars: 1 salt and 1 feed car.	
Number of horses owned by the company.....	110
Average value of each, including harness	\$100 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way.....	\$52,381 67
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 5 miles per hour.	
Number of trips each day: 9 and 10 each car.	
How many miles does each two-horse team make daily....	18
How is track laid, and on what foundation? Pine stringers, and ties and turnpike foundation.	
Average time consumed by cars in passing over the road, ..	<u>48 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Along Grant street, from Liberty street to Seventh avenue; along Seventh avenue to Smithfield street; along Smithfield street to and across the Monongahela bridge to Carson street; along Carson street through South Pittsburg and Birmingham, to terminus of road.

PITTSBURG AND BIRMINGHAM

Monthly statement of passengers (all classes) carried in cars for the year:

November, 1872.....	34,553	June, 1873.....	117,388
December, 1872.....	79,762	July, 1873.....	157,080
January, 1873.....	103,445	August, 1873.....	120,916
February, 1873.....	91,647	September, 1873.....	143,504
March, 1873.....	89,557	October, 1873.....	136,573
April, 1873.....	122,741		
May, 1873.....	108,363	Total.....	<u>1,310,329</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.....	\$10,267 93
Taxes on real estate.....	378 94
Total.....	<u>10,646 87</u>

Operating the road:

Bridge toll.....	\$1,640 00
On account of horses.....	2,960 00
Harness and repairs.....	136 00
Repairs to cars.....	2,535 35
Horse shoeing and blacksmithing.....	2,875 78
Hay and feed.....	17,695 33
Office expenses, stationery and general expenses.....	2,452 03
Salaries.....	3,450 00
Insurance.....	677 50
Watchmen, switchmen, hostlers, pay-roll and general expenses of stable.....	9,401 75
Conductors and drivers.....	20,318 83
Fluid, fuel, oil and gas.....	807 97
Total.....	<u>64,950 53</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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PASSENGER RAILROAD REPORT.

775

RECEIPTS.

MONTHS.	From passengers.	Other sources.	Total.
November, 1872	\$1,947 63	.....	.....
December, 1872.....	4,526 08	.....	.....
January, 1873.....	5,023 57	.....	.....
February, 1873	5,230 32	.....	.....
March, 1873.....	5,027 36	.....	.....
April, 1873.....	7,063 74	.....	.....
May, 1873.....	7,183 70	.....	.....
June, 1873.....	6,947 65	.....	.....
July, 1873	8,097 52	.....	.....
August, 1873.....	7,123 27	.....	.....
September, 1873.....	8,159 54	.....	.....
October, 1873	7,239 63	.....	.....
Total.....	73,580 01	*\$26,050 00	\$99,630 01

SUMMARY OF PAYMENTS.

For construction.....		\$2,075 68
For maintaining the road or real estate of the corporation, and operating the road		75,597 40
For interest.....	\$780 20	
For discount	3,472 12	
		4,252 32
For new passenger cars and horses.....		5,200 00
For payments to loan account		10,780 42
For miscellaneous.....		923 43
For municipal taxes.....		420 00
For State taxes.....		380 76
Total.....		99,630 01

ACCIDENTS.

	Killed.	Injured.
Others.....	1	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.

November 21. Wm. J. Kirkwood, while attempting to get on front platform of car, fell, and the car run over the right ankle and crushing it badly.

*Instalment.

December 20. John Koob, was knocked down by car-wheel, in South Pittsburg, which run over his leg, breaking it badly so as to require amputation ; afterwards died.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
M. W. Beltzhoover.....	Pittsburg.
Wm. M. Hersh.....	Pittsburg.
B. F. Jones.....	Pittsburg.
John M'D. Crossan.....	Pittsburg.
W. W. Patrick.....	Pittsburg.
M. W. Beltzhoover, President.....	Pittsburg.
W. W. Patrick, Secretary.....	Pittsburg.
John G. Holmes, Treasurer.....	Pittsburg.

(No. 177.)

PITTSBURG, OAKLAND AND EAST LIBERTY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared D. W. C. Bidwell, acting president, and D. W. C. Bidwell, 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 December 31, 1873, are true, to the best of his knowledge and belief.

(Signed) D. W. C. BIDWELL, *Acting President.*
 D. W. C. BIDWELL, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of February, 1874. }

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,)...	45,000 00
Floating debt as by last report	5,275 01
The amount now of floating debt	3,525 00
Total amount now of floating and funded debt	70,525 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	3,000
Par value of each share	\$50 00
Average market value during the year	50 00
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	*By present report.
Construction	\$96,582 70	\$96,582 70
Equipment.....	28,866 11	28,866 11
Total cost	<u>125,448 81</u>	<u>125,448 81</u>

CHARACTERISTICS OF ROAD.

Length of road laid	2 miles.
Length of double track, including sidings.....	2½ "
Gauge of road.....	5 feet 2 in.
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.....	8
Average value of each.....	\$600 00
Number of second-class passenger cars.....	None.
Number of passengers that may be seated in each car....	16
Number of other cars: 1 wagon, 1 cart, 1 salt car.	
Number of horses owned by the company.....	52
Average value of each, including harness	\$125 00
Number of mules owned by the company.....	1
Average value of each, including harness.....	\$50 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
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4
Number of trips each day.....	64
How many miles does each-two horse team make daily....	12
How is track laid and on what foundation? On ties and string pieces.	
Average time consumed by cars in passing over the road:	<u>1½ hours</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, Grant street to Fifth avenue, along Fifth avenue to East Liberty.

*The track of the road having been taken up and not yet put down, caused by the grading and paving of Fifth avenue, it was deemed inexpedient to insert any sum for 1873, except that of last year.

PASSENGER RAILROAD REPORT

779

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1873.....	80,915	August, 1873.....	29,931
February, 1873.....	12,859	September, 1873	27,724
March, 1873.....	31,490	October, 1873	32,049
April, 1873.....	23,271	November, 1873.....	25,139
May, 1873.....	24,857	December, 1873.....	49,048
June, 1873.....	26,814		
July, 1873.....	26,809	Total	<u>340,406</u>

The rate of fare for passengers charged :

Single fare	6 and 10 cents.
Tickets in packages of 20 and 15 sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$2,434 44
Repairs of building	316 91
Taxes on real estate.....	397 26
Total	<u>3,088 61</u>

Operating the road :

On account of horses.....	\$375 00
Harness and repairs.....	428 66
Repairs to cars.....	1,706 08
Horse shoeing.....	260 00
Hay and feed : In expense of stable.	
Office expenses, stationery, depot expenses and salaries...	942 74
Insurance	250 00
Watchmen, switchmen, hostlers, pay-roll.....	4,380 00
General expenses of stable.....	9,025 00
Conductors and drivers.....	7,300 00
Fluid, fuel, oil and gas.....	160 00
Damage for injuries of persons.....	None.
Total	<u>24,822 48</u>

Receipts on construction and equipment account during the year :

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

MONTHS.	From passengers.	Rent.	Total.
January, 1873.....	\$2,164 06		
February, 1873.....	900 15		
March, 1873.....	2,204 30		
April, 1873.....	1,629 00		
May, 1873.....	1,704 61		
June, 1873.....	1,877 00		
July, 1873.....	1,763 45		
August, 1873.....	1,795 90		
September, 1873.....	1,668 45		
October, 1873.....	1,929 95		
November, 1873.....	1,508 35		
December, 1873.....	2,942 89		
Total	22,083 11	\$118 00	\$22,196 11

SUMMARY OF PAYMENTS.

For construction.....	None.
For maintaining the road or real estate of the corporation, and operating the road.....	\$27,911 09
For interest.....	None.
For dividends.....	None.
For passenger cars and horses.....	None.
For payments to loan account.....	None.
For miscellaneous: Included in expense account.	
For payments made to surplus funds.....	None.
For municipal and State taxes: Included in expense ac- count.	
Total	<u>27,911 09</u>

ACCIDENTS.

None.

NOTE.—This road has not been operated but a portion of its route, owing to the grading and paving of Fifth avenue, which was carried on during the year, preventing the running of cars.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. B. Barton.....	Pittsburg.
Christopher Zay.....	Pittsburg.
D. W. C. Bidwell.....	Pittsburg.
Charles H. Zay.....	Pittsburg.
L. H. Williams.....	Pittsburg.
C. Hoveler.....	Pittsburg.
A. V. Coale.....	Pittsburg.
W. B. Barton, President.....	Pittsburg.
D. W. G. Bidwell, Secretary and Treasurer.....	Pittsburg.

(No. 178.)
PITTSBURG AND ORMSBY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Joseph Keeling, president, and John C. M'Cutcheon, 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, 1873, are true, to the best of his knowledgè and belief.

(Signed)

JOSEPH KEELING, *President.*

JOHN C. M'CUTCHEON, *Acting Treasurer.*

Sworn and subscribed before me, this }
31st day of January, 1874. }

E. G. KREHAN, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	99,750 00
Amount paid in as by last report	98,365 00
Total amount now paid in of capital stock	98,765 00
Funded debt, as per last report	28,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds	28,500 00
Floating debt, as per last report	13,116 53
The amount now of floating debt, including bond and mortgage	26,812 80
Total amount now of floating and funded debt	55,312 80
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	3,950
Par value of each share	\$25 00
Average market value during the year: None in market.	
Amount paid in on each share	25 00
Amount of capital on which the respective dividends were declared	None.

PITTSBURG AND ORMSBY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$51,384 06	\$51,384 06
Equipment.....	32,103 02	30,467 07
Total cost.....	<u>83,487 08</u>	<u>81,851 13</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 2.21 miles, or 11,694 feet, exclusive of bridge and Fourth avenue.	
Length of double track, including sidings: All double track.	
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	30 pounds.
Number of car houses, shops and stables: One of each.	
Number of depots.....	1
Number of first-class passenger cars.....	16
Average value of each.....	\$1,000 00
Number of second-class passenger cars.....	None.
Number of passengers that may be seated in each car....	14
Number of other cars, (salt car,).....	1
Number of horses owned by the company.....	68
Average value of each, including harness.....	\$135 00
Number of mules owned by the company.....	17
Average value of each, including harness.....	\$135 00
Value of real estate held, exclusive of road way.....	33,273 32
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	2,260
Average rate of speed adopted by passenger cars, including stops, (miles per hour:) About.....	4
Number of trips each day: Each car makes ten.	
How many miles does each two horse team make daily....	16½ to 22
How is track laid, and on what foundation? Gravel, cross-ties and stringers.	
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: Along Thirtieth street to Sarah street, down Sarah to Seventeenth, thence to Washington, down Washington to Tenth, down Tenth to bridge over Monongahela, across bridge and down Second avenue to Grant street, up Grant to Fourth avenue, connecting with Central Passenger railroad, down Fourth avenue to Market street.

PASSENGER RAILROAD REPORT.

783

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1873.....	48,811	August, 1873.....	55,520
February, 1873.....	45,117	September, 1873.....	53,573
March, 1873.....	51,464	October, 1873.....	50,304
April, 1873.....	51,576	November, 1873.....	44,114
May, 1873.....	54,859	December, 1873.....	44,910
June, 1873.....	55,403		
July, 1873.....	58,755	Total.....	<u>614,466</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 and cleaning streets.....	\$4,239 65
Repairs of building and payment on real estate.....	1,420 73
Taxes on real estate.....	420 95
Total.....	<u>6,081 33</u>

Operating the road :

On account of horses.....	\$1,507 50
Harness and repairs.....	220 77
Repairs to cars.....	913 23
Horse shoeing.....	3,083 42
Hay and feed.....	14,121 87
Office expenses, stationery and depot expenses, including rent, Fourth avenue.....	1,687 63
Salaries.....	1,344 51
Insurance.....	147 50
Watchmen, switchmen, hostlers, pay-roll.....	6,441 56
General expenses of stable.....	489 99
Conductors and drivers.....	9,408 62
Fluid, fuel, oil and gas, waste, &c.....	1,800 40
Damage for injury to persons.....	185 00
Total.....	<u>41,272 00</u>

Receipts on construction and equipment account during the year :

From stockholders.....	\$400 00
From sale of bonds.....	None.
From other sources.....	1,925 00
Total.....	<u>2,325 00</u>

RECEIPTS.

MONTHS.	From pas- sengers.	Other sources.	Total.
January, 1873.....	\$2,667 91	\$62 06	
February, 1873.....	2,465 72		
March, 1873.....	2,817 79	121 90	
April, 1873.....	2,814 04	39 08	
May, 1873.....	3,022 25	70 80	
June, 1873.....	3,017 96		
July, 1873.....	3,219 09		
August, 1873.....	3,046 45		
September, 1873.....	2,919 01		
October, 1873.....	2,747 20		
November, 1873.....	2,402 60		
December, 1873.....	2,446 69		
Total.....	33,586 63	293 84	\$33,880 47

SUMMARY OF PAYMENTS.

For construction.....	Nothing.
For maintaining the road or real estate of the corporation, and operating the road.....	\$47,353 33
For interest and discount.....	1,032 09
Interest on bonds.....	971 25
For new passenger cars, horses, payments to loan account, miscellaneous and payments made to surplus fund.....	None.
For municipal taxes.....	241 15
For State taxes: Included in expenses and operating road.	
Total.....	<u>49,597 83</u>
Total amount of surplus fund.....	<u>None.</u>

ACCIDENTS.

None in the year 1873.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jos. Keeling.....	Buchanan, Pa.
Jno. Adams.....	Buchanan, Pa.
J. C. M'Cutcheon.....	Buchanan, Pa.
W. C. Auchinbaugh.....	Buchanan, Pa.
A. Garrison.....	Pittsburg, Pa.
Jos. Keeling, President.....	Buchanan, Allegheny co., Pa.
T. A. Smith, Secretary.....	Buchanan, Allegheny co., Pa.
John C. M'Cutcheon, Treasurer.....	Buchanan, Allegheny co., Pa.

(No. 178.)
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, 1873, 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 }
21st day of January, 1874. }

J. R. MASSEY, *Alderman and J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed, (shares,)	12,000
Amount paid in as by last report	336,000 00
Total amount now paid in of capital stock	336,000 00
Funded debt as per last report	59,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1880,) 6 per cent., \$14,000; 7 per cent., \$64,500; total	78,500 00
Floating debt as per last report	20,772 00
The amount now of floating debt	8,805 98
Total amount now of floating and funded debt	87,305 98
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 and 7 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Cash, January 20, 1873, \$1 50 per share on 12,000 shares.	
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 dividend was declared...	<u>336,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$414,512 12	\$414,834 10

CHARACTERISTICS OF ROAD.

Length of road laid	13.7 miles.
Gauge of road.....	5 ft. 1 inch.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables	1 each.
Number of depots.....	2
Number of first-class passenger cars.....	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.....	263
Average value of each, including harness.....	\$105 00
Value of real estate held, exclusive of road way: Twenty-third and Ridge avenue, \$65,000; Susquehanna and Ridge avenue, \$75,000; Manayunk depot, \$2,000.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5½
Number of trips each day.....	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 each trip.	

- Describe the route of your road in detail, giving the streets occupied, and connections with other roads: From Second and Arch to Manayunk, via Ridge avenue, Ninth and Tenth streets.

Monthly statement of passengers (all classes) carried in cars for the year:

About	4, 100, 000
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The rate of fare for passengers charged:

Single fare: 4, 7 and 13 cents.	
Tickets in packages of four sold for.....	25 cents.

PASSENGER RAILROAD REPORT.

787

EXPENSES.

Maintaining the road or real estate of the corporation and operating the road:

Insurance	\$1,815 00
Horses	25,098 90
Taxes	9,396 31
Interest	10,601 21
Running expenses	68,521 79
Stable	60,869 65
Road repair	24,099 81
Harness repair	1,568 14
Blacksmith	7,934 85
Real estate repair	482 44
Damage	166 50
Expense	12,957 90
Car repair	10,494 43
Total	<u>234,006 93</u>

RECEIPTS—FROM PASSENGERS.

January, 1873	\$17,541 38
February, 1873	16,017 17
March, 1873	19,408 62
April, 1873	22,513 94
May, 1873	25,907 68
June, 1873	25,485 16
July, 1873	22,945 12
August, 1873	21,240 12
September, 1873	22,851 83
October, 1873	22,885 53
November, 1873	18,835 79
December, 1873	19,445 62
Total	<u>255,077 96</u>

ACCIDENTS.

We had no accident of any moment during 1873.

RIDGE AVENUE

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William S. Grant	Philadelphia.
William T. Carter	Philadelphia.
Henry Norris	Philadelphia.
Richard A. F. Penrose, M. D.	Philadelphia.
Charles Thomson Jones	Philadelphia.
Edward B. Edwards, President	Ridge and Susquehanna aves., Phil'a.
Jno. Lambert, Vice President	Ridge and Susquehanna aves., Phil'a.
Wm. S. Blight, Sec'y and Treasurer....	Ridge and Susquehanna aves., Phil'a.

(No. 180.)
SCHUYLKILL RIVER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William H. Snowdon, president *pro tem.*, and J. Crawford Dawes, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) W. H. SNOWDON, *President pro tem.*
J. CRAWFORD DAWES, *Secretary.*

Sworn and subscribed before me, this }
6th day of February, 1874. }

JAMES P. PETIT, *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.
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 and July, 10 per cent. per annum.	
Number of shares of stock issued.....	11000
Par value of each share.....	\$5 00
Average market value during the year.....	None.
Amount paid in on each share.....	\$ 00
Amount of capital on which the respective dividends 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

SCHUYLKILL RIVER

CHARACTERISTICS OF ROAD.

Length of road laid	3 $\frac{566}{2350}$ miles.
Length of double track, including sidings.....	$\frac{3}{8}$ "
Gauge of road	5 ft. 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.

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, from December 29, 1866. The report of receipts and expenditures will therefore be included in the report of the lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Arthur Hughes	No. 612 South Ninth st., city.
Parker H. Warren.....	Maylandville, city.
Geo. W Blabon.....	No. 124 North Third st., city.
Edgar E. Petit	No. 138 South Sixth st., city.
Thos. R. Woodhouse.....	Twenty-second st., below Spruce, city.
Wm. H. Snowdon.....	Twenty-second st., below Spruce, city.
Wm. Harbeson, President.....	No. 1114 Wallace st., city.
J. Crawford Dawes, Secretary ..	Twenty-second st., below Spruce, city.

N. B.—Since the election of the president, Wm. Harbeson has deceased, and at a meeting of the board, February 5, 1874, Wm. H. Snowdon was elected president *pro tem*.

(No. 181.)
SECOND AND THIRD STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Alexander M. Fox, 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

ALEXANDER M. FOX, *President.*

E. MITCHELL CORNELL, *Treasurer.*

Sworn and subscribed before me, this }
31st day of January, 1874. }

W. B. CRAWFORD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,060,200 00
Amount of stock subscribed.....	1,060,200 00
Amount paid in as by last report.....	621,576 25
Total amount now paid in of capital stock.....	671,576 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
2d mortgage bonds, (date of maturity, October 1, 1876,).....	15,800
3d mortgage bonds, (date of maturity, August 1, 1885,)	9,800
	109,300 00
Floating debt, as per last report	None.
The amount now of floating debt.....	None.
Total amount now of funded debt.....	\$109,300 00
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:	
Cash, January 6, 1873, 5 per cent.; July 9, 1873, 5 per cent.	

SECOND AND THIRD STREET

Number of shares of stock issued.....	21,204
Par value of each share.....	\$50 00
Average market value during the year.....	58 00
Amount paid in on each share: About.....	31 67
Amount of capital on which the respective dividends were declared: January, \$1,010,200; July, \$1,060,200.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, (no separate accounts,).....	\$736,254 95	\$787,203 10

CHARACTERISTICS OF ROAD.

Length of road laid: About.....	36 miles.
Length of double track, including sidings: About.....	3½ "
Gauge of road.....	5 ft., 2¼ inches.
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.....	90
Average value of each: About.....	\$800 00
Number of one-horse passenger cars.....	9
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.....	600
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of road way.....	\$160,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day: About.....	842
How many miles does each two-horse team make daily: About.....	20
How is track laid, and on what foundation? Wooden stringers, tram rails and gravel foundation.	
Average time consumed by cars in passing over the road: About 1½ hours.	

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 along the said road to Jefferson street, along Jefferson to Second, along Second street to Mifflin, along Mifflin to Third, along Third street to Germantown road, along Germantown road to Oxford street, along Oxford street to Front street, along Front to Amber street, along Amber street to the depot, on the Frankford road, near Lehigh avenue; thence along the Frankford and Bristol turnpike 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 to Dock, along Dock to Third street, along Third street to Brown street, along Brown to Beach, along Beach to Manderson, along Manderson to the Frankford road, along Frankford road to Girard avenue, along Girard avenue to Norris, along Norris to Richmond, along Richmond street to Lehigh avenue, along Lehigh avenue to the depot, on the South side of Lehigh avenue; also, a branch commencing at Richmond street and Frankford road, along Richmond street to Front, along Front to Laurel, along Laurel street to New Market, along New Market to Vine, along Vine to Front, along Front to Chestnut; also, a branch commencing at Huntingdon street and Frankford road, along Huntingdon to Coral, along Coral to York, along York to Second, along Second to Jefferson, along Jefferson to Germantown road; also, on Third street, commencing at Oxford; thence along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond street; also, on Berks street, from Second to Third street; also, on Harrison street, from Frankford road to Front street.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1873.....	549,671	August, 1873.....	780,443
February, 1873.....	508,789	September, 1873.....	793,029
March, 1873.....	611,646	October, 1873.....	737,810
April, 1873.....	659,464	November, 1873.....	634,534
May, 1873.....	734,695	December, 1873.....	650,535
June, 1873.....	748,677		
July, 1873.....	791,507	Total, estimated.....	<u>8,200,800</u>

The rate of fare for passengers charged :

Single fare	7 cents.
Tickets in packages of four sold for.....	<u>25 "</u>

SECOND AND THIRD STREET

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$21,975 13
Repairs of building	1,465 86
Taxes on real estate	1,785 70
Total	<u>25,166 69</u>

Operating the road :

On account of horses	\$21,336 50
Harness and repairs	3,662 93
Repairs to cars	25,785 09
Horse shoeing	18,770 03
Hay and feed	86,637 89
Office expenses, stationery and depot expenses	4,724 41
Salaries	12,966 68
Insurance	3,254 50
Watchmen, switchmen, hostlers, pay-roll	43,923 81
General expenses of stable	3,576 73
Conductors and drivers	113,350 10
Fluid, fuel, oil and gas	2,246 09
Damage for injury of persons	2,663 98
Incidental expenses	6,542 86
Total	<u>349,432 05</u>

Receipts on construction and equipment account during the year :

From stockholders, sale of 1,000 shares of stock at \$50 per share.	
From sale of bonds and other sources	<u>Nothing.</u>

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
January, 1873	\$35,728 59	\$603 83		
February, 1873	33,071 34	700 83		
March, 1873	39,756 90	777 00		
April, 1873	42,865 15	814 91		
May, 1873	47,755 17	768 58		
June, 1873	46,664 05	756 25		
July, 1873	51,447 96	750 08		
August, 1873	50,728 81	753 91		
September, 1873	51,546 92	752 75		
October, 1873	47,957 64	761 58		
November, 1873	41,244 78	749 23		
December, 1873	42,284 79	754 75		
Total	533,052 14	9,003 22	\$2,164 06	\$544,219 42

PASSENGER RAILROAD REPORT.

795

SUMMARY OF PAYMENTS.

For construction	\$50,948 15
For maintaining the road or real estate of the corporation, and operating the road	374,598 14
For interest	7,553 00
For dividends	102,952 50
For new passenger cars and horses	23,825 00
For miscellaneous	1,783 39
For municipal taxes	11,014 52
For State taxes	9,085 48
	<hr/>
Total	<u>581,760 18</u>

ACCIDENTS.

	Killed.	Injured.
Others	<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 :

1873.

February. James Roberts, slightly injured by car striking him, Third, above Christian; aged, 7 years.

October 23. Jacob Kline, injured about the face by horse tramping on him; aged, about 4 years.

September 26. Henry Burns, was run over on Second, below Berks, and injured in such a manner that he died from the effects of same; aged, 21 months.

October 15. A babe, run over on Dauphin street, west of Mascher, injuring its arm in such a manner as to render amputation necessary; aged, 17 months.

SECOND AND THIRD STREET

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Israel Peterson.....	Philadelphia.
John P. Steiner.....	Philadelphia.
Benjamin F. Huddy.....	Philadelphia.
William Anspach.....	Philadelphia.
Andrew J. Holman.....	Philadelphia.
William Eisenbrey.....	Philadelphia.
M. Hall Stanton.....	Philadelphia.
George M. Freeman.....	Philadelphia.
Joseph H. Dulles.....	Philadelphia.
Pearson S. Peterson.....	Philadelphia.
Edwin T. Eisenbrey.....	Philadelphia.
James Simpson.....	Philadelphia.
Alexander M. Fox, President.....	2453 Frankford road, Philadelphia.
Charles D. Matlack, Secretary.....	2453 Frankford road, Philadelphia.
E. Mitchell Cornell, Treasurer.....	2453 Frankford road, Philadelphia.

(No. 122.)

SEVENTEENTH AND NINETEENTH STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared B. F. Hart, vice 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 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

B. F. HART, *Vice President.*D. R. GARRISON, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1874. }

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	75,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January, 1875,)	\$10,000 00
1st mortgage bonds, (date of maturity, November, 1874,)	5,000 00
2d mortgage bonds, (date of maturity, October, 1878,)	60,000 00
	75,000 00
Floating debt, as by last report	35,306 72
The amount now of floating debt	19,515 00
The amount now of floating and funded debt	94,515 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Stock, none; cash, January, \$1 per share; July, \$1 per share.	
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
	<hr/> <hr/>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$129,930 10	\$129,930 10
Equipment	56,763 54	61,726 75
	<hr/> <hr/>	<hr/> <hr/>
Total cost.....	186,693 64	191,656 85

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 lbs.
Number of car houses, shops and stables: 2 shops and 2 stables.	
Number of depots.....	2
Number of first-class passenger cars..	35
Average value of each.....	\$800 00
Number of second-class passenger cars	None.
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.....	271
Average value of each, including harness.....	\$100 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way.....	\$113,896 54
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5½
Number of trips each day.....	220
How many miles does each two-horse team make daily....	20
How is track laid, and on what foundation? White pine string pieces and 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 street to Columbia avenue. to Seventeenth street, to Carpenter street, to Nineteenth, to Master street.

PASSENGER RAILROAD REPORT.

799

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1873.....	202,446	August, 1873.....	198,936
February, 1873.....	163,585	September, 1873.....	238,619
March, 1873.....	216,508	October, 1873.....	262,698
April, 1873.....	234,074	November, 1873.....	232,393
May, 1873.....	247,661	December, 1873.....	245,124
June, 1873.....	229,873		
July, 1873.....	215,486	Total.....	<u>2,707,401</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.....	\$5,750 53
Repairs of buildings	943 26
Taxes on real estate.....	1,182 50
Total.....	<u>7,876 29</u>

Operating the road :

On account of horses.....	\$8,508 41
Harness and repairs.....	1,716 76
Repairs to cars	6,256 79
Horse shoeing	7,696 16
Hay and feed.....	35,622 90
Office expenses, stationery and depot expenses, and snow and ice expenses	12,979 13
Salaries.....	4,375 00
Insurance	1,300 00
Watchmen, switchmen, hostlers, pay-roll, and general ex- penses of stable	16,628 59
Conductors and drivers.....	28,999 01
Fluid, fuel, oil and gas	1,351 13
Damage for injury of persons.....	217 50
Total.....	<u>125,651 38</u>
Grand total	<u>133,527 67</u>

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 sources.	Total.
January, 1873.....	\$11,237 69	\$245 00	\$3,241 99	\$14,724 68
February, 1873.....	9,851 04	252 00	2,278 00	12,381 04
March, 1873.....	11,643 30	249 10	2,507 50	14,399 90
April, 1873.....	12,498 83		2,448 00	14,946 83
May, 1873.....	13,124 95	533 00	3,261 09	16,919 04
June, 1873.....	12,223 53	280 00	2,422 50	14,926 03
July, 1873.....	11,355 84	206 25	2,533 00	14,095 09
August, 1873.....	10,461 29	207 02	2,507 50	13,175 81
September, 1873.....	13,101 03	205 26	2,448 00	15,754 29
October, 1873.....	14,521 55	204 75	2,533 00	17,259 30
November, 1873.....	12,988 33	205 26	2,422 50	15,616 09
December, 1873.....	13,533 19	204 61	3,176 25	16,914 05
Total.....	146,540 57	2,792 25	31,779 33	181,112 15

SUMMARY OF PAYMENTS.

For construction.....	None.
For maintaining the road or real estate of the corporation, and operating the road.....	\$133,527 67
For interest.....	7,706 85
For dividends.....	19,898 00
For payments to loan account.....	15,791 72
For miscellaneous.....	8 25
For payments made to surplus funds.....	None.
For municipal taxes.....	3,006 62
For State taxes.....	1,014 17
Total.....	<u>180,952 29</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. F. Hart.....	Philadelphia.
Charles T. Yerkes.....	Philadelphia.
George J. Gross.....	Philadelphia.
F. C. Gillingham.....	Philadelphia.
Richard Torpin, Jr.....	Philadelphia.
Jos. E. Gillingham, President.....	Philadelphia.
B. F. Hart, Vice President.....	Philadelphia.
David R. Garrison, Secretary and Treasurer.....	Philadelphia.

(No. 188.)

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, 1873, 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 }
 24th day of January, 1874. }

SAMUEL P. HULL, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	997,700 00
Amount paid in as by last report.....	334,529 44
Total amount now paid in of capital stock.....	334,529 44
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, October 1, 1903.)	54,000 00
Floating debt, as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of 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:	
Stock, none; cash, 50 cents per share in June; \$1, 00 in December.	
Number of shares of stock issued.....	19,954
Par value of each share	\$50 00
Average market value during the year.....	20 00
Amount paid in on each share: About.....	16 75
Amount of capital on which the respective dividends were declared	<u>1,000,000 00</u>

THIRTEENTH AND FIFTEENTH STREETS

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Real estate.....	\$103,700 00	\$127,965 77
Construction and equipment: (No separate account kept,).....	227,326 35	250,174 58
Total cost.....	<u>330,026 35</u>	<u>378,140 35</u>

CHARACTERISTICS OF ROAD.

Length of road laid	9 $\frac{1}{4}$ miles.
Length of double track, including sidings	$\frac{1}{2}$ "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	1 of each
Number of depots.....	1
Number of first-class passenger cars.....	30
Average value of each	\$600 00
Number of one-horse passenger cars	4
Average value of each	\$350 00
Number of passengers that may be seated in each car	20
Number of other cars.....	2
Number of horses owned by the company.....	227
Average value of each, including harness	\$110 00
Number of mules owned by the company	None.
Value of real estate held, exclusive of road way	\$127,965 77
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5 $\frac{1}{2}$
Number of trips each day.....	288
How many miles does each two-horse team make daily? About	22
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..	<u>80 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Fifteenth street to Carpenter and Columbia avenue, on Thirteenth street to Carpenter and Norris streets, on Master street from Fifteenth to Ridge avenue, on Ridge avenue to Columbia avenue, on Columbia avenue to Thirteenth street, on North Broad

street from Columbia avenue to Norris street, on Norris street from Broad street to Thirteenth, on Locust street from Thirteenth to Fifteenth streets, on Carpenter street from Thirteenth to Fifteenth; on South Broad street double track from Carpenter to Reed street, single track with turn-outs from Reed street to Snyder avenue.

Monthly statement of passengers (all classes) carried in cars for the year :

January, 1873.....	232,084	August, 1873.....	224,046
February, 1873.....	207,569	September, 1873.....	315,101
March, 1873.....	237,019	October, 1873.....	349,142
April, 1873.....	248,972	November, 1873.....	283,226
May, 1873.....	282,190	December, 1873.....	297,286
June, 1873.....	264,178		
July, 1873.....	231,786	Total.....	<u>3,272,563</u>

The rate of fare for passengers charged :

Single fare.....	7 cents.
Tickets in coupons sold 16 for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$7,462 93
Taxes on real estate.....	1,525 89
Total.....	<u>8,988 82</u>

Operating the road :

On account of horses.....	\$11,563 00
Harness and repairs.....	1,636 29
Repairs to cars.....	8,672 93
Horse shoeing and blacksmithing.....	6,139 56
Hay and feed.....	34,451 26
Office expenses, stationery and depot expenses.....	31,543 46
Salaries: Included in depot expenses.	
Insurance.....	667 32
Watchmen, switchmen, hostlers, pay-roll: Included in depot expenses.	
General expenses of stable: Included in depot expenses.	
Conductors and drivers.....	36,757 46
Fluid, fuel, oil and gas: Included in depot expenses.	
Damage for injury of persons.....	None.
Total.....	<u>131,431 28</u>

Receipts on construction and equipment account during the year :

From stockholders,	None.
From sale of bonds.....	\$48,600 00
From other sources.....	None

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Total.
January, 1873	\$12,782 48	\$147 66	\$207 00	\$13,137 14
February, 1873	11,108 87	147 66	192 00	11,448 53
March, 1873	12,697 78	147 66	193 00	13,038 42
April, 1873	13,342 90	284 66	201 00	13,828 56
May, 1873	15,140 24	197 66	189 00	15,526 90
June, 1873.....	14,170 95	229 66	194 00	14,594 61
July, 1873.....	12,428 83	147 66	.....	12,574 49
August, 1873	11,997 01	130 99	372 06	12,500 06
September, 1873.....	16,919 13	242 99	.....	17,162 12
October, 1873.....	18,758 73	130 99	.....	18,889 72
November, 1873	15,195 95	231 99	535 65	15,963 59
December, 1873.....	15,960 54	172 65	287 28	16,420 47
Total.....	170,501 39	2,212 23	2,370 99	175,084 61

SUMMARY OF PAYMENTS.

For construction and real estate.....	\$42,909 69
For maintaining the road or real estate of the corporation, and operating the road.....	140,420 10
For interest.....	None.
For dividends.....	29,931 00
For new passenger cars.....	2,019 31
For payments to loan account.....	None.
For miscellaneous.....	None
For payments made to surplus funds.....	None.
For municipal taxes.....	3,050 86
For State taxes.....	2,723 15
Total.....	221,054 11

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. L. Hornberger.....	Philadelphia.
S. J. Megargee.....	Philadelphia.
R. Cresswell.....	Philadelphia.
John E. Fox.....	Philadelphia.
B. S. Kunkel.....	Philadelphia.
Thomas W. Ackley, President.....	1017 South Broad st.
D. Boyer Brown, Secretary and Treasurer.....	1017 South Broad st.

(Ch. 194.)
UNION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William 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, 1873, are true, to the best of their knowledge and belief.

(Signed) WM. V. M'GRATH, *President.*
CHAS. WELSH, *Treasurer.*

Sworn and subscribed before me, this }
9th day of February, 1874. }

J. R. MASSEY, *Alderman and J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed.....	1,000,000 00.
Amount paid in as by last report.....	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.....	\$300,000 00
2d mortgage bonds.....	200,000 00
	500,000 00
Floating debt as by last report.....	None.
The amount now of floating debt.....	None.
Total amount now of funded debt.....	\$500,000 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, 1873, and July, 1873, \$3 00 per share.	
Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Average market value during the year.....	75 00
Amount paid in on each share.....	20 00
Amount of capital on which the respective dividends were declared.....	400,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Real estate.....	\$246,704 71	\$300,847 00
Construction.....	518,978 59	573,327 69
Equipment.....	266,831 36	287,928 98
Total cost.....	1,032,514 66	1,162,103 67

CHARACTERISTICS OF ROAD.

Length of road laid.....	32 miles.
Length of double track, including sidings.....	None.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	4
Number of depots.....	3
Number of first-class passenger cars.....	96
Average cost of each.....	\$700 00
Number of second-class passenger cars.....	22
Average value of each.....	\$400 00
Number of passengers that may be seated in each car....	20
Number of other cars.....	9
Number of horses owned by the company.....	756
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$300,847 00
Average weight in lbs. 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.....	780
How many miles does each two-horse team make daily? ..	20
How is track laid, and on what foundation? White and yellow pine stringers and cross-ties.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: One line, Fairmount to Navy Yard *via* Brown, Twenty-third, Wallace, Franklin, Seventh, 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, Passyunk avenue, Ellsworth and Broad streets; returns *via* Broad, Christian, Ninth, Spring Garden, Seventh, Oxford, Fourth, Norris

PASSENGER RAILROAD REPORT

Memphis, York, Cedar and Somerset streets to Richmond. One line runs from Twenty-third and Columbia avenue to Front and Market streets *via* Columbia avenue, Franklin, Seventh, Market street to Front; returns *via* Market, 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 :

January, 1873.....	732,675	August, 1873.....	893,924
February, 1873.....	646,706	September, 1873.....	946,514
March, 1873.....	771,056	October, 1873.....	1,002,297
April, 1873.....	826,330	November, 1873.....	906,367
May, 1873.....	869,442	December, 1873.....	834,850
June, 1873.....	956,702		
July, 1873.....	970,313	Total.....	<u>10,357,156</u>

The rate of fare for passengers charged :

Single fare	7 cents.
Tickets in packages of four sold for.....	<u>25 " "</u>

RECEIPTS AND EXPENSES.

[Treasurer's statement for the year ending December 31, 1873.]

Receipts :

Passengers	\$675,030 65
Manure.....	7,692 59
Rent	50 00
Total.....	<u><u>682,773 24</u></u>

Expenses :

Conductors and drivers.....	\$131,976 89
Wages	59,595 21
Blacksmith	23,866 61
Expense	17,166 63
Repairs to cars	16,362 06
Repairs to road.....	19,481 16
Repairs to real estate	2,318 98
Horses	26,081 33
Light and Fuel.....	4,850 36
Printing	4,648 45
Corn	50,601 51
Bran	5,884 63

Hay.....	\$39,032 96
Straw	3,895 44
Insurance.....	2,287 19
Salaries	14,000 00
Damages.....	3,139 72
Taxes and licenses	19,651 87
Dividends	120,000 00
Total.....	564,841 00

	By last report.	By present report.
Real estate.....	\$246,704 71	\$300,847 00
Construction	518,978 59	573,327 69
Equipment.....	266,831 36	287,928 98
Total cost.....	1,032,514 66	1,162,103 67

RECEIPTS.

MONTHS.	From pas- sengers.	Rent.	Manure.	Total.
January, 1873.....	\$47,338 36		\$361 88	
February, 1873.....	42,860 06			
March, 1873.....	50,492 51	\$25 00		
April, 1873.....	53,529 50		1,106 50	
May, 1873.....	58,305 64			
June, 1873.....	62,222 42		659 17	
July, 1873.....	62,703 24			
August, 1873.....	59,215 00	25 00	1,118 15	
September, 1873.....	66,087 60			
October, 1873.....	61,956 71		791 83	
November, 1873.....	53,396 49			
December, 1873.....	56,923 12		3,655 56	
Total.....	675,030 65	50 00	7,692 59	\$682,773 24

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob E. Ridgway.....	Philadelphia.
Wm. H. Kemble.....	Philadelphia.
Ridgway Gibbs.....	Philadelphia.
Charles Welsh.....	Philadelphia.
M. H. Taggart.....	Litiz, Pa.
Wm. V. M'Grath, President.....	Philadelphia.
Jacob E. Ridgway, Vice President.....	Philadelphia.
Charles Welsh, Secretary and Treasurer.....	Philadelphia.

(No. 185.)
UNION STREET.

STATE OF PENNSYLVANIA, } ss:
Warren County, }

Personally appeared George R. Wetmore, president, and 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 November 30, 1873, are true, to the best of their knowledge and belief.

(Signed) GEORGE R. WETMORE, *President.*
I. S. ALDEN, *Treasurer.*

Sworn and subscribed before me, this }
19th day of December, 1873. }

CHARLES DINSMORE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed	20,400 00
Amount paid in as by last report	16,187 03
Total amount now paid in of capital stock	17,000 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,	None.
Par value of each share	\$50 00
Average market value during the year	No value.
Amount paid in on each share	10 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	\$16,187 00	\$17,000 00

CHARACTERISTICS OF ROAD.

Length of road laid: 3,000 feet; took up part.	
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
Number of passengers that may be seated in each car....	12
Number of horses owned by the company.....	3
Average value of each, including harness.....	\$150 00
Number of trips each day: Run to trains.	

Monthly statement of passengers (all classes) carried in cars, for the year.

Keep no account.

The rate of fare for passengers charged:

Single fare from.....	5 to 10 cents.
Tickets in packages of twenty sold for.....	\$1 00

EXPENSES.

Maintaining the road or real estate of the corporation and operating the road.....	\$1,700 00
--	------------

RECEIPTS.

March, 1873.....	\$72 50
April, 1873.....	185 00
May, 1873.....	225 70
June, 1873.....	164 65
July, 1873.....	232 45
August, 1873.....	174 80
September, 1873.....	196 60
October, 1873.....	208 15
November, 1873.....	106 02
Total.....	1,565 87

From passengers, rent, manure and other sources: No separate account kept.

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road.....	\$1,700 00
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ACCIDENTS.

None.

WARREN, PA., January 30, 1874.

Gen. HARRISON ALLEN,
Auditor General.

The Union Street railroad commences at a point in front of S. Water's, deceased, residence, in the borough of Warren, county of Warren, and State of Pennsylvania; thence up Second street and down Water street to a point opposite Frank Metzgar's hotel; distance, 4,000 feet. A branch is put in opposite the house of M. B. Dunham, and is laid up Union street to the Warren and Dunkirk railroad; distance, 400 feet.

The road is not doing much business, the expenses largely exceed the receipts, and no doubt the road will be abandoned within one year.

It was commenced as an experiment and can be considered a failure.

ISAAC S. ALDEN,
Sec'y and Treas., Union Street R. R. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
T. Struthers	Warren, Pa.
M. Waters	Warren, Pa.
I. K. 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. 188.)

WEST PHILADELPHIA.

STATE OF PENNSYLVANIA, }
 City of Philadelphia, } 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOHN S. MORTON, *President.*SAM'L P. HUHNS, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of January, 1874. }

GEO. E. JOHNSON, *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, (date of maturity, June 1, 1873,)..	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:	
Stock, January 14, 8 per cent.; cash, July 8, 8 per cent.	
Number of shares of stock issued.....	8,000
Par value of each share.....	\$50 00
Average market value during the year.....	100 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<u>400,000 00</u>

PASSENGER RAILROAD REPORT.

813

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment: This account is not kept separate	\$591,348 36	\$595,348 36

CHARACTERISTICS OF ROAD.

Length of road laid.....	11½ miles.
Length of double track including sidings.....	4 "
Gauge of road.....	5 ft. 2½ inches.
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,)	72
Average value of each.....	\$1,000 00
Number of second-class passenger cars.....	5
Average value of each.....	\$250 00
Number of passengers that may be seated in each car ...	22
Number of other cars: 2 track cleaners, 1 truck, 4 track sweepers.	
Number of horses owned by the company	499
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 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
Number of trips each day: City line, each car, 9; rural section, about 12.	
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: Foute—Front and Market streets to Had-dington and *vice versa*; occupying Market street from Front street to Forty-first street, Forty-first from Market to Haverford, Haverford and

Vine street 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 :

November, 1872.....	564,000	June, 1873	738,000
December, 1872.....	653,000	July, 1873.....	730,000
January, 1873.....	628,000	August, 1873.....	722,000
February, 1873.....	581,000	September, 1873.....	817,000
March, 1873.....	644,000	October, 1873	775,000
April, 1873.....	705,000		
May, 1873.....	763,000	Total, approximated.....	<u>8,300,000</u>

The rate of fare for passengers charged :

For adults, between depot and Front and Market streets,	7 cents.
For children, between depot and Front and Market streets,	4 "
For adults, on rural section, (west of Forty-first street, to Haddington.....	7 "
For children, on rural section, (west of Forty-first street, to Haddington.....	4 "

Tickets sold by conductors, coupon only, 4 for 25 cents, good on any city railway.

Exchange tickets, 9 cents, good on the Tenth and Eleventh, Twelfth and Sixteenth, Thirteenth and Fifteenth, Seventeenth and Nineteenth Streets railways, and to Fairmount Park or Gay's Ferry Bridge, via Twenty-third Street railway.

Transfer tickets, 10 cents, good between Front and Market streets and Haddington.

Fare for passengers on cars connecting with trains arriving after mid night, 10 cents. .

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway, labor and material, including material on hand	\$22,900 33
Repairs of building, labor and material, including material on hand.....	1,512 28
Taxes on real estate	3,368 95
Total.....	<u>27,781 51</u>

Operating the road :

On account of horses.....	\$14,888 00
Harness and repairs, labor and material, including material on hand.....	3,213 79

PASSENGER RAILROAD REPORT.

815

Repairs to cars, labor and material, including material on hand.....	\$22,373 21
Horse shoeing, labor and material, including material on hand.....	14,996 76
Hay and feed, including amount on hand.....	59,626 17
Office expenses, stationery and depot expenses, including salaries, dispatchers and receivers, ticket clerks, watchmen and janitor, engineer and fireman and expense of engine and mill, and expense of patent alarm registering punch,	36,097 16
Insurance	2,326 56
Smith shop, (jobbing department,).....	1,957 92
General expenses of stable, including pay of hostlers, and the cost of medicine and straw with the amount on hand,	44,571 98
Conductors and drivers.....	100,367 60
Fluid, fuel, oil and gas, including coal and oil on hand....	3,533 47
Damage for injury of persons.....	535 00
Total.....	304,497 62

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources None.

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1872.....	\$31,016 30				
December, 1872.....	35,864 71				
January, 1873.....	34,527 10				
February, 1873.....	30,837 47				
March, 1873.....	35,402 38				
April, 1873.....	38,728 39				
May, 1873.....	41,918 57				
June, 1873.....	40,525 45				
July, 1873.....	40,165 34				
August, 1873.....	39,661 96				
September, 1873.....	44,923 88				
October, 1873.....	42,621 98				
Total.....	456,193 53	\$1,091 50	\$4,687 50	\$947 53	\$462,920 06

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road.....	\$332,269 13
For interest.....	7,000 00
For dividends.....	63,968 00
For new passengers cars.....	4,500 00
For ground rent.....	457 00

For miscellaneous.....	\$8,796 57
For municipal taxes, exclusive of taxes on real estate....	5,896 92
For State taxes.....	5,607 28
	<hr/>
Total.....	428,494 90
	<hr/> <hr/>
Total amount of surplus fund, to the credit of the commis- sioners of the sinking fund.....	\$16,244 43
	<hr/> <hr/>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	1
Others'.....	1	..
	<hr/>	<hr/>
Total.....	2	1
	<hr/> <hr/>	<hr/> <hr/>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Morton.....	No. 1914 Arch street, Philadelphia.
John F. Gross.....	Sixty-sixth and Merion road, Philadelphia.
Samuel Baugh.....	No. 2025 Chestnut street, Philadelphia.
James G. Hardie.....	Thirty-second and Arch streets, Philadelphia.
Benjamin Griffith.....	No. 1503 North Seventh street, Philadelphia.
William M. Wright.....	No. 622 North Eighteenth street, Philadelphia.
James Rhoads.....	Seventy-second and Haverford sta., Philadelphia.
Samuel W. Cattell.....	No. 3909 Darby road, Philadelphia.
William J. Swain.....	No. 1426 North Broad street, Philadelphia.
John S. Morton, President.....	No. 1944 Arch street, Philadelphia.
Samuel P. Huhn, Treasurer.....	No. 3726 Baring street, Philadelphia.
B. F. Stokes, Secretary.....	No. 4056 Aspen street, Philadelphia.
M. English, General Superintendent,	No. 86 North Forteith st., Philadelphia.
James T. Gorman, Assistant Supt....	No. 4052 Haverford st., Philadelphia.

(No. 187.)

WILKESBARRE AND KINGSTON.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Wm. J. 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

WM. J. HARVEY, *President.*

A. J. DAVIS, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of January, 1874. }

W. S. PARSEN, *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.....	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 25, and July 21, 1873, each.....	4 per cent.
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 86
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 road way.....	\$10,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	66
How many miles does each two-horse team make daily....	25
How is track laid, and on what foundation? Stringers and cross-ties, oak.	
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 to 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 canals bridge and depots.

Monthly statement of passengers (all classes) carried in cars for the year:

January, 1873.....	20,850	August, 1873.....	30,600
February, 1873.....	18,500	September, 1873.....	32,500
March, 1873.....	21,500	October, 1873.....	26,750
April, 1873.....	22,500	November, 1873.....	22,000
May, 1873.....	29,000	December, 1873.....	28,300
June, 1873.....	27,500		
July, 1873.....	31,300	Total.....	<u>311,500</u>

PASSENGER RAILROAD REPORT.]

819

The rate of fare for passengers charged :

Single fare.....	10 and 7 cents.
Tickets in packages of 11 and 20, sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$1,200 00
Taxes on real estate.....	<u>125 00</u>
Total.....	<u>1,325 00</u>

Operating the road :

On account of horses.....	\$500 00
Harness and repairs.....	150 00
Horse shoeing.....	400 00
Hay and feed.....	4,200 00
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.....	3,450 00
Fluid, fuel, oil and gas	125 00
Total.....	<u>12,342 00</u>

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	From passengers.	Other sources.	Total.
January, 1873	\$1,668 63		
February, 1873.....	1,437 85		
March, 1873	1,696 22		
April, 1873	1,677 89		
May, 1873	2,227 79		
June, 1873	2,026 46		
July, 1873	2,425 03		
August, 1873	2,292 16		
September, 1873.....	2,568 89		
October, 1873.....	2,099 53		
November, 1873	1,755 90		
December, 1873	2,278 53		
Total.....	24,139 38	\$644 68	\$24 784 06

Summary of payments :

For construction.....	None.
For maintaining the road or real estate of the corporation, and operating the road	\$13,667 00
For dividends	8,000 00
For miscellaneous	1,407 06
For payments made to surplus funds	1,500 00
For municipal taxes.....	510 00
Total.....	24,784 06
Total amount of surplus fund	5,505 46

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. J. Harvey	Wilkesbarre.
J. C. Phelps	Wilkesbarre.
W. S. Hillard	Wilkesbarre.
E. P. Darling	Wilkesbarre.
John Espy	Wilkesbarre.
H. H. Harvey	Wilkesbarre.
J. B. Smith.....	Kingston.
Wm. J. Harvey, President.....	Wilkesbarre.
A. J. Davis, Secretary and Treasurer	Wilkesbarre.

(No. 188.)
WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
Lycoming County, } SS:

Personally appeared Peter Herdic, president, and Hermon Hinckley, treasurer, of the Williamsport 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, 1873, are true, to the best of their knowledge and belief.

(Singed)

P. HERDIC, *President.*

H. HINCKLEY, *Treasurer.*

Sworn and subscribed before me, this)
31st day of December, 1873.)

THEODORE 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.....	40,600 00
Total amount now paid in of capital stock.....	40,600 00
Funded debt, as per last report.....	None
The amount now of funded debt.....	None.
Floating debt, as by last report.....	4,705 31
The amount now of floating debt.....	1,441 48
Total amount now of floating and funded debt.....	1,441 48
Date and rate per cent. per annum of dividend or dividends:	None.
Number of shares of stock issued.....	1,624
Par value of each share.....	\$25 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$28,732 41	\$28,806 50
Equipment.....	12,719 80	12,908 85
Total cost.....	<u>41,452 21</u>	<u>41,715 35</u>

WILLIAMSPORT

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 stable.....	1
Number of depots.....	1
Number of second-class passenger cars: 5 one-horse cars.	
Average value of each.....	\$800 00
Number of passengers that may be seated in each car....	16
Number of other cars: Two-horse cars out of use.....	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? T rail, laid 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 P. and E. R. R., with a branch at Herdic street, connecting with the depot of the P. and E. R. R. company.

Monthly statement of passengers (all classes) carried in cars for the year:

November, 1872.....	11, 323	June, 1873.....	30, 063
December, 1872.....	16, 042	July, 1873.....	33, 913
January, 1873.....	9, 946	August, 1873.....	33, 379
February, 1873.....	8, 533	September, 1873.....	33, 234
March, 1873.....	14, 213	October, 1873.....	28, 501
April, 1872.....	25, 375		
May, 1873.....	28, 335	Total.....	277, 387

The rate of fare for passengers charged:

Single fare.....	5 cents
Tickets in packages of twenty sold for.....	\$1 00

PASSENGER RAILROAD REPORT.

823

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway \$25 28

Operating the road :

Harness and repairs	\$73 40
Repairs to cars	746 20
Horse shoeing	366 25
Hay and feed	2,960 78
Office expenses, stationery and depot expenses	81 75
Salaries	750 00
General expenses of stable	2,066 62
Conductors and drivers	3,024 98
Fluid, fuel, oil and gas	97 10
Total	<u>10,167 08</u>

Receipts on construction and equipment account during the year :

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

RECEIPTS—FROM PASSENGERS.

November, 1872	\$566 18
December, 1872.....	847 11
January, 1873	497 28
February, 1873	426 65
March, 1873	710 66
April, 1873	1,268 77
May, 1873	1,416 74
June, 1873.....	1,530 16
July, 1873	1,845 64
August, 1873.....	1,818 94
September, 1873	1,661 71
October, 1873	1,279 58
Total	<u>13,869 42</u>

SUMMARY OF PAYMENTS.

For construction.....	\$74 09
For maintaining the road or real estate of the corporation, and operating the road	10,192 36
Total	<u>10,266 45</u>

WILLIAMSPORT PASSENGER RAILROAD.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. Herdic.....	Williamsport, Pa.
Mahlon Fisher.....	Williamsport, Pa.
A. E. Taylor.....	Williamsport, Pa.
A. J. Perkins.....	Grand Rapids, Mich.
H. Hinckley.....	Williamsport, Pa.
P. Herdic, President..... Williamsport, Pa.	
H. Hinckley, Secretary and Treasurer Williamsport, Pa.	

CANAL REPORTS.

CANAL REPORTS.

(No. 189.)

DELAWARE DIVISION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared J. W. Woolston, president, and E. G. Giles, treasurer, of the Delaware Division canal company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

J. W. WOOLSTON, *President.*

E. G. GILES, *Treasurer.*

Affirmed and subscribed before me, this }
9th day of January, 1874. }

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 now paid in of capital stock.....	1,633,350 00
The amount of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds	800,000 00
The amount of floating debt.....	None.
Total amount of floating and funded debt.....	800,000 00
Average rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends: 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: About.....	48 00

DELAWARE DIVISION

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	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	44 feet.
Width of canal on bottom	26 "
Depth of water	6 "
Length and breadth of locks: 90 feet long, some 11 and some 22 feet wide.	
Number of basins	None.
Number of lock houses, 24; store houses, none; other houses, none; 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
Number of bridges	89
Number of dams.....	3
Number of aqueducts.....	10
Number of lineal feet of aqueduct superstructure	641
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: April 1, 1873.	
Navigation closed: December 10, 1873.	
Feet of lockage on main line of canal	165 $\frac{1}{2}$
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 99 years, from April 1, 1866, at a stipulated rent per annum, we cannot give the tonnage, rate of tolls, or 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.
I. N. Williamson.....	Philadelphia.
H. Pratt M'Kean.....	Philadelphia.
J. G. Fell.....	Philadelphia.
A. E. Borie.....	Philadelphia.
J. B. Moorhead.....	Philadelphia.
E. W. Clark.....	Philadelphia.
S. Fisher Corlies.....	Philadelphia.
Edward Roberts, Jr.....	Philadelphia.
J. W. Woolston, President.....	Philadelphia.
E. G. Giles, Secretary and Treasurer.....	Philadelphia.

(No. 190.)
DELEWARE 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

THOMAS DICKSON, *President.*

J. C. HARTT, *Treasurer.*

Sworn and subscribed before me this }
31st day of January 1874. }

JOHN A. PATISON,

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.....	\$20,000,000 00
Total amount paid in of capital stock, for canal and railroad combined.....	19,539,495 68
Total amount of funded debt, (classified and date of maturity,) as follows:	
Debenture bonds, (date of maturity, 1878,) \$842,000	
1st mortgage bonds (date of maturity, 1877,) 1,500,000	
1st mortgage bonds, (date of maturity, 1884,) 3,500,000.	
1st mortgage bonds, (date of maturity, 1891,) 5,000,000	
Sterling debentures, (date of maturity, 1875,) 3,000,000	
	13,842,000 00
The amount of floating debt.....	None.
Total amount now of floating and funded debt.....	13,842,000 00
Average rate per cent. per annum of interest on funded debt: 1st mortgage and debenture bonds, 7 per cent.	
Average rate per cent. per annum of interest on sterling debentures: 7 per cent. 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.....	191,51

CANAL REPORT.

831

Par value of each share.....	\$100 00
Average market value during the year.....	No record
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.....	676,924 32
Total.....	<u><u>7,016,134 81</u></u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honestdale, Pa., to Eddyville, N. Y.....	108 miles.
Length of main line of canal in Pennsylvania.....	25 "
Number of branch canals.....	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, 15½ feet wide.	
Number of basins: About one-eighth 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, (beside waste-ways over gate tops,)	1
Number of lineal feet of over-flows.....	30
Number of bridges: 51 road, 71 farms, and 18 lock cross- ings; total.....	140
Number of culverts.....	17
Number of dams: 22 reservoir and 18 feeder dams; total,	40
Number of aqueducts: 4 wire suspensions, 18 wood trunk; total.....	22
Number of lineal feet of aqueduct superstructure: About,	1,887 feet.
Number of miles of slack-water.....	3
Number of boats owned by the company.....	976
Number of boats owned and run by private parties.....	137

Average tonnage of boats.....	127 tons.
Navigation opened: Full navigation, April 18.	
Navigation closed: November 28.	
Feet of lockage on main line of canal: 1,028, exclusive of 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 and 94 composite lift, 1 stone, 2 composite guard and 2 stone weighlocks.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal: Not separately returned.	
Gross amount of tonnage for the year, including branches and leased canals.....	<u>1,605,959½</u>

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

Lumber, cord wood and shingles.....	90,279	Agricultural products.....	2
Antracite coal.....	1,529,775 3-5	Manufactures and merchandise.....	24,000
Bituminous coal.....	1,058	Cement and cement stone...	134,528
Pig iron.....	358	Other articles.....	1,432
Railroad iron.....	874		
Other iron or castings.....	3,462	Total.....	<u>1,798,674 3-5</u>
Iron and other ores: Iron ore,	125		
Line and limestone, and other stone.....	42,692		

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

	Per mile.	60 miles.	100 miles.
For lumber, per 1,000 feet board measure, (hemlock,) or for 1st class.....	1½ cts.	60 cts.	\$1 00
For lumber, per 1,000 feet board measure, (pine and other lumber,) 2d class.....	1¾ "	60 "	1 00
Shingles, per 1,000, 3d class.....	¾ "	30 "	40
Anthracite coal, per ton, except by special contract, 4th class.....	1½ "	Rate.	Rate.
Bituminous coal, per ton, 5th class.....	1 "	50 cts.	60 cts.

CANAL REPORT.

333

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts, boats and flats, bridges, canal bed and banks, clerks, culverts, dams, ferries, horses and horse keep, houses and repair shops, incidentals, locks, office expenses, rents, furniture, repairs of buildings, slope and vertical walls, stationery and printing, steamboats and dredge boats, superintendence and engineering, taxes on real estate, tools and tool repairs, waste weirs and sluices, watchmen, wharfing.....	\$204,382 85
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Operating the canal:

Collectors and weighmasters, clerks, drawbacks and overcharges, ferries, (labor at,) incidentals, labor, lock-keepers, office expenses, rents and furniture, stationery and printing, superintendence.....	125,927 61
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Total	<u>330,310 46</u>
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RECEIPTS.

From tolls on coal, lumber, iron, miscellaneous freight, lockages, boat toll, other sources, rents, &c.....	<u>\$75,374 05</u>
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Summary of expenses:

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$330,310 46
For dividends	1,500,000 00
Municipal taxes, State taxes, (which includes coal tax)...	248,320 78
United State taxes.....	9,668 00
Total	<u>2,088,299 24</u>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

None.

DELAWARE AND HUDSON

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas Dickson	Scranton, Pa., and 71 Broadway, N. Y.
Charles A. Talbot	New York.
Abiel A. Low	New York.
Robert Lennox Kennedy	New York.
James M. Halsted	New York.
Le Grand B. Cannon	New York.
James R. Taylor	New York.
John Jacob Astor	New York.
W. J. Hoppen	New York.
J. Pierpont Morgan	New York.
George Cabot Ward	New York.
R. M. Olyphant	New York.
Thomas Cornell	Rondout, New York.
Thomas Dickson, President	Scranton, P., and 71 Broadway, N. Y.
G. L. Height, Secretary	71 Broadway, New York.
J. C. Hartt, Treasurer	71 Broadway, New York.
A. M. Atkinson, Superintendent,	Honesdale, Pa.
C. F. Young, General Manager....	Honesdale, Pa.

Ch. 191.)

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, 1873, are true, to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*S. SHEPHERD, *Treasurer*

Sworn and subscribed before me, this }
 6th day of February, 1874. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Not limited.
Amount of stock subscribed	\$9,390,350 00
Total amount paid in of capital stock	9,390,350 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,)	692,100 00
Mortgage bonds, (date of maturity, 1884,)	5,566,276 70
Greenwood mortgage bonds, (date of maturity, 1892,)	796,000 00
Convertible gold bonds, (date of maturity, 1894,)	856,000 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,)	199,000 00
Little Schuylkill railroad bonds	- 140,000 00
Total amount now of funded debt	15,937,655 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.....	187,807
Par value of each share.....	\$50 00
Average market value during the year.....	23 25
Amount paid in on each share.....	50 00

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures: \$4,455,000 00; re-valued in 1872 at	<u>\$3,000,000 00</u>
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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, store houses and other houses....	46
Number of locks: Lift, 52; weigh, 1; total.....	53
Number of bridges.....	14
Number of dams.....	9
Number of aqueducts.....	2
Number of miles of slack-water: 36 miles canal and 12 miles pool.	
Number of boats owned by the company.....	333
Number of boats owned and run by private parties.....	710
Average tonnage of boats.....	96 tons.
Navigation opened.....	April 1, 1875.
Navigation closed.....	Dec. 5, 1873.
Feet of lockage on main line of canal.....	375
Value of real estate held by the company, exclusive of canal, but on its line.....	<u>\$200,000 00</u>
Are the locks of wood, cut stone or composite? Mostly of stone lined with wood.	

CANAL REPORT.

837

DOINGS OF THE YEAR IN TRANSPORTATION.

Number or tons of 2,000 lbs. of through freight for the year on main canal	733,511 $\frac{855}{1000}$
Gross amount of tonnage for the year, including branches and leased canals	<u>993,390$\frac{1842}{1000}$</u>

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

Lumber	38,662.622	Agricultural products	1,601.1089
Anthracite coal	824,601.1696	Manufactures and merchandise	3,362.718
Bituminous coal	951.1384	Other articles	34,019.450
Pig iron	9,024	Total	<u>993,390.1842</u>
Other iron or castings	140.1764		
Iron and other ores	60,078.1040		
Lime and limestone	22,950.1070		

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	1 $\frac{1}{2}$ "
Shingles, per 1,000, 3d class	4 mills.
Anthracite coal, per ton, 4th class	1 to 1 $\frac{1}{2}$ cents.
Bituminous coal, per ton, 5th class	<u>8 mills.</u>

EXPENSES.

Maintaining the canal or real estate of the corporation, including Delaware Division canal :

Aqueducts	\$1,288 57
Boats and flats	2,828 18
Bridges	6,854 79
Canal bed and banks	60,731 14
Repairs of shipping yards	851 30
Dams	8,063 16
Horses and horse keep	3,392 60
Repairs of shipping packets	10,328 60
Locks	20,356 62
Office expenses	896 85
Steamboats and dredge boats	4,244 70
Superintendence and engineering	2,765 34
Tools and tool repairs	1,410 37
Waste weirs and sluices	2,574 66
Wharfing	1,214 84
Total	<u>127,801 72</u>

Operating the canal :

Collectors and weigh-masters.....	\$12,535 66
Drawbacks and overcharges.....	33,452 11
Labor	42,143 75
Lock-keepers	27,521 40
Office expenses, rents and furniture.....	3,137 33
Stationery and printing	288 25
Superintendence	8,191 36
Total	<u>127,269 81</u>
Grand total	<u>255,071 53</u>

RECEIPTS.

From tolls on coal	\$532,056 30
Miscellaneous freight.....	48,168 49
Total	<u>580,224 79</u>

Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$255,071 53
For dividends and interest on Delaware division canal....	188,701 40
For interest.....	1,374,837 04
For State taxes.....	136,805 82
For municipal taxes.....	16,277 56
For other payments.....	97,929 41
Total	<u>2,069,522 75</u>

The coal lands belonging to this company were leased December 30, 1873, to the Honey Brook coal company, for 300 years.

CANAL REPORT.

839

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
F. R. Cope	Philadelphia.
F. C. Yarnall	Philadelphia.
Geo. F. Tyler	Philadelphia.
P. C. Garrett	Philadelphia.
Charles Wheeler.....	Philadelphia.
George Whitney.....	Philadelphia.
Alex. Biddle.....	Philadelphia.
F. Hazard.....	Mauch Chunk.
John Leisenring	Mauch Chunk.
Charles Parrish	Wilkesbarre.
Samuel Thomas.....	Hokendauqua.
E. W. Clark, President.....	Philadelphia.
F. Mitchell, Secretary.....	Philadelphia.
S. Shepherd, Treasurer	Philadelphia.
John Brown, Superintendent	Easton.

(No. 182.)

MONONGAHELA NAVIGATION.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

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 January 7, 1874, are true, to the best of their knowledge and belief.

(Signed)

J. K. MOORHEAD, *President*
 W. BAKEWELL, *Treasurer*.

Sworn and subscribed before me, this }
 31st day of January, 1874. }

T. B. KERR, *Notary Public*.

STOCK AND DEBT.

Capital stock as authorized by law, and amount of stock subscribed: The total capital stock is 20,086 shares of \$50 each, amounting to..... \$1,004,300 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
\$5,500 00 of these bonds are held by the company, and consequently no interest is paid thereon.	
	110,000 00
The amount of floating debt.....	8,053 76
Total amount now of floating and funded debt, excluding bonds held by the company.....	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:	
Cash, January, 1873, 3 per cent.; July, 1873, 6 per cent.; average, 4½ per cent. per annum rate of dividends.	
Number of shares of stock issued.....	20,086
Par value of each share.....	\$50 00

CANAL REPORT.

841

Average market value during the year.....	Par.
Amount paid in on each share: Nothing due on stock.	
Amount of capital on which the respective dividends were declared: January, 1873, \$1,004,150 00; July, 1873, \$1,004,250 00.	

COST OF CANAL AND FIXTURES.

Construction account to January 1, 1871.....	\$1,115,452 00
Expended on new construction to January 1, 1873.....	30,586 69
Expended on new construction during year 1873.....	5,865 31
Total.....	<u>1,151,904 00</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 in Pennsylvania: All in Pennsylvania.	
Number of branch canals.....	None.
Canals leased by the company.....	None.
Width of canal at top water line, and bottom: No canal; river only.	
Depth of water: On lock sills, 4 feet at low water; In river varies considerably.	
Length and breadth of locks: 6 locks, 190x50 feet; 2 locks, 250x56 feet in chambers.	
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: Lift.....	8
Number of waste-ways, over-flows, lincal feet of over-flows, bridges and culverts.....	None.
Number of dams.....	6
Number of aqueducts.....	None.
Number of miles of slack-water, (varying with stage of water,).....	83 to 85
Number of boats owned by the company: 1 repair boat and 3 flats.	
Number of boats owned and run by private parties, and average tonnage: Navigation of river is public. Steam-boats, barges and flats of various size and tonnage navigate the river.	

Navigation opened, January 3, 1873, January 14, 1873, and February 4, 1873: Not closed since December 31, 1873.

Navigation closed, January, 11, 1873, January 28, 1873.

Feet of lockage on main line 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 locks, all of same description.

DOINGS OF THE YEAR IN TRANSPORTATION.

The company does no transportation business.

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

Coke 63,270 tons | Bituminous coal 2,094,313 tons.

SHIPPED EASTWARD FROM PITTSBURG.

Whiskey	340 bbls.
Boards	6,086,878 feet.
Timber	3,322,322 "
Pig iron	2,637 tons.
Fire clay	4,468 "
Pit posts	21,900 No.
Sheep	80 "
Iron ore	53,457 tons.
Classed freight	32,557,550 lbs.

SHIPPED WESTWARD TO PITTSBURG.

Sand	627,400 bushels.
Whiskey	10,542 Bbls.
Wood	1,399 cords.
Stone	6,571 perches.
Staves	25,125 No.
Posts	4,030 "
Brick	4,699,200 "
Sheep	6,459 "
Lumber	326,000 feet.
Timber	2,043,400 "
Classed freight	11,595,100 lbs.

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.

Coke and bituminous coal, per ton, $8\frac{7}{8}$ cents for 56 miles, 4 pools.

Do.....do.....do..... $7\frac{3}{8}$do...40..do..3..do.

Do.....do.....do..... $5\frac{5}{9}$do...25..do..2..do.

Do.....do.....do..... $2\frac{7}{8}$do...10..do..1..do.

Average toll on coal, $5\frac{1}{3}$ cents per ton; average toll on coke, $7\frac{1}{2}$ cents per ton.

Toll is charged on coal by the pool and not by the mile, and by bushel and not by the ton; the above figures are approximately correct.

CANAL REPORT.

843

The following is a statement of the amount of coal on which toll was received :

	Busbels.	Tons.	
From pool No. 1.....	7,781,600	295,701	
Do....do...2.....	27,316,150	1,038,014	
Do....do...3.....	9,710,645	369,004	
Do....do...4.....	10,305,100	391,594	
	55,113,495	2,094,313	\$111,983 50
Total coal.....		63,270	4,745 25
Total coke.....	3,163,500		
			116,728 75

Total amount of toll received on coal and coke

EXPENSES.

Maintaining the canal or real estate of the corporation :

Dams, (repairs to).....		\$25,886 43
Locks, (repairs to).....		19,012 50
Repairs of buildings.....		859 22
Superintendence of repairs.....		1,200 00
		46,958 15

Operating the canal :

Collectors and weigh-masters: Lock-keepers are collectors at their respective locks.

Incidentals.....		\$5,479 99
Lock-keepers and hands at locks.....		23,682 53
Office furniture.....		94 20
Stationery and printing.....		417 69
Superintendence and salaries of officers.....		6,750 00
		36,424 41
Total, expense account.....		
		83,382 56

The details of the items of repair account and expense account are approximately correct; the exact amount of each item it is impossible to ascertain, especially as to the items of repair account, because the work is chiefly done under the superintendence of the superintendent of repairs, from time to time as the occasion requires, or the stage of the water permits. The aggregate of expense and repair accounts is correct and corresponds with the books of the company.

MONONGAHELA NAVIGATION

RECEIPTS.

From tolls on coal and coke.....	\$116,728 75
From tolls on lumber and other freight.....	80,304 91
From tolls on passengers.....	9,531 23
<hr/>	
Total tolls received	\$206,564 89
From other sources	891 66
<hr/>	
Total.....	<u>207,456 55</u>

There was also a gain of \$390, from purchase of bonds, which is an item of profit though not a receipt.

Summary of expenses :

For dividends.....	\$90,379 50
For interest.....	6,420 00
For expenses.....	36,434 41
For repairs.....	46,958 15
State taxes, partly paid since January, 1874.....	7,031 42
For other payments: New construction.....	5,865 31
<hr/>	
Total.....	<u>193,078 79</u>

Total amount of surplus fund, being amount of balance of profit and loss account applicable to payment of dividends.....	<u>\$42,841 64</u>
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Payments on account of construction :

Amount expended in raising dams, Nos. 1 and 2, to increase the depth of water in the pools, being for timber, sheeting, spikes and labor.....	<u>\$5,865 31</u>
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BALANCE SHEET, JANUARY 7, 1874.

Construction.....	\$1,115,452 00	Capital stock.....	\$1,004,300 00
Cash.....	48,668 76	Scrip.....	1,152 00
Jay Cooke & Co.....	1,933 11	Mortgage bonds.....	103,000 00
Retired bonds.....	5,500 00	Long bonds.....	7,000 00
Bills receivable.....	3,000 00	Dividends unpaid.....	2,350 00
B. L. Wood, Jr.....	1,942 50	Coupons unpaid.....	135 00
		Coupons due January 1, 1874,	3,135 00
		Floating debt.....	8,053 76
		State Treasurer.....	4,518 97
		Profit and loss, Jan. 7, 1874,	42,841 64
	<hr/>		<hr/>
	1,176,496 37		1,176,496 37
	<hr/>		<hr/>

CANAL REPORT.

845

ABSTRACT OF CASH ACCOUNT FOR YEAR 1873.

Balance, January 1, 1873..... \$39,170 92 Tolls..... 206,564 89 B. L. Wood, Jr..... 2,230 22 Interest..... 891 66 <hr style="width: 100%;"/> <p style="text-align: right;">248,857 69</p>	New construction..... \$5,865 31 Expenses..... 36,424 41 Repairs..... 46,958 15 Dividends..... 90,103 00 Bills receivable..... 3,000 00 Coupons..... 6,840 00 Tax on gross receipts..... 2,183 95 Tax on interest..... 328 50 Retired bonds..... 4,610 00 Jay Cooke & Co..... 1,933 11 B. L. Wood, Jr..... 1,942 50 Balance, January 6, 1874..... 48,668 76 <hr style="width: 100%;"/> <p style="text-align: right;">248,857 69</p>
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ACCOUNT OF PROFIT AND LOSS FOR YEAR 1873, TO JANUARY 7, 1874.

New construction..... \$5,865 31 Expenses..... 36,424 41 Repairs..... 46,958 15 Coupons..... 6,420 00 Tax on gross receipts..... 2,183 95 Tax on capital stock..... 4,518 97 Tax on interest..... 328 50 Dividend, No. 36, Jan., 1873... 30,124 50 Dividend, No. 37, July, 1873... 60,255 00 Balance, January 7, 1874..... 42,841 64 <hr style="width: 100%;"/> <p style="text-align: right;">235,920 36</p>	Balance, January 1, 1873..... \$28,073 88 Tolls..... 206,564 89 Interest..... 891 66 Gain on purchase bonds..... 390 00 <hr style="width: 100%;"/> <p style="text-align: right;">235,920 36</p>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Benjamin Bakewell, Jr.....	Pittsburg, Pa.
Felix R. Brunot.....	Pittsburg, Pa.
John Harper.....	Pittsburg, Pa.
William K. Hart.....	Pittsburg, Pa.
N. B. Hogg.....	Pittsburg, Pa.
M. K. Moorhead.....	Pittsburg, Pa.
William Morrison.....	Pittsburg, Pa.
James Veech.....	Pittsburg Pa.
Daniel Wallace.....	Pittsburg, Pa.
M. Whitmore.....	Pittsburg, Pa.
J. K. Moorhead, President.....	Pittsburg, Pa.
William Bakewell, Secretary and Treasurer.....	Pittsburg, Pa.
Elisha Pancoast, Superintendent of Repairs.....	Elizabeth, Pa.
Benjamin L. Wood, Jr., Inspector of Cargos.....	Pittsburg, Pa.

(No. 192.)
MUNCY.

STATE OF PENNSYLVANIA, }
Lycoming County, } SS:

Personally appeared Joseph E. Riebsam, president, and E. D. 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

JOS. E. RIEBSAM, *President pro tem.*

E. D. COOK, *Treasurer.*

Sworn and subscribed before me, this }
15th day of January, 1874. }

ADAM RANKIN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$2,625 00
Total amount paid in of capital stock	2,625 00
Total amount of funded debt	None.
The amount of floating debt	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, don't more than pay expense.	
Number of shares of stock issued	105
Par value of each share	\$25 00
Average market value during the year	1 35
Amount paid in on each share	25 00

COST OF CANAL AND FIXTURES.

Total cost	\$6,846 15
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CHARACTERISTICS OF CANAL.

Length of main line of canal, from Pennsylvania to Muncy basin	$\frac{3}{4}$ 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 $\frac{1}{2}$ "

CANAL REPORT.

847

Number of basins	1
Number of bridges	3
Number of miles of slack-water	3
Number of boats owned and run by private parties	5 or 6
Navigation opened	April.
Navigation closed	November.
Value of real estate held by the company, exclusive of canal,	<u>None.</u>

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

Lumber	614,300 feet.	Manufactures & merchan-	
Anthracite coal	2,540 tons.	dise	40,530 tons.
Other iron or castings	4,000 "	Logs	1,051,590 feet.
Lime and limestone	112 "	Shingles	<u>33,000</u>

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

For lumber, per 1,000 feet board measure, (hemlock, pine and other lumber,)	7 mills.
Shingles, per 1,000	6 "
Anthracite coal, per ton	3 "
Bituminous coal, per ton	<u>3 "</u>

EXPENSES.

Maintaining the canal or real estate of the corporation :

Bridges	65 cents.
Canal bed and banks	\$13 75
Culverts : See collection.	
Incidentals	6 10
Total	<u>20 50</u>

Operating the canal :

Collectors and weigh-masters	<u>\$48 00</u>
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RECEIPTS.

Other sources, rents, &c	<u>\$60 00</u>
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This is all that was taken in up till the close of December 31, 1873.

Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the canal	\$1,981 00
For dividends	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joshua Bowman	Muncy, Pa.
Jacob Cook	Muncy, Pa.
Benjamin Pott	Muncy, Pa.
Isaac Bruner	Muncy, Pa.
Jos. E. Riebsam	Muncy, Pa.
John M. Bowman	Muncy, Pa.
Jos. E. Riebsam, President <i>pro tem</i>	Muncy, Pa.
Joshua Bowman, Secretary	Muncy, Pa.
E. D. Cook, Treasurer and Superintendent	Muncy, Pa.

(No. 194.)
PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS :

Personally appeared Isaac 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

I. J. WISTAR, *President.*

A. MORDECAI, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of January, 1874. }

HENRY C. SPACKMAN, *Notary Public.*

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,).....	\$2,551,000 00
Other mortgage bonds, (date of maturity, 1887,).....	90,000 00
	2,641,000 00
The amount of floating debt.....	465,200 00
Total amount now of floating and funded debt.....	3,106,200 00
Rate per cent. per annum of interest on funded debt.....	6 per cent..
Date and rate per cent. per annum of dividend or dividends,	None..
Number of shares of stock issued	89,143
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share	\$50 00

For cost of canal and fixtures, refer to Auditor General's report on railroad, canal and telegraph companies for 1872, page 796.

PENNSYLVANIA

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Columbia to Wilkesbarre, 151 miles; Junction to Williamsburg, 113 miles; Northumberland to Farrandville, 71 miles; slack-water aggregate length, 11 miles; Clark's Ferry to Millersburg, 12 miles; total.....	358 miles.
Length of main line of canal in Pennsylvania.....	358 "
Number of branch canals, with the length of each, viz: 2, aggregate length.....	4 "
Canals leased by the company,.....	None.
Width of canal at top water line: Main line, 50 to 60 feet; West Branch division, 45 to 55 feet; Wiconisco division, 45 to 55 feet; Juniata division, 40 to 60 feet.	
Width of canal on bottom: Main line, 34 to 40 feet; Juniata and Wiconisco divisions, 20 to 30 feet; West Branch division, 25 to 30 feet.	
Depth of water: Main line, 6½ feet; Wiconisco and West Branch divisions, 4½ feet; Juniata division, 4 feet.	
Length and breadth of locks: 55 locks, 17x90; 30 locks, 17x182; 57 locks, 15x90; total.....	142
Number of basins and landings.....	60
Number of lock houses, 110; other houses, 35; total....	145
Number of locks: Lift, 127; stop, 14; guard, 15; weigh, 4; total.....	160
Number of waste-ways.....	79
Number of over-flows.....	63
Number of lineal feet of over-flows.....	7,000
Number of bridges.....	498
Number of culverts.....	143
Number of dams.....	26
Number of aqueducts.....	65
Number of lineal feet of aqueduct superstructure.....	7,080
Number of miles of slack-water.....	19
Number of boats owned by the company: Dredges and steam boats, 7; repair flats, 60; barges, 180; total....	247
Number of boats owned and run by private parties.....	478
Average tonnage of boats: Single boats, 140 tons; double boats, 280 tons.	
Navigation opened.....	Fully May 1.
Navigation closed.....	December 1.

CANAL REPORT.

851

Feet of lockage on main line of canal : Columbia to Wilkesbarre, 312 feet; Junction to Williamsburg, 482 feet; Clark's Ferry to Millersburg, 35 feet; Northumberland to Farrantsville, 115 feet; total	945
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? Cut stone, cut stone and composite and composite.	
Give the number of each kind: Cut stone, 23; cut stone and composite, 117; composite, 5; total.....	<u>145</u>

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 lbs. of through freight for the year on main canal, and gross amount of tonnage for the year, including branches and leased canals.....	<u>870,121.91</u>
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Amount of freight, specifying the quantity in tons of 2,000 pounds :

Lumber.....	255,292.50
Anthracite coal.....	452,332.16
Bituminous coal.....	10,802.40
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>151,694.85</u>
Total.....	<u><u>870,121.91</u></u>

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

CLASSES OF MERCHANDISE FOR 1873.	DISTANCES IN MILES.																	
	5 or less	5 to 10	10 to 15	15 to 20	20 to 25	25 to 30	30 to 35	35 to 40	40 to 45	45 to 50	50 to 55	55 to 60	60 to 65	65 to 70	70 to 75	75 to 80	80 to 85	
All rates are per ton of 2,000 pounds, except coal, which is per ton of 2,240 pounds.																		
<i>1st Class.</i> —Agricultural impliments, butter, drugs, dry goods, eggs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wool, and articles not enumerated	Cts. 22	Cts. 28	Cts. 34	Cts. 40	Cts. 46	Cts. 52	Cts. 57	Cts. 62	Cts. 67	Cts. 73	Cts. 79	Cts. 85	Cts. 90	Cts. 95	Cts. 100	Cts. 103	Cts. 106	
<i>2d Class.</i> —Bark, (ground and rossed,) bar iron, castings, and other iron, except that in 3d class, crude chemicals, earthen and queen's ware, groceries, hides, marble (manufactured,) nails and spikes, provisions, rags, seeds, slate, sumac, tobacco, trenails, window glass	Cts. 16	Cts. 20	Cts. 24	Cts. 28	Cts. 32	Cts. 36	Cts. 39	Cts. 42	Cts. 45	Cts. 49	Cts. 53	Cts. 57	Cts. 61	Cts. 65	Cts. 69	Cts. 73	Cts. 76	
<i>3d Class.</i> —Ashes, (pot, pearl and soda,) bark, (unground,) bones and bone dust, burr blocks, car wheels and axels, cement, char-coal, clay cylinders, copper ore, cotton, feed, flour, fine clay and fire bricks, fish, fork and shovel handles, fruit and vegetables, grain, grindstones, ground flint, guano, hay and straw, horns, iron, (pig, bloom, scrap, anconies and railroad,) meal, millstones, oysters, phosphates, pitch, rosin, tar, salt, soapstone, staves, bolts, railroad ties, telegraph poles	Cts. 12	Cts. 15	Cts. 18	Cts. 21	Cts. 24	Cts. 27	Cts. 29	Cts. 31	Cts. 33	Cts. 35	Cts. 37	Cts. 39	Cts. 41	Cts. 43	Cts. 45	Cts. 47	Cts. 49	
<i>4th Class.</i> —Ashes, (leached,) bricks, cinders, clay, cord-wood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, stone, (wrought and unwrought,)	Cts. 8	Cts. 9	Cts. 10	Cts. 11	Cts. 12	Cts. 13	Cts. 14	Cts. 15	Cts. 16	Cts. 18	Cts. 20	Cts. 22	Cts. 24	Cts. 26	Cts. 28	Cts. 30	Cts. 32	
Gunpowder	Cts. 25	Cts. 32	Cts. 40	Cts. 50	Cts. 63	Cts. 75	Cts. 88	Cts. 100	Cts. 113	Cts. 125	Cts. 135	Cts. 145	Cts. 155	Cts. 165	Cts. 175	Cts. 185	Cts. 195	
Mineral coal, per ton of 2,240 pounds, but where otherwise specified in special toll sheet the latter governs	Cts. 8	Cts. 12	Cts. 16	Cts. 20	Cts. 23	Cts. 26	Cts. 29	Cts. 32	Cts. 35	Cts. 38	Cts. 41	Cts. 43	Cts. 45	Cts. 47	Cts. 49	Cts. 51	Cts. 54	
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	Cts. 14	Cts. 17	Cts. 21	Cts. 24	Cts. 27	Cts. 30	Cts. 33	Cts. 36	Cts. 39	Cts. 41	Cts. 44	Cts. 47	Cts. 50	Cts. 53	Cts. 56	Cts. 59	Cts. 62	
Saw-logs, 16 feet or less, for each log	Cts. 4	Cts. 5	Cts. 6	Cts. 7	Cts. 8	Cts. 9	Cts. 10	Cts. 10	Cts. 11	Cts. 11	Cts. 12	Cts. 12	Cts. 13					
All other logs and timber, round or hewed, singly or in rafts, per 1,000 feet, B. M.	Cts. 20	Cts. 30	Cts. 40	Cts. 50	Cts. 55	Cts. 60	Cts. 64	Cts. 68	Cts. 71	Cts. 74	Cts. 76	Cts. 78	Cts. 79	Cts. 80	Cts. 81	Cts. 82	Cts. 83	

RATE OF TOLL.—CONTINUED.

CLASSES OF MERCHANDISE FOR 1873.	DISTANCES IN MILES.																	
	85	90	95	100	105	110	115	120	125	130	135	140	145	150	155	160	165	Over 170
	to 90	to 95	to 100	to 105	to 110	to 115	to 120	to 125	to 130	to 135	to 140	to 145	to 150	to 155	to 160	to 165	to 170	
All rates are per ton of 2,000 pounds, except coal, which is per ton of 2,240 pounds.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
<i>1st Class.</i> —Agricultural implements, butter, drugs, dry goods, eggs, feathers, furniture, hardware, leather, liquors, machinery, oils, paper, wood, and 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 queen's ware, groceries, hides, marble (manufactured) nails, and spikes, provisions, 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, (pot, pearl and soda,) bark, (unground,) bones and bone dust, burr blocks, car wheels and axles, cement, charcoal, clay cylinders, copper ore, cotton, feed, flour, fine clay and fire bricks, fish, fork and shovel handles, fruit and vegetables, grain, grindstones, ground flint, guano, hay and straw, horns, iron, (pig, bloom, scrap, anconies and railroad,) meal, millstones, oysters, phosphates, pitch, rosin, tar, salt, soapstone, staves, bolts, railroad ties, telegraph poles.....	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, cord-wood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, stone, (wrought and unwrought,) Gunpowder.....	34	36	38	40	42	44	46	47	48	49	50	51	52	53	54	55	56	57
Mineral coal, per ton of 2,240 pounds, but where otherwise specified in special toll sheet the latter governs.....	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285
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.....	57	60	62	64	66	68	70	72	74	76	77	79	81	83	84	85	85	85
Saw-logs, 16 feet long or less, for each log.....	65	68	71	74	78	82	85	88	92	95	98	101	108	107	109	110	111	112
All other logs and timber, round and 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

CANAL REPORT.

EXPENSES.

	Maintenance of canal.	Equipment	Total.
<i>Maintaining the canal or real estate of the corporation:</i>			
Aqueducts	\$26,686 41		
Boats—equipment of		\$203,400 86	
Boots and flats	1,985 31		
Boats—repairs of		1,850 24	
Bridges	21,974 87		
Canal bed and banks	65,736 14		
Clerks	4,395 20	1,575 00	
Culverts	6,838 14		
Dams	39,710 98		
Dry Docks		872 84	
Ferries	654 76		
Horses and horse keep.	2,719 54		
Houses and repair shops	5,046 01	72 10	
Incidentals	3,589 27	40 00	
Locks	204,167 58		
Office expenses, rents, furniture	640 42		
Slope and vertical walls	4,296 09		
Stationery and printing	719 20		
Steamboats and dredge boats	2,038 02	679 61	
Superintendence and engineering	17,157 24	1,499 96	
Real estate	6,328 66		
Tools and tool repairs	5,700 24		
Waste weirs and sluices	5,309 32		
Watchmen	2,709 22		
Wharfing	8,489 95		
Total.....	436,698 57	210,199 61	\$646,898 18
<i>Operating the canal:</i>			
Collectors and weigh-masters	\$5,961 22		
Clerks	4,759 96		
Drawbacks and overcharges	14,931 81		
Ferries, (labor at,)	1,515 68		
Incidentals	2,701 27		
Tonnage and revenue tax	8,901 89		
Lock-keepers	15,283 66		
Office expenses, rents and furniture	488 06		
Stationery and printing	1,850 03		
Superintendence	3,996 00		59,896 58
Total.....			706,797 76

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	\$502,997 50
Other sources, rents, &c., work done for companies, old materials, &c	13,929 82
Equipment	42,629 96
Total.....	559,557 28

CANAL REPORT.

855

Summary of expenses :

Maintaining the canal or real estate of the corporation, and operating the canal	\$487,695 26
State taxes.....	8,901 89
Equipment.....	210,190 61
	<hr/>
Total.....	706,787 76
	<hr/> <hr/>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
I. J. Wistar.....	Philadelphia.
J. Edgar Thomson.....	Philadelphia.
Thos. A. Scott	Philadelphia.
Strickland Kneass.....	Philadelphia.
G. B. Roberts.....	Philadelphia.
Samuel T. Bodine.....	Philadelphia.
Jas. H. Dallas.....	Philadelphia.
Wm. Anspach.....	Philadelphia.
Wistar Morris.....	Philadelphia.
S. M. Felton.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Chas. Parrish.....	Wilkesbarre.
I. J. Wistar, President.....	Philadelphia.
A. Mordecai, Secretary and Treasurer.....	Philadelphia.
Thos. T. Wierman, Chief Engineer.....	Harrisburg.

(No. 196.)

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 and affirmation 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)

F. FRALEY, *President.*

CHAS. W. BACON, *Treasurer.*

Sworn, affirmed and subscribed before me, this }
 31st day of January, 1874. }

W. W. DOUGHERTY, *Alderman.*

Statement of the president, managers and company of the Schuylkill navigation company of the affairs and accounts of said corporation, for the year ending December 31, 1873, made according to law.

STOCK AND DEBT.

First. Capital stock as authorized by law is Unlimited.

Second. The amount of capital stock subscribed for and issued is :

Common stock	\$1, 259, 848 00
Preferred stock.....	3, 000, 600 00

Total amount of capital stock paid in.....	<u>4, 260, 448 00</u>
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Third. Total amount of funded debt—

Six per cent. mortgage bonds, 1897.....	\$1, 714, 390 20
Six per cent. mortgage bonds, 1907.....	3, 990, 392 66
Six per cent. common loan, 1876.....	47, 733 00
Six per cent. coupon mortgage bonds, 1896.....	1, 134, 000 00
Six per cent. boat and car loan, 1913.....	756, 650 00
Seven per cent. boat and car loan, 1916.....	628, 100 00
Six per cent. improvement bonds, 1880.....	260, 000 00

Total funded debt	<u>8, 531, 265 86</u>
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CANAL REPORT.

857

Fourth. Floating debt:

Temporary loans	\$51,694 47
Interest due on loans.....	170,041 50
Dividends unpaid.....	10,540 60
Debts due to sundry persons.....	20,145 46
	<hr/>
	252,422 03
	<hr/>

Fifth. Total amount of funded and floating debt..... \$8,783,687 89
 Average rate of interest on funded debt, a fraction over 6 per cent.

The cost of work, real estate and equipment, as charged on the companies books, is..... 12,903,247 11

Sixth. The dividends for the year 1873, were 1½ per cent. on the common stock, and 2¾ per cent. on the preferred stock, and all of said dividends were in scrip, convertible into the 6 per cent. mortgage loans of the year 1897. Said dividends were declared in January and June, 1873.

Seventh. The number of shares of stock issued and outstanding, December 31, 1873, is:

Of common stock	25,196
Of preferred stock	60,012
Of common stock scrip	\$48 00
The par value of each share is	50 00
The average market value of each share during the year 1873, was \$6 50 per share for common stock, and \$13 per share for preferred stock.	
The amount paid in for each share is	\$50 00

The amount on which dividends were declared, was, respectively, in January, 1873, on 30,210 shares of common stock, and 57,505 shares of preferred stock; and in June, 1873, on 29,870 shares of common stock, and 57,675 shares of preferred stock, the difference being caused by the conversion of 340 shares of common stock into 170 shares of preferred stock; and since the June dividend, 4,674 shares of common stock have been converted into 2,337 shares of preferred stock; in all such cases two shares of common stock being given in exchange for one share of preferred stock.

SCHUYLKILL NAVIGATION

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.

INCOME AND EXPENSES FOR 1873.

<i>Ninth.</i> Rent payable by Philadelphia and Reading railroad company	\$640, 258 18
Rent of office	416 63
Interest received	616 86
	<hr/>
	641, 291 67
	<hr/>

CHARGES IN 1873.

Interest on loans and other debts	\$522, 460 60
Dividends declared	87, 132 00
Taxes on dividends	4, 356 60
Salaries	3, 900 00
Office rent and other expenses	1, 777 92
	<hr/>
	619, 627 12
	<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, December 31, 1873, were	76, 432 93
	<hr/>

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Joseph B. Townsend	Philadelphia.
Charles Baber	Pottsville.
George Brooke	Birdsboro'.
John N. Hutchinson	Easton.
Charles W. Wharton	Philadelphia.
Camilla D'Invillers	Philadelphia.
Frederick Fraley, President	Philadelphia.
Charles W. Bacon, Treasurer	Philadelphia.
Richard Wilkins, Secretary	Philadelphia.
William M. Tilghman, Solicitor	Philadelphia.

(No. 198.)

SCHUYLKILL.

[Philadelphia and Reading railroad company, lessees.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and S. Bradford, treasurer, of the Philadelphia and Reading railroad company, lessees of the Schuylkill canal, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this }
16th day of February, 1874. }

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

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; weigh, none; guard with lift, 17; total	89
Number of waste-ways and high water overflows	47
Number of lineal feet of overflows, high water overflows and weirs: About.....	3, 300
Number of bridges.....	126
Number of culverts	22
Number of dams.....	31
Number of aqueducts.....	12

Number of miles of slack-water.....	50,1 ¹ / ₂
Number of boats owned by the company.....	574
Number of boats owned and run by private parties: Variable, about.....	115
Average tonnage of boats.....	175
Navigation opened.....	Mar. 20, 1873.
Navigation closed.....	Dec. 26, 1873.
Feet of lockage on main line of canal: To mid tide at Philadelphia.....	618 ⁴ / ₁₀
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 freight for the year on main canal.....	<u>1, 113, 100</u>
---	--------------------

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

Lumber.....	22,669	Lime and limestone.....	71,957
Anthracite coal.....	833,052	Agricultural products.....	6,166
Bituminous coal.....	15	Manufactures and merchandise.....	13,205
Pig iron.....	15,055	Other articles.....	7,059
Other iron or castings.....	6,661		
Iron and other ores.....	137,251	Total.....	<u>1, 113, 100</u>

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

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, posts and rails, sand.

Articles of fourth class :

Iron ore, (ascending the canal.)

(Articles not in classes second, third or fourth, will be subject to rates given for first class.

TABLE OF ESTIMATED WEIGHTS

Apples, per bbl., 200 lbs.;	Ashes, per bbl., 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
Coal oil, per bbl.	350 "	Coke, per bushel
Eggs, per bbl.	200 "	Fish, per bbl. 300 "
Flour, per bbl.	216 "	
Grain: Corn, per bushel ...	56 "	Oats, per bushel. 32 "
" Barley, per bushel ..	48 "	Rye, per bushel. 56 "
" Wheat, per bushel ..	60 "	
Hides, (green,) each	85 "	Ice, per bushel
Hoop poles, per 1,000.	5,600 "	Lime, per bushel
Liquor, in bbls.	380 "	Lumber, (dry,) per 1,000 feet
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
Nails and spikes, per keg ...	106 "	Oil, per barrel. 350 "
Pickets, per 1,000.	2,500 "	Potatoes, per bushel
Railroad spikes, per keg.	150 "	Salt, (coarse,) per sack. 210 "
Salt, (fine,) per sack.	240 "	Seed and gravel, per cubic foot. ...
Seeds, (flax,) per bushel.	30 "	Other seeds, per bushel
Shipstuff and mill feed.	35 "	Shingle, per 1,000. 2,500 "
Staves and headings, for barrels, per 1,000.		3,700 "
" " hogsheads, per 1,000.		5,600 "
Stone, (building,) rough, per perch		3,750 "
" (dimension,) per perch.		4,000 "
Sand, per bushel		80 "
Tar, rosin, pitch and turpentine, per bbl		340 "
Wood, (pine,) per cord.		3,000 "
" (poplar,) per cord.		3,000 "
" (hickory,) per cord		4,500 "
" (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	25
Conshohocken	27	27	27	27
Swede Furnace	28	28	28	28
Plymouth	29	29	29	29
Norristown	31	31	31	31
Port Kennedy	35	35	35	35
Valley Forge	37	37	37	37
Pauling's Dam	38	38	38	38
Brower's	39	39	39	39
Port Providence	40	40	40	40
Phoenixville	43	43	43	43
Black Rock	45	45	45	45
Royer's Ford	50	50	50	50
Yankee Dam	50	50	50	50
Lawrenceville	53	53	53	53
Frick's Locks	55	55	55	55
Pottstown	58	58	58	58
Unionville	62	62	59	59
Port Union	63	63	59	59
Birdsboro'	67	67	59	59
Reading	75	75	59	59
Felix's Dam	85	75	59	59
Peacock's Locks	88	75	59	59
Maiden Creek	90	75	59	59
Loesport	92	75	59	59
Mohrsville	94	75	59	59
Shoemakersville	96	75	59	59
Hamburg	1 00	75	59	59
Port Clinton	1 00	75	59	59
Auburn	1 00	75	59	59
Orwigsburg	1 00	75	59	59
Schuylkill Haven	1 00	75	59	59
*Port Carbon and Pottsville	1 00	75	59	59

All boats not towed with the company's own, or contract tow boats to and from Fairmount locks, will be considered as violating the rules and regulations of the canal, and will be charged three cents per ton in addition to these rates.

GENERAL RULES.

The rates of toll between Fairmount and certain other places are designated in the foregoing 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, one cent per ton per mile additional will be charged, until the highest rates is reached, as follows:

On articles of the first-class, not more than \$1 per ton for any distance.

* Boats drawing over three feet of water will not pass above Schuylkill Haven.

On articles of the second class, not more than 75 cents per ton for any distance.

On articles of third-class, not more than 50 cents per ton for any distance.

TOLL ON BOATS.

The toll authorized by the character of the company is $6\frac{1}{4}$ 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.....	<u>7 00</u>

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 full 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 exceeding 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 whatever, on any river, canal or railroad, shall sell, pledge or dispose of the same, or any part thereof, without the con-

sent 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.

FRANKLIN B. GOWEN, *President.*

EXPENSES.

	Mainten'ce of canal.	Canal im- provement.	Total.
<i>Maintaining the canal or real estate of the corporation:</i>			
Aqueducts.....	\$960 86		
Boats and flats.....	2,667 00		
Bridges.....	13,437 12	\$12,120 04	
Canal bed and banks.....	27,271 61	800 13	
Culverts.....	604 10		
Dams and repairs of reservoirs.....	11,870 84		
Horses and horse keep: Included beds and banks			
Offices, houses and repair shops.....	864 69		
Incidentals: To pump boats, raising boats and repairs.....	6,869 29		
Locks, including stop-gates.....	27,590 43		
Office expenses: In incidentals.....			
Repairs of buildings, (lock houses and sheds,).....	3,885 75		
Stationery and printing: In incidentals.....			
Dredge boats and dredging.....	16,347 08	3,514 02	
Superintendence and engineering.....	10,082 06		
Landings.....	7,927 88		
Tools and tool repairs, and towing engine.....	3,938 64	1,838 12	
Waste weirs and sluices.....	1,047 48		
Watchmen, Dry Dock, at Reading.....		963 64	
Totals.....	134,854 39	19,265 85	\$154,120 24
<i>Operating the canal:</i>			
Current expenses, salaries of collectors, lock tenders, clerks, &c.....	\$48,610 77		
Labor at landings.....	37,727 24		
State taxes.....	7,095 82		
Total.....	93,433 83		

RECEIPTS.

From tolls on coal.....	\$626,866 95
From tolls on lumber, iron and other merchandise.....	107,978 50
From tolls on miscellaneous freight and water rents.....	54,353 89
Total.....	789,199 34

CANAL REPORT.

865

Summary of Expenses.

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$154,120 34
Current expenses.....	48,610 77
Shipping expenses.....	37,727 24
State taxes.....	7,095 82
Total.....	<u>247,554 17</u>

[No. 197.]

SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared B. Andrews Knight, president, of the 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, 1873, are true, to the best of his knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*

Sworn and subscribed before me, this }
 16th day of February, 1874. }

W. W. DOUGHERTY, *Alderman.*

STATE OF MARYLAND, }
Baltimore County, } ss:

Personally appeared Robert D. Brown, treasurer, of the 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, 1873, are true, to best of his knowledge and belief.

(Signed) ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of February, 1874. }

WM. H. BAYZAND, *J. P.*

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

6 per cent. mortgage bonds, (date of maturity, 1894,) Susq. canal,	\$227,500 00	
Tidewater canal.....	97,810 58	
	—————	\$325,310 58
6 per cent. mortgage bonds, (date of maturity, 1885,) Susq. canal,	700,000 00	
Tidewater canal.....	300,000 00	
	—————	1,000,000 00

CANAL REPORT.

867

6 per cent. mortgage bonds, (date of maturity, 1878,).....	\$1,318,000 00	
7 per cent. mortgage bonds, (date of maturity, 1902,).....	\$250,000 00	
Less amount not yet issued.....	128,000 00	
	<u>122,000 00</u>	\$2,765,310 58
The amount of floating debt.....		150,414 69
Total amount now of floating and funded debt.....		2,915,725 27
Average rate per cent. per annum of interest on funded debt.....		6 & 7 per cent.
Date and rate per cent. per annum of dividend or dividends,		None.
Number of shares of stock issued.....		40,017
Par value of each share.....		\$50 00
Average market value during the year, approximate.....		6 00
Amount paid in on each share.....		50 00
Amount of capital on which the respective dividends were declared.....		<u>None</u>

COST OF CANAL AND FIXTURES.

Total cost of canal and fixtures, as charged on the books of the company: Susquehanna canal, (proportion,)....	\$3,198,314 18
	1,599,157 09
	<u>4,797,471 27</u>

RECEIPTS.

Rent account for 12 months.....	\$179,628 64
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Summary of expenses:

Maintaining the canal or real estate of the corporation, and operating the canal: Refer to the Philadelphia and Reading railroad company.	
For dividends.....	None.
For interest on bonded and other debts.....	\$171,215 37
State taxes.....	22,039 00
United States taxes.....	4,800 00
For other payments.....	8,210 94
Total.....	<u>206,265 31</u>

SUSQUEHANNA

The canal, &c., were leased to the Philadelphia and Reading railroad company, January 1, 1872, for 999 years.

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, Pa.
C. D'Invilliers	Philadelphia, Pa.
A. J. Antelo	Philadelphia, Pa.
H. C. Townsend	Philadelphia, Pa.
Thos. H. Trotter	Philadelphia, Pa.
B. Andrews Knight, President	Philadelphia, Pa.
Robert D. Brown, Treasurer	Baltimore, Md.

(No. 100.)

SUSQUEHANNA.

[Philadelphia and Reading railroad company, lessees.]

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and S. Bradford, treasurer, of the Philadelphia and Reading railroad company, lessees of the Susquehanna canal, and in due form of law made oath that the statements in the within report, for the financial year ending November 30, 1873, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1874. }

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 "
Number of branch canals	None.
Canals leased by the company.....	None.
Width of canal at top water line.....	50 feet.
Width of canal on bottom.....	30 "
Depth of water, (except where the enlargement has been made for six feet,)	5 "
Length and breadth of locks: 170 feet long, 17 feet wide.	
Number of basins.....	2
Number of lock house, 26; other houses, 2; total.....	28
Number of locks: Lift, 29; stop, 10; guard, 3; weigh, 1;	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, 18.

Number of boats owned and run by private parties : Boats navigating the canal are mainly from other canals ; their number is variable, and no account is kept of them.

Average tonnage of boats..... 100

Navigation opened..... May 20.

Navigation closed..... December 5.

Feet of lockage on main line of canal 233

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 freight for the year on main canal, and gross amount of tonnage for the year, including branches and leased canals 325,033

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

Lumber.....	88,785	Lime and limestone	23,332
Anthracite coal.....	181,898	Agricultural products.....	22,616
Bituminous coal	527	Manufactures and merchandise..	704
Pig iron	2,258	Other articles	1,814
Other iron or castings	235		
Iron and other ores	2,914	Total	<u>325,063</u>

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

CLASSES OF MERCHANDISE FOR 1873.	RATES FOR SHORT DISTANCES.				
	9 miles or less.....	9 to 18 miles.....	18 to 27 miles.....	27 to 36 miles.....	36 miles and over.
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, cider, dry goods, drugs, eggs, feathers, furniture, hardware, leather, liquor, machinery, oils, paper, wool, and all other articles not enumerated.....	25	37	47	57	67
<i>2d Class.</i> —Bark, ground and rossed, bar iron, castings, and other iron, except that in 3d class, crude chemicals, chrome ore, earthen and queensware, groceries, hides, marble, (manufactured,) nails and spikes, provisions, rags, seeds, slate, sumac, ice, tobacco, window glass.....	15	25	33	40	45
<i>3d Class.</i> —Ashes, pot, pearl and soda, bark, (un-ground,) bones, and bone dust, burr blocks, car wheels and axels, charcoal, cement, clay cylinders, copper ore, cotton, flour, feed, fire clay, fire bricks, fish, fork and shovel handles, fruit and vegetables, grain of all kinds, grindstones, ground flint, guano, hay and straw, horns, iron, (pig, bloom, scrap, anconies, and railroad,) meal, millstones, oysters, phosphate, pitch, tar, rosin, salt, soapstone, stave bolts.....	12	18	24	30	33
<i>4th Class.</i> —Ashes, (leached,) bricks, cinders, clay, coke, earth, flint, stones, feldspar, hoop poles, iron ore, kelp, manure, plaster, sand, stone, (wrought and unwrought,) telegraph poles.....	9	14	17	20	23
Coal, (per ton of 2,240 pounds,).....	6	13	20	27	34
Gunpowder.....	75	100	115	130	140
Lime, per ton.....	8	15	20	23	25
Lumber and timber of all kinds, in boats, including lath, shingles, pickets, staves, headings, &c., per ton.....	10	18	25	30	35
In rafts, per 1,000 feet, board measure.....	25	45	65	85	95
Timber, (square and round,) in rafts, per 100 cubic feet.....	20	35	50	65	80
Posts, per 100.....	50	90	130	165	200
Rails, per 100.....	35	70	100	125	150
Railroad ties, per 100.....	75	135	195	250	300
Wood—cord wood, per cord.....	15	25	35	45	50
Wood—poplar, per cord.....	25	36	44	50	60
Passengers.....	5	10	15	20	25
Boat toll.....	60	90	115	135	150

ESTIMATED WEIGHTS OF ARTICLES.

Subject to correction of the scales of the company.

	LBS.		LBS.
Apples, per barrel	150	Lumber, dry, per 1,000 feet	2,500
Ashes, per barrel	450	Do. green, (pine & hemlock,)	
Bacon, per hogshead	1,000	per 1,000 feet	3,710
Bark, per cord	2,240	Do. Southern pine, per 1,000 ft.	4,500
Barrels (empty)	40	Do. Oak and hardwood	5,000
Beef, salt, per barrel	330	Malt, per bushel	38
Brick, common, per 1,000	5,000	Nails and spikes, per keg	105
Brick, fire, per 1,000	7,000	Oil of all kinds, per barrel	350
Buckwheat, per bushel	50	Oyster, per bushel	32
Cement, per barrel	320	Pickets, per 1,000	2,500
Charcoal, per bushel	25	Posts, each	100
Coke, per bushel	40	Rails, each	50
Eggs, per barrel	190	Rosin, per barrel	30
Fish, per barrel	350	Railroad ties, each	200
Flour, per barrel	216	Salt, (course,) sack	200
Grain—Corn, per bushel	56	Salt, (fine,) sack	240
Do. Oats, per bushel	32	Sand, per bushel	50
Do. Rye, per bushel	56	Seeds, per bushel	60
Do. Barley, per bushel	48	Shingles, per 1,000	2,500
Do. Wheat, per bushel	60	Stave bolts, per cord	3,500
Hides, green	85	Stone, per perch	3,750
Hoop poles, per 1,000	5,600	Telegraph poles	
Ice, per bushel	80	Timber, per cubic foot	50
Lath, per 5,000	2,500	Wood, (pine,) per cord	3,000
Lime, per bushel	80	Do. (poplar,) per cord	3,300
Liquor, per barrel	350		

EXPENSES.

	Maintenance of canal.	Canal im- provement.	Total.
<i>Maintaining the canal or real estate of the corporation:</i>			
Aqueducts, repairs and renewals	\$5,071 44		
Boats and flats	149 60		
Bridges	280 02		
Canal bed and banks	11,607 71		
Culverts,	177 40		
Offices, houses and repair shops	184 58		
Incidentals	1,083 40		
Locks, repairs and renewals	23,088 86	\$4,209 87	
Repairs of buildings, lock houses	116 40		
Dredge boats and dredging	1,903 20		
Superintendence	2,131 77		
Tools and tool repair	563 12		
Waste, weirs and sluices	558 02		
Extraordinary repairs—dams	64,947 10		
Extraordinary repairs—canals	28,515 91		
Total	138,376 53	4,209 87	142,586 40
<i>Operating the canal:</i>			
Collectors and weighmasters	\$1,832 86		
Clerks, steam towing at Columbia	4,067 28		
Incidentals	132 47		
Lock-keepers	7,008 08		
State taxes	617 16		
Superintendence	6,000 00		
Total	19,697 85		

CANAL REPORT.

873

RECEIPTS.

From tolls on coal	\$46,646 20
From tolls on lumber, iron and other merchandise.....	40,996 21
From tolls on miscellaneous freight.....	55 00
	<hr/>
Total.....	87,697 41
	<hr/> <hr/>

(Ch. 199.)
UNION.

STATE OF PENNSYLVANIA, } ss:
Lebanon County, }

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, 1873, 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 }
21st day of January, 1874. }

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,).....	\$3,000,000 00
2d mortgage bonds.....	None.
3d mortgage bonds.....	None.
The amount of floating debt.....	Say 36,800 00
Total amount now of floating and funded debt.....	3,036,800 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends; stock and cash.....	None.
Number of shares of stock issued.....	58,157 00
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 ⁵⁴ / ₁₀₀ miles.
Number of branch canals, with the length of each, viz : One,	7 "
Canals leased by the company, viz :	None.

CANAL REPORT.

875

Width of canal at top water line	43 feet.
Width of canal on bottom	28 "
Depth of water	4½ "
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 and over-flows	73
Number of lineal feet of waste-weirs and over-flows	3, 159
Number of bridges	80
Number of culverts	30
Number of dams, tunnel, 1	16
Number of aqueducts, reservoirs, 3	16
Number of lineal feet of aqueduct superstructure	1, 215
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 on and over canal	267
Average tonnage of boats	100 tons.
Navigation opened	April 10.
Navigation closed	December 7.
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 of tons of through freight for the year on main canal	\$35, 865 00
Gross amount of tonnage for the year, including branches and leased canals	119, 305 00

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

Lumber	44, 629	Agricultural products	1, 054
Anthracite coal	18, 877	Manufactures and merchandise ..	1, 149
Bituminous coal	645	Sand	1, 037
Pig iron	3, 302	Other articles	3, 080
Other iron or castings	460		
Iron and other ores	18, 384	Total	119, 305
Lime and limestone	26, 708		

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

For lumber, per ton of 2,000 lbs., average.....	6½ mills
Anthracite and bituminous coal, per ton, of 2,240 lbs., average	8 "

EXPENSES.

Maintaining the canal or real estate of the corporation :

Aqueducts.....	\$975 50
Boats and flats.....	25 23
Bridges	1,925 18
Canal bed and banks	6,858 17
Culverts	35 76
Dams.....	563 97
Houses.....	703 95
Feeders.....	5,969 50
Locks	734 47
Rents	25 00
Repairs of buildings.....	446 18
Slope and vertical walls.....	15 00
Superintendence	1,438 15
Tools and and tool repairs	56 13
Waste weirs and sluices.....	1,012 32
Coal.....	5,813 75
Pumps and machinery.....	3,714 33
Total.....	30,312 59

Operating the canal :

Collectors and weigh-masters.....	\$874 96
Clerks	840 00
Towage	870 00
Incidentals.....	286 25
Lock-keepers	3,867 00
Office expenses, stationery and printing.....	135 04
Superintendence	2,270 00
	<hr/>
	9,143 25
Total.....	39,455 84

CANAL REPORT.

877

RECEIPTS.

From tolls on coal	\$4,491 96
From tolls on lumber	16,751 60
From tolls on iron and ore	5,919 70
From tolls on miscellaneous freight	8,821 79
Boat toll	2,395 24
Other sources, rents, &c	4,968 31
	<hr/>
Total	43,348 60
	<hr/> <hr/>

Summary of expenses:

Maintaining the canal or real estate of the corporation, and operating the canal	\$39,455 84
For dividends	None.
For interest	550 80
For surplus fund	None.
Municipal taxes	69 23
For other payments	3,272 73
	<hr/>
Total	43,348 60
	<hr/> <hr/>

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.
Wm. 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 Eckenreth, Gen. Supt.	Lebanon, Pa.

(No. 200)
WEST BRANCH AND SUSQUEHANNA.

PENNSYLVANIA CANAL COMPANY, }
PRESIDENT'S OFFICE, 233 SOUTH FOURTH ST., }
PHILADELPHIA, February 24, 1874. }

HARRISON ALLEN, ESQ.,

Auditor General of Pennsylvania, Harrisburg :

DEAR SIR:—The West Branch and Susquehanna canal and the whole property of the corporation, formerly reporting to your office under that name, was sold under a decree of foreclosure of mortgage in October last, and purchased by the Pennsylvania canal company.

The West Branch and Susquehanna canal therefore now constitutes a part of the Pennsylvania canal, and all its physical and commercial statistics are embraced in the report to you of the last named corporation, and will continue to be so embraced hereafter.

Yours, respectfully,

I. J. WISTAR,
President of Pennsylvania Canal.

TELEGRAPH REPORTS.

TELEGRAPH REPORTS.

(No. 201.)
AMERICAN DISTRICT.
 (OF PHILADELPHIA.)

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Daniel M. Fox, president, and M. Richards Muckle, treasurer, of the American District telegraph 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)

D. M. FOX, *President.*

M. RICH. MUCKLE, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1874. }

HENRY K. FOX, *N. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$400,000 00
Amount paid in as by last report: This is the first report.	
Total amount now paid in of capital stock: Chiefly in pa-	
tent rights at the value at which they were taken	400,000 00
Funded debt, as per last report	None.
The amount now of funded debt	None.
Floating debt as by last report: This is the first report.	
Total amount now of floating debt	7,346 62
Total amount now of floating and funded debt	7,346 62
Rate per cent. per annum of interest on funded debt	None.
Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued	16,000
Par value of each share	\$25 00

56 RAILROAD REP.

AMERICAN DISTRICT

Average market value during the year: Suppose no market value.

Amount paid in on each share, including purchase of patent rights, full paid.

Amount of capital on which the respective dividends were declared None declared.

COST OF LINE AND EQUIPMENT.

Construction	\$12, 989 37
Equipment	5, 642 49
Total	<u>18, 631 86</u>

CHARACTERISTICS OF LINE.

Length of main line in Pennsylvania	No main line.
Length of submarine cable, (entire line,)	None.
Length of submarine cables in Philadelphia	None.
Length of wire, (entire line,) consisting of short lines; total about	32 miles.
Length of wire in Pennsylvania, consisting of short lines; total about	32 "
Number of stations, (entire line:) Three district offices.	
Number of stations in Pennsylvania: Three district offices.	
Number of instruments in use, (entire line:) Signal instruments, 341; Morse registers, 14.	
Number of instruments in use in Pennsylvania: Signal instruments, 341; Morse registers, 14.	
Number of poles to the mile	None used.
Number of persons employed in operating and maintaining the line: Males, 13; messenger boys, 38.	
Number of persons employed in operating and maintaining line in Pennsylvania: Males, 13; messenger boys, 38.	
Number of messages sent during the year, (entire line,) ..	None.
Number of messages sent during the year in Pennsylvania,	None.
Number of messages received, (entire line:) Number of signals or calls received.	22, 599
Number of messages received in Pennsylvania: Number of signals or calls received.	22, 599
Value of real estate owned by the company, exclusive of line	None.
Value of real estate owned by the company in Pennsylvania,	<u>None.</u>

TELEGRAPH REPORT.

883

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Our tariff is based on time not words: 10 cents for 15 minutes; 15 cents for 30 minutes; 30 cents for one hour, and in like proportion.

EXPENSES.

Gross expenses of entire line, including construction, equipment and maintenance..... \$25,082 12

RECEIPTS.

Gross receipts, (entire line,)..... \$6,513 77

SUMMARY OF PAYMENTS.

For construction of new lines.....	\$6,897 01
For purchase of telegraph property.....	None.
For purchase of real estate.....	None.
For interest.....	None.
For dividends.....	None.
For miscellaneous.....	10,838 49
For taxes.....	None.
For surplus fund.....	None.
 Total.....	 <u>17,735 50</u>
 Total amount of surplus fund.....	 <u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Daniel M. Fox.....	Philadelphia.
Samuel P. Hancock.....	Philadelphia.
John P. Verree.....	Philadelphia.
Wm. J. Philips.....	Philadelphia.
M. Richards Muckle.....	Philadelphia.
Daniel M. Fox, President.....	Philadelphia.
M. Richards Muckle, Secretary and Treasurer.....	Philadelphia.
Wm. J. Philips, Superintendent and Managing Director.....	Philadelphia.

(No. 202.)

ATLANTIC AND OHIO.

STATE OF NEW YORK, }
 New York County, } 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

WILLIAM ORTON, *President.*O. H. PALMER, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of December 1873. }

Witness my hand and official seal.

CHARLES EDGAR MILLS, *J. P.**Commissioner for Penn'a, in N. Y., 117 Broadway, N. Y. city.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$650,000 00
Amount paid in as by last report.....	650,000 00
Total amount now paid in of capital stock.....	650,000 00
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.....	13,000
Par value of each share.....	\$50 00
Average market value during the year: No sales or market value to our knowledge.	
Amount paid in on each share.....	\$50 00

COST OF LINE AND EQUIPMENT.

Unknown.

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union telegraph company, and are so merged in with the lines of that company, that it is not practicable to give their characteristics separately.

TELEGRAPH REPORT.

885

The return of the Western Union company includes all lines leased or owned.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Same as those of the Western Union telegraph company.

EXPENSES.

Are paid by the Western Union telegraph company lessees, and included in the returns of that company.

RECEIPTS.

Accrue to and are received by the Western Union telegraph company lessees, and are included in the returns 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.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Orton.....	New York.
O. H. Palmer.....	New York.
Norvin Green.....	New York.
T. T. Eckert.....	New York.
W. H. Abel.....	New York.
D. H. Bates.....	Philadelphia.
A. A. Ziegler.....	Philadelphia.
Jas. Merrihew.....	Philadelphia.
William Orton, President.....	New York.
O. H. Palmer, Treasurer.....	New York.
D. H. Bates, Superintendent.....	Philadelphia.

(No. 203.)
AUTOMATIC.

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

Personally appeared Geo. Harrington, president, and J. C. Rieff, 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 December 31, 1873, are true, to the best of their knowledge and belief.

(Signed)

GEO. HARRINGTON, *President.*

JONAH C. RIEFF, *Treasurer.*

Sworn and subscribed before me, this }
6th day of March, 1874. }

ADAM GOS, *Notary Public.*

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

I, William Walsh, clerk of the county of New York and of the Supreme Court, in and for said county, do hereby certify, that Adam Gos was, on the first day of March, 1874, and now is a notary public in and for the city and county of New York, dwelling in the city of New York, and duly authorized under the laws of the State of New York to take affidavits.

In witness whereof I have hereto subscribed my name and affixed my official seal this 9th day of March, A. D. 1874.

WM. WALSH, *Clerk.*

STOCK AND DEBT.

Capital stock as authorized by law	\$13,000,000 00
Amount paid in as by last report, and total amount now paid in of capital stock: No stock issued.	
Funded debt, (authorized,)	200,000 00
The amount now of funded debt	None.
Total amount now of floating debt	None
Total amount of floating and 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	\$100 00

COST OF LINE AND EQUIPMENT.

Construction and equipment: Not known; built by other parties.

CHARACTERISTICS OF LINE.

Length of main line, from New York to Washington.....	280 miles.
Length of main line in Pennsylvania: About.....	50 "
Length of submarine cables, (entire line,).....	1½ "
Length of submarine cables in Pennsylvania.....	1,000 feet.
Length of wire, (entire line,).....	250 miles.
Length of wire in Pennsylvania: About.....	50 "
Number of stations, (entire line,)	4
Number of stations in Pennsylvania.....	1
Number of instruments in use, (entire line,)	9
Number of instruments in use in Pennsylvania.....	2
Number of persons employed in operating and maintaining the line: Males, 16; females, 5; total	21
Number of persons employed in operating and maintaining line in Pennsylvania: Males, 5; females, 1; total.....	6
Number of messages during the year, (entire line,) and in Pennsylvania, number of messages received, (entire line.) and in Pennsylvania: Experimental; not recorded.	
Value of real estate owned by the company, exclusive 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.....	Uniform	.....
For one hundred miles and under two hundred miles....	.....	.....
For two hundred miles and under three hundred miles..	25 c. 20 wrods.	1 cent.
For three hundred miles and under four hundred miles..	All distances.	.....
For four hundred miles and under five hundred miles..	.....	.....

SUMMARY OF PAYMENTS.

The line during the year 1873 was mostly an experimental line, and the cost of experiments and regular telegraphing could not be separated. The purpose is to attain cheap telegraphing for the people, and it is expected that the lines will be extended and the tariffs reduced during the coming year.

AUTOMATIC

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Geo. Harrington	New York.
J. C. Rieff.....	New York.
John Elliott.....	New York.
D. H. Craig.....	New York.
H. C. Dallett.....	Philadelphia.
John M'Manus.....	Reading.
Geo. Harrington, President.....	New York, 80 Broadway.
J. C. Rieff, Sec'y and Treas.....	New York, 80 Broadway.
E. H. Johnson, Superintendent.....	New York, 66 Broadway.

(Ch. 204.)
ERIE COUNTY.

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

Personally appeared, William H. Guion, president, and Alfred Nelson, treasurer, of the Erie County telegraph 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)

WM. H. GUION, *President.*

ALFRED NELSON, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1874. }

EDWIN F. COREY, JR.,

Commissioner for the State of Penn'a in N. Y.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$25,000 00
Amount paid in as by last report: This is the first report ever made by the company which has recently gone into operation.	
Total amount now paid in of capital stock.....	25,000 00
The amount now of funded debt: This company has no funded debt.	
Total amount now of floating debt: This company has no floating debt.	
Number of shares of stock issued.....	1,000
Par value of each share.....	\$25 00
Average market value during the year: The stock is all held by original stockholders, none has ever been sold as deponents now believe.	
Amount paid in on each share.....	25, 00

COST OF LINE AND EQUIPMENT.

The telegraph property used by the company, is leased by it, and the capital stock was issued as a consideration, for such lease, and is worth \$25,000.

ERIE COUNTY

CHARACTERISTICS OF LINE.

Length of main line: The entire line is in Pennsylvania.	
Length of main line in Pennsylvania.....	73 miles.
Length of submarine cables, (entire line:) There are no submarine cables.	
Length of wire in Pennsylvania.....	219 miles.
Number of stations, (entire line,).....	3
Number of instruments in use, (entire line:) All in Pennsylvania.....	2
Number of poles to the mile.....	32
Number of persons employed in operating and maintaining the line.....	5
Number of messages sent during the year, (entire line:) No account kept.	
Number of messages sent and received in Pennsylvania, (estimated,).....	4,000
Value of real estate owned by the any, exclusive of line: There is none owned by the company.	
Value of real estate owned by the company in Pennsylvania: There is none owned by the company.	

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	30	2
For one hundred miles and under two hundred miles.....	40	3
For two hundred miles and under three hundred miles.....	50	3
For three hundred miles and under four hundred miles.....	50	3
For four hundred miles and under five hundred miles.....	50	3

EXPENSES.

Gross expenses of entire line. Entire line in Pennsylvania.	
Gross expenses in Pennsylvania.....	<u>\$1,519 06</u>

RECEIPTS.

Gross receipts, (entire line.) Entire line in Pennsylvania.	
Gross receipts in Pennsylvania.....	<u>\$2,146 27</u>

SUMMARY OF PAYMENTS.

For construction of new lines: Have not constructed any new lines.
 For purchase of telegraph property: Have not purchased any telegraph property, except as hereinafter stated.

For purchase of real' estate: Have not purchased any telegraph property, except as hereinafter stated.

For interest: Have not paid any interest.

For dividends: Have not paid any dividends.

For taxes: Have not paid any taxes, the company being just organized.

For surplus fund: Company have no surplus fund.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Duff.....	New York City.
W. H. Guion.....	New York City.
Sidney Dillon.....	New York City.
Alfred Nelson.....	New York City.
W. H. Guion, President.....	New York City, N. Y.
Alfred Nelson, Secretary and Treasurer.....	New York City, N. Y.
George W. Chaffee, Superintendent.....	Erie, Penn'a.

(No. 205.)
FRANKLIN.

STATE OF MASSACHUSETTS, }
Suffolk County, } ss:

Personally appeared John Duff, 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, 1873, are true, to the best of their knowledge and belief.

(Signed) JOHN DUFF, *President.*
GEORGE R. WILLIAMSON, *Treasurer.*

Sworn and subscribed before me, this }
20th day of January, 1874. }

ALFRED NELSON, *J. P.*

Be it remembered that on this 20th day of January, in the year of our Lord, A. D. 1874, personally appeared John Duff, to me personally known to be the president of the Franklin telegraph company, and being by me duly sworn made oath that the contents were correct.

WILLIAM FURNEES,
Commissioner for the State of New York,
Resident in New York.

STATE OF MASSACHUSETTS, }
Suffolk County, } ss:

Be it remembered that on the 22d day of January, A. D. 1874, before me, Charles Hall Adams, a commissioner of the State of Pennsylvania, duly appointed and qualified according to the laws thereof to take acknowledgments, &c., to be used and recorded therein, personally came George R. Williamson, treasurer, of the Franklin telegraph company, who being by me sworn in due form of law, did depose and say that the statements in the within report for the financial year ending December 31, A. D. 1873, are true, to the best of his knowledge and belief.

In witness whereof, I have hereunto set my hand and official seal, the day and year in this certificate aforesaid.

CHAS. HALL ADAMS,
Commissioner of the State of Pennsylvania,
Resident in the State of Massachusetts.

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

TELEGRAPH REPORT.

893

Funded debt as per last report	\$9,800 00
The amount now of funded debt, July 1, 1881.....	9,500 00
Floating debt as by last report	48,200 00
Total amount now of floating debt	11,219 95
Total amount now of floating and funded debt.....	20,719 95
Rate per cent. per annum of interest on funded debt	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, January 15, 1873.....	1 per cent,
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>1,000,000 00</u>

COST OF LINE AND EQUIPMENT.

Construction and equipment	<u>\$590,000 00</u>
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CHARACTERISTICS OF LINE.

Length of main line, from Boston, Massachusetts, to Washington, D. C	752 miles.
Length of main line in Pennsylvania	32 "
Length of submarine cables, (entire line,).....	12 "
Length of wire, (entire line,)	3,496 "
Length of wire in Pennsylvania.....	195 "
Number of stations, (entire line,)	43
Number of stations in Pennsylvania.....	5
Number of instruments in use, (entire line,).....	175
Number of instruments in use in Pennsylvania	18
Number of poles to the mile.....	38
Number of persons employed in operating and maintaining the line: Males, 205; females, 20: total	225
Number of persons employed in operating and maintaining line in Pennsylvania: Males, 23; females, 2; total.....	25
Number of messages sent during the year, (entire line,) ..	805,603
Number of messages sent during the year in Pennsylvania,	64,550
Number of messages received, (entire line,)	811,660
Number of messages received in Pennsylvania	83,938
Value of real estate owned by the company, exclusive of line	None.
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 40 c.	2 to 3 cts.
For one hundred miles and under two hundred miles	30 to 50 c.	2 to 3 cts.
For two hundred miles and under three hundred miles	40 to 50 c.	3 to 3 cts.
For three hundred miles and under four hundred miles	50 to 60 c.	3 to 4 cts.
For four hundred miles and under five hundred miles	50 to 75 c.	3 to 4 cts.

EXPENSES.

Gross expenses of entire line	\$219,927 29
Gross expenses in Pennsylvania	21,500 00

RECEIPTS.

Gross receipts, (entire line,)	\$263,079 12
Gross receipts in Pennsylvania	22,900 00

Summary of payments :

For construction of new lines	\$19,000 00
Purchase of telegraph property	80 00
Interest	2,179 45
Dividends	10,000 00
Miscellaneous	188,251 81
Taxes	841 88
Surplus fund	10,574 15
Total	229,927 29
Total amount of surplus fund	\$10,574 15

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Duff	Boston, Mass.
James W. Brown	Boston, Mass.
Joseph S. Fay	Boston, Mass.
Oliver Ames	Boston, Mass.
F. G. Dexter	Boston, Mass.
John R. Duff	Boston, Mass.
George S. Bonderie	New York City.
George B. Grinnell	New York City.
William H. Guion	New York City.
John Duff, President	Sears building, Boston.
Geo. R. Williamson, Clerk & Treas'r.	26 Kilby St., (P. O. box 1825.) Boston.
James G. Smith, Superintendent	198 Broadway, New York.
E. D. L. Sweet, Executive Manager	198 Broadway, New York.

(No. 206.)
 PACIFIC AND ATLANTIC TELEGRAPH COMPANY OF THE
 UNITED STATES.

STATE OF PENNSYLVANIA, } ss:
 Allegheny County, }

Personally appeared, Wm. G. Johnston, president, and Thomas R. Robinson, treasurer, of the Pacific and Atlantic Telegraph Company of the United States, and in due form of law made oath that the statements in the within report, for the year ending December 31, 1873, are true, to the best of their knowledge and belief. The financial year of the company ends March 31st.

(Signed) WM. G. JOHNSTON, *President.*
 THOMAS R. ROBINSON, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of February, 1874. }

WM. LITTLE *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$3,000,000 00
Amount paid in as by last report.....	1,982,900 00
Total amount now paid in of capital stock.....	1,987,750 00
Funded debt, as per last report.....	None.
The amount now of funded debt.....	None.
Floating debt, as by last report: Inaccurately reported..	None.
Total amount now of floating debt.....	69,206 29
Total amount now of floating and funded debt.....	69,206 29
Date and rate per cent. per annum of dividend or dividends: No dividends declared.	
Number of shares of stock issued.....	79,510 00
Par value of each share.....	25 00
Average market value during the year: Keep no record of sales made by the public.	
Amount paid in on each share: \$12 50 on part, and \$25 00 on part.	

(COST OF LINE AND EQUIPMENT.

Construction and equipment	\$2,050,286 26
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PACIFIC AND ATLANTIC, OF U. S.,

CHARACTERISTICS OF LINE.

Length of main line, from Pittsburg, Pennsylvania, to all points: About.....	4,525 miles.
Length of main line in Pennsylvania: About.....	875 miles.
Length of submarine cables, (entire line:) About.....	3 miles.
Length of submarine cables in Pennsylvania.....	None.
Length of wire, (entire line:) About.....	9,774 miles.
Length of wire in Pennsylvania	1,945 miles.
Number of stations, (entire line,).....	244
Number of stations in Pennsylvania.....	72
Number of poles to the mile.....	30 to 40
Number of persons employed in operating and maintaining the line, (cannot give these separate,) male and female; total.....	233
Number of persons employed in operating and maintaining line in Pennsylvania, (cannot give these separate,) male and female; total.....	165
Number of messages sent during the year, (entire line,) exclusive of press and government signals: About . . .	627,420
Number of messages sent during the year in Pennsylvania, exclusive of press and government signals: About,	260,166
Number of messages received, (entire line,) exclusive of press and government signals: About.	627,420
Number of messages received in Pennsylvania, exclusive of press and government signals: About.....	222,875
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.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	30 cts.	2 cts.
For one hundred miles and under two hundred miles.....	30 cts.	2 cts.
For two hundred miles and under three hundred miles.....	35 cts.	2 cts.
For three hundred miles and under four hundred miles.....	40 cts.	3 cts.
For four hundred miles and under five hundred miles.....	50 cts.	3 cts.

TELEGRAPH REPORT.

897

EXPENSES.

Gross expenses of entire line, (including about \$40,000, which properly belongs to expenses of former years,) . . .	\$505,427 26
Gross expenses in Pennsylvania, (including a proportion of old debts, which properly belongs to expenses of former years:) About.....	<u>170,000 00</u>

RECEIPTS.

Gross receipts, (entire line,)	\$471,674 91
Gross receipts in Pennsylvania: About.....	<u>157,000 00</u>

SUMMARY OF PAYMENTS.

For construction of new lines	None.
For purchase of telegraph property	None.
For purchase of real estate.	None.
For interest	\$2,173 09
For dividends	None.
For taxes	6,634 10
For surplus fund.	<u>None.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. W. Watson.....	Pittsburg, Pa.
G. W. Hailman.....	Pittsburg, Pa.
R. E. Breed.....	Pittsburg, Pa.
David M'Cargo.....	Pittsburg, Pa.
Wm. Taussig.....	St. Louis, Mo.
T. J. Wood.....	Dayton, Ohio.
A. O. Brannin.....	Louisville, Ky.
J. W. Weir.....	Harrisburg, Pa.
J. W. Ellis.....	New York.
A. Carnegie.....	New York.
F. V. Beisel.....	Philadelphia, Pa.
Jas. L. Shaw.....	Philadelphia, Pa.
Wm. G. Johnston, President	Pittsburg, Pa.
Thomas R. Robinson, Sec'y and Treas.	Pittsburg, Pa.
David M'Cargo, General Superintendent	Pittsburg, Pa.

This company has been leased to the Western Union telegraph company, from December 31, 1873, for 99 years, and including December 31, 1872.

(No. 207)

PHILADELPHIA LOCAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Henry Bentley, president, and William 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 February 28, 1873, are true, to the best of their knowledge and belief.

(Signed)

HENRY BENTLEY, *President.*W. P. WHEATLAND, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of November, 1873. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$25,000 00
Amount paid in as by last report	400,000 00
Total amount now paid in of capital stock	400,000 00
Funded debt as per last report	None.
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	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.	
Amount of capital on which the respective dividends were declared: No dividend declared.	

COST OF LINE AND EQUIPMENT.

Construction and equipment: Cost of lines to the present company, represented by its capital stock	\$400,000 00
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TELEGRAPH REPORT.

899

CHARACTERISTICS OF LINE.

City lines, exclusively centering at principal office, No. 107 South Third street, Philadelphia, and radiating thence to various parts of the city of Philadelphia.

Length of wire, (entire line),	210 miles.
Length of wire in Pennsylvania: All in Philadelphia.	
Number of stations, (entire line),	80
Number of stations in Pennsylvania.	80
Number of instruments in use, (entire line),	221
Number of instruments in use in Pennsylvania	221
Number of poles to the mile: About.	40
Number of persons employed in operating and maintaining the line: Males, 75; females, 26; total.	101
Number of persons employed in operating and maintaining the line in Pennsylvania: Males, 75; females, 26, total,	101
Number of messages sent during the year, (entire line,) ..	240,916
Number of messages received, (entire line,) ..	180,700
A large number of these telegrams are sent and received at half rates, under arrangements made with manufacturing and other interest.	
Value of real estate owned by the company, exclusive of line, and in Pennsylvania	<u>None.</u>

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under:

Rates for ten words.	20 cents.
Each additional word.	2 cents.
Line runs from one part of the city to another.	

EXPENSES.

Gross expenses of entire line, including annual repairs, construction, &c.	\$117,784 29
Gross expenses in Pennsylvania: All in the city of Philadelphia.	

RECEIPTS.

Gross receipts, (entire line),	\$126,782 47
Gross receipts in Pennsylvania: All in the city of Philadelphia.	

PHILADELPHIA LCCAL

SUMMARY OF PAYMENTS.

For construction of new lines.....	\$11,599 21
For purchase of telegraph property.....	2,500 00
For purchase of real estate.....	None.
For interest.....	None.
For dividends, excess in surplus fund.....	None.
Miscellaneous.....	103,685 08
For taxes.....	None.
For surplus fund.....	8,998 18
Total amount of surplus fund.....	<u>8,998 18</u>

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.
Hon. 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 St., Philadelphia, Pa.
Wm. P. Wheatland, Sec. and Treas'r,	107 South Third St., Philadelphia, Pa.
Samuel M. Plush, Superintendent...	107 South Third St., Philadelphia, Pa.

(No. 208.)

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, 1873, are true, to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1874. }

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	20,000 000
Funded debt as per last report	None.
The amount now of funded debt	None.
Floating debt as by last report	106,832 62
Total amount now of floating debt	148,705 20
Total amount now of floating debt	148,705 20
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
Average market value during the year	No record.
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.

	By last report.	By present report.
Construction	\$94,456 66	\$121,797 86
Equipment	37,284 90	44,791 69
Total	<u>131,741 56</u>	<u>166,589 55</u>

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville	101 miles.
Length of main line in Pennsylvania	724 "
Length of submarine cables, (entire line,)	500 feet.
Length of submarine cables in Pennsylvania	500 "
Length of wire, (entire line,).....	1,576 miles.
Length of wire in Pennsylvania	1,576 "
Number of stations, (entire line,).....	241
Number of stations in Pennsylvania.....	241
Number of instruments in use, (entire line,).....	459
Number of instruments in use in Pennsylvania	459
Number of poles to the mile.....	31
Number of persons employed in operating and maintaining the line: Males, 337; females, 9; total.....	346
Number of persons employed in operating and maintaining line in Pennsylvania: Males, 337; females, 9; total....	346
Number of messages sent during the year, (entire line,) ..	151,795
Number of messages sent during the year in Pennsylvania,	Same.
Number of messages received, (entire line,).....	Same.
Number of messages received in Pennsylvania	Same.
Value of real estate owned by the company, exclusive of line	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	10 to 35 c.	1 to 2 cts.
For one hundred miles and under two hundred miles.....	20 to 40 c.	2 to 3 cts.

EXPENSES.

Gross expenses of entire line.....	\$52,205 82
Gross expenses in Pennsylvania	Same.

RECEIPTS.

Gross receipts, (entire line,).....	\$44,331 08
Gross receipts in Pennsylvania	Same.

TELEGRAPH REPORT.

903

SUMMARY OF PAYMENTS.

For construction and equipment of new lines.....	\$34,847 99
For purchase of telegraph property.....	Nothing.
For purchase of real estate.....	Nothing.
For discount and interest.....	7,519 72
For miscellaneous.....	44,650 10
For taxes.....	36 00
For surplus fund.....	None.
Total.....	\$87,053 81

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
H. Pratt M'Kean	Philadelphia.
R. B. Cabeen.....	Philadelphia.
J. B. Lippincott.....	Philadelphia.
John Ashhurst.....	Philadelphia.
Franklin B. Gowen, President.....	Philadelphia.
Howard Hancock, Secretary.....	Philadelphia.
John Welsh, Treasurer.....	Philadelphia.
C. T. Sellers, Superintendent.....	Reading.

(No. 208.)

WESTERN UNION.

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

Personally appeared Wm. 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, 1873, are true, to the best of their knowledge and belief.

(Signed)

WM. ORTON, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of December, 1873. }

Witness my hand and official seal:

CHARLES EDGAR MILLS,

Commissioner for Penn'a in New York, 117 Broadway, N. Y. City.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$41,073,400 00
Amount paid in as by last report: Of which lines owned by the company in Pennsylvania represent, (estimated,)	250,000 00
Total amount now paid in of capital stock	41,073,400 00
Total amount now of floating and funded debt: None of the debt of this company was contracted for constructing any of the lines in the State of Pennsylvania, they hav- ing been mainly constructed before any debt was con- tracted.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	410,734
Par value of each share.....	\$100 00
Average market value during the year: Ranged from 45 to 95.	
Amount paid in on each share: Mainly paid in by trans- fers 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; the cost cannot now be stated.

TELEGRAPH REPORT.

905

CHARACTERISTICS OF LINE.

Length of entire lines: About.....	66,500 miles.
Length of lines in Pennsylvania: About	4,500 "
Length of submarine cables, (entire line:) About	675,000 feet.
Length of wire, (entire line:) About.....	157,000 miles.
Length of wire in Pennsylvania: About.....	13,000 "
Number of stations, (entire line:) About	6,000
Number of stations in Pennsylvania: About.....	550
Number of instruments in use, (entire line:) About.....	8,500
Number of instruments in use in Pennsylvania.....	No record.
Number of poles to the mile: About.....	25 to 40
Number of persons employed in operating and maintaining line: About.....	9,000
Number of persons employed in operating and maintaining line in Pennsylvania: About.....	900
Number of messages sent during the year, (entire line,) exclusive of regular press reports.....	13,360,000
Number of messages sent during the year in Pennsylvania,	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,	<u>\$32,538 61</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 cts.	2 to 3 cts.
For one hundred miles and under two hundred miles.....	50 cts.	3 cts.
For two hundred miles and under three hundred miles }	75 cts.	5 cts.
For three hundred miles and under four hundred miles: }	1 00 cts.	7 cts.
For four hundred miles and under six hundred miles.....		

EXPENSES.

Gross expenses of entire line..	\$6,968,175 79
Gross expenses in Pennsylvania: No separate accounts kept of expenses in any State.	

RECEIPTS.

Gross receipts, (entire line,).....	\$9,357,099 73
Gross receipts in Pennsylvania: No separate accounts kept of receipts in any State.	

SUMMARY OF PAYMENTS.

For construction of new lines in Pennsylvania: About	\$125,000 00
For purchase of telegraph property in Pennsylvania.. . . .	Nothing.
For purchase of real estate in Pennsylvania.....	1,671 94
For interest in Pennsylvania.....	Nothing.
For dividends in Pennsylvania.....	Nothing.
For miscellaneous in Pennsylvania.....	Nothing.
For taxes in Pennsylvania.....	7,557 34

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Orton.....	New York.
James H. Banker.....	New York.
Alonzo B. Cornell.....	New York.
Harrison Durkee.....	New York.
Norvin Green.....	New York.
Joseph Harker.....	New York.
Edwin D. Morgan.....	New York.
Agustus Schell.....	New York.
W. K. Thorn.....	New York.
C. Vanderbilt.....	New York.
Frank Work.....	New York.
Chester W. Chapin.....	New York.
Ezra Cornell.....	Ithaca, N. Y.
Cyrus W. Field.....	New York.
Wilson G. Hunt.....	New York.
David Jones.....	New York.
C. Livingston.....	New York.
Geo. H. Mumford.....	New York.
O. H. Palmer.....	New York.
Geo. M. Pullman.....	Chicago.
E. S. Sanford.....	New York.
Hiram Sibley.....	Rochester.
John Steward.....	New York.
Moses Taylor.....	New York.
W. H. Vanderbilt.....	New York.
W. R. Vermilye.....	New York.
E. B. Wesley.....	New York.
Stillman Witt.....	Cleveland.
E. D. Worcester.....	New York.
William Orton, President.....	New York.
George H. Mumford, Secretary.....	New York.
R. H. Rochester, Treasurer.....	New York.
D. H. Bates, Superintendent.....	Philadelphia.
C. O. Rowe, Superintendent.....	Pittsburg.