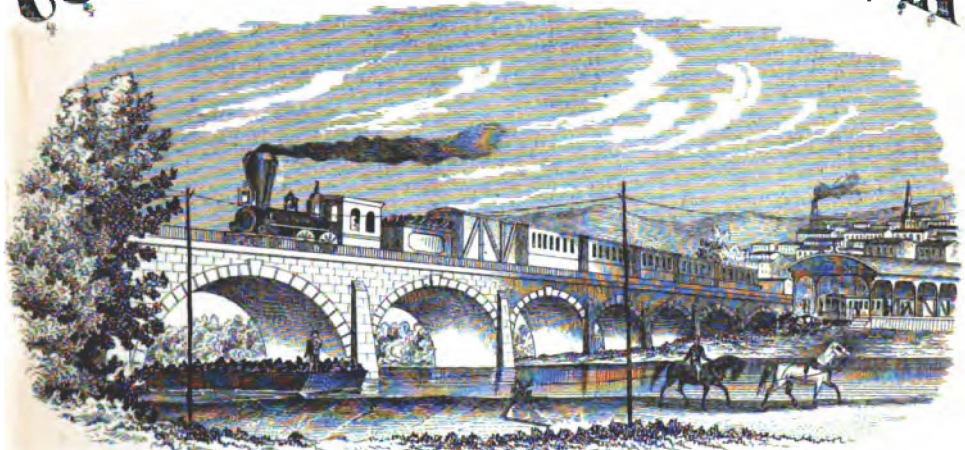


ANNUAL REPORT
OF THE
Secretary of Internal Affairs

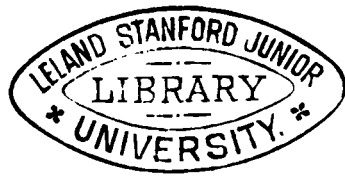
OF THE
COMMONWEALTH OF PENNSYLVANIA



PART IV.
RAIL ROAD CANAL NAVIGATION AND
TELEGRAPH COMPANIES

FOR THE
YEAR 1875

HARRISBURG
B. F. MEYERS
STATE PRINTER
1876.



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CONTENTS.

	Page.
Report of the Secretary of Internal Affairs.....	ix
Alphabetical list 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.....	1
<i>Roads operated by steam :</i>	
Table A.—Stock and debt.....	2
Table B.—Characteristics of road	10
Table C.—Doings of the year in transportation and total miles run	19
Table D.—Amount of freight, specifying the quantity in tons.....	22
Table E.—Expenses.....	26
Table F.—Receipts.....	29
Table G.—Accidents	32
Comparative statement of capital stock paid in for five years.....	33
Comparative statement of funded and floating debt for five years.....	37
Comparative statement of dividends for five years.....	41
Comparative statement of cost of road and equipment for five years.....	42
Comparative statement of passengers carried for five years	46
Comparative statement of tonnage for five years.....	49
Comparative statement of expenses for five years.....	52
Comparative statement of receipts for five years.....	55
Comparative statement of accidents for five years.....	58
Tabulated results compiled from reports of passenger railway companies...	61
<i>Roads operated by horse power :</i>	
Table A.—Stock and debt.....	62
Table B.—Characteristics of road.....	64
Table C.—Transportation of passengers and expenses.....	66
Table D.—Receipts.....	68
Table E.—Accidents	69
Comparative statement of capital stock paid in for five years.....	70
Comparative statement of funded and floating debt for five years.....	72
Comparative statement of interest on funded debt, and cash dividends declared for five years.....	74
Comparative statement of cost of road and equipment for five years.....	75
Comparative statement of passengers carried for five years.....	77
Comparative statement of expenses for five years.....	79
Comparative statement of receipts for five years.....	81
Comparative statement of accidents for five years.....	83
Tabulated results compiled from reports of canal companies.....	85

Canal companies :

	Page.
Table A.—Stock and debt.....	86
Table B.—Characteristics of canal.....	87
Table C.—Tonnage, expenses and receipts.....	88
Table D.—Amount of freight, specifying the quantity in tons.....	89
Comparative statement of capital stock paid in for five years.....	90
Comparative statement of floating and funded debt for five years.....	90
Comparative statement of cost of canal and fixtures for five years.....	91
Comparative statement of tonnage for five years.....	91
Comparative statement of expenses for five years.....	92
Comparative statement of receipts for five years.....	92
Tabulated results compiled from reports of telegraph companies.....	93

Telegraph companies :

Table A.—Stock and debt.....	94
Table B.—Characteristics of line.....	95
Table C.—Expenses and receipts.....	96
Comparative statement of capital stock paid in for five years.....	96
Comparative statement of floating and funded debt for five years.....	97
Comparative statement of messages received in Pennsylvania for five years..	97
Comparative statement of messages sent in Pennsylvania for five years.....	98
Comparative statement of gross receipts in Pennsylvania for five years.....	98
Comparative statement of gross expenses in Pennsylvania for five years.....	99

Roads operated by steam :

Allegheny Valley.....	103
Allentown.....	111
Atlantic and Great Western.....	114, 123
Bachman Valley.....	131
Bald Eagle Valley.....	135
Baltimore, Philadelphia and New York.....	137
Barclay Coal Company.....	139, 141
Bedford and Bridgeport.....	145
Bellefonte and Snow Shoe.....	147
Bell's Gap.....	152
Buffalo, Bradford and Pittsburg.....	158
Buffalo, New York and Philadelphia.....	159
Catasauqua and Fogelsville.....	165
Catawissa.....	171
Chartiers.....	173, 178
Chester Creek.....	180
Chester Creek and Brandywine.....	182
Chester and Delaware River.....	182
Chester Valley.....	186
Chestnut Hill.....	188
Cleveland and Pittsburg.....	190
Colebrookdale.....	197
Columbia and Port Deposit.....	200
Connecting.....	202
Garning, Cowanesque and Antrim.....	204, 206
Cornwall.....	210

CONTENTS.

	Page.
Cumberland Valley	214
Danville, Hazleton and Wilkesbarre	222
Delaware and Hudson Canal Company	225
Delaware, Lackawanna and Western	232
Delaware River and Lancaster	242
Dillsburg and Mechanicsburg	244
Dunkirk, Allegheny Valley and Pittsburg	246
East Brandywine and Waynesburg	254
East Broad Top	258
East Mahanoy	262
East Pennsylvania	264
Ebensburg and Cresson	267
Edgewood	269
Elmira and Williamsport	273, 275
Erie	279
Erie and Pittsburg	280
Fayette County	296
Frankford and Holmesburg	298
Hanover Junction, Hanover and Gettysburg	300
Hanover Junction and Susquehanna	305
Harrisburg, Portsmouth, Mt. Joy and Lancaster	307
Harrisburg and Potomac	309
Huntingdon and Broad Top Mountain	314
Ironton	321
Jamestown and Franklin	325
Jefferson	329
Jersey Shore, Pine Creek and Buffalo	331
Junction	332
Lake Shore and Michigan Southern	335
Lancaster and Reading, (narrow gauge,)	345
Lawrence	347
Lawrenceville and Evergreen	352
Lehigh and Eastern	356
Lehigh and Lackawanna	358
Lehigh and Susquehanna	362
Lehigh Valley	368
Lewisburg, Centre and Spruce Creek	377
Ligonier Valley	379
Little Saw Mill Run	381
Littlestown	386
Little Schuylkill Navigation	387
Lykens Valley	390
M'Kean and Buffalo	392
Mifflin and Centre County	397
Mill Creek and Mine Hill Navigation	399
Mine Hill and Schuylkill Haven	401
Monongahela Inclined Plane	403
Mont Alto	406
Montrose	410
Mount Carbon and Port Carbon	415

	Page.
Mount Oliver Inclined Plane	417
Mount Pleasant and Broad Ford.....	421
Muncy Creek	423
Nesquehoning Valley.....	426
New Castle and Beaver Valley.....	428, 433
New Castle and Franklin.....	435
New Castle and Mining.....	440
Newry	442
Northern Central.....	445
North-East Pennsylvania.....	452
North Pennsylvania	456
Oil Creek and Allegheny River.....	463
Parker and Karns City.....	471
Peach Bottom	476
Pennsylvania	479
Pennsylvania Coal.....	487
Pennsylvania and Delaware	493
Pennsylvania Inland.....	494
Pennsylvania and New York Canal and	495
Pennsylvania Petroleum.....	502
Pennsylvania and Western	502
Peoples'	504
Perkiomen	507
Philadelphia and Baltimore Central.....	510
Philadelphia and Chester County.....	518
Philadelphia and Erie	516
Philadelphia, Germantown and Norristown	524
Philadelphia and Merion	527
Philadelphia, Newton and New York.....	528
Philadelphia and Reading	529
Philadelphia and Trenton.....	542
Philadelphia, Wilmington and Baltimore.....	548
Pickering Valley.....	555
Pittsburg and Castle Shannon	558
Pittsburg, Cincinnati and St. Louis.....	564
Pittsburg and Connellsville.....	572
Pittsburg, Fort Wayne and Chicago.....	579
Pittsburg, Virginia and Charlestown.....	589
Pithole.....	595
Pithole Valley	595
Plymouth.....	596
Reading and Columbia.....	598
Reading and Lehigh.....	603
Salisbury.....	605
Salisbury and Baltimore.....	608
Schuylkill Valley navigation and railroad company.....	609
Selinsgrove and North Branch.....	611
Shamokin Valley and Pottsville.....	612, 614
Sharpsville, Wheatland, Sharon and Greenfield.....	618
Shenango and Allegheny.....	621

CONTENTS.

vii

	Page.
Shenango Valley and Alliance.....	626
Somerset and Mineral Point.....	627
South Mountain.....	631
South Mountain Iron Company's.....	633
South Pennsylvania.....	637
Southern Pennsylvania railway and mining company.....	638
Southwark.....	644
South-west Pennsylvania.....	646
Spring Brook.....	648
State Line and Sullivan.....	651
Stony Creek.....	653
Sullivan and Erie.....	657
Summit Branch.....	658
Sunbury and Lewistown.....	663
Susquehanna, Gettysburg and Potomac.....	667
Tioga.....	668
Tresckow.....	673
Tyrone and Clearfield.....	675
Union Narrow Gauge.....	677
Uniontown and West Virginia.....	678
West Chester.....	679
West Chester and Philadelphia.....	681
West Chester and Phoenixville.....	687
Western Maryland.....	689
Western Pennsylvania.....	695
Wheeling, Pittsburg and Baltimore.....	697
Wilcox and Howard Hill Improvement Company.....	701
Wilmington and Reading.....	703, 707
Wilmington and Western.....	713
<i>Passenger railways :</i>	
Allentown.....	721
Central, Pittsburg.....	725
Central, Reading.....	728
Citizens', Philadelphia.....	732
Citizens', Pittsburg.....	736
Coalville.....	739
Continental.....	743
Easton and South Easton.....	744
Empire.....	748
Erie City.....	751
Federal Street and Pleasant Valley.....	754
Frankford and Southwark.....	758
Germantown.....	763
Green and Coates Street, Philadelphia.....	767
Harrisburg City.....	771
Hestonville, Mantua and Fairmount.....	775
Lombard and South Streets.....	780
People's Street, Luzerne County.....	784
People's, Philadelphia.....	788
Philadelphia City.....	791

	Page.
Philadelphia and Darby.....	795
Philadelphia and Gray's Ferry.....	797
Pittsburg, Allegheny and Manchester.....	800
Pittsburg and Birmingham.....	804
Pittsburg, Oakland and East Liberty.....	806
Pittston.....	812
Reading City.....	814
Ridge Avenue, Philadelphia.....	816
Riverside.....	820
*Roxborough and Manayunk Inclined Plane.....	822
Schuylkill River.....	825
Second and Third Streets.....	827
Seventeenth and Nineteenth Streets.....	832
South Side.....	836
Stroudsburg.....	840
Thirteenth and Fifteenth Streets.....	843
Union, Philadelphia.....	847
Union, Warren.....	851
† West End, Philadelphia.....	852
West Philadelphia.....	857
Wilkesbarre and Kingston.....	861
Williamsport.....	864
<i>Canal companies:</i>	
Delaware and Hudson.....	871
Delaware Division.....	874
Lehigh Coal and Navigation.....	877
Monongahela Navigation.....	881
Muncy.....	885
Pennsylvania.....	887
Schuylkill Navigation.....	893, 896
Susquehanna.....	899, 901
Union.....	903
<i>Telegraph companies:</i>	
Atlantic and Ohio.....	909
American District.....	911
Erie County.....	913
Pacific and Atlantic.....	915
Philadelphia Local.....	917
Philadelphia, Reading and Pottsville.....	919
Rockhill.....	922
Western Union.....	924

* Should read Manayunk and Roxborough Inclined Plane.

† This report received too late for publication in the tabulated results.

Compliments of

J. F. Hartranft,

Governor.

REPORT.

DEPARTMENT OF INTERNAL AFFAIRS, }
HARRISBURG, PA., April 28, 1876. }

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

In compliance with the requirements of the acts of the General Assembly, approved respectively April 9, 1870, and May 15, 1874, "requiring railroad, canal, navigation and telegraph companies to make uniform reports to the Secretary of Internal Affairs," I herewith transmit copies of the several reports made to this Department, in pursuance of said acts, with tabulated results and comparative statements compiled from the reports of the companies.

Respectfully,

WILLIAM M'CANDLESS,

Secretary of Internal Affairs.

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, also those which failed to report.

Roads operated by steam:

Name of company.	Report filed.
Allegheny Valley	Feb. 23, 1876.
Allentown	Jan. 31, 1876.
Atlantic and Great Western	Dec. 15, 1875.
Bachman Valley	Feb. 4, 1876.
Bald Eagle Valley.....	Nov. 17, 1875.
Baltimore, Philadelphia and New York.....	Feb. 25, 1876.
Barclay Coal Company.....	Jan. 12, 1876.
Barclay Railroad Company.....	Feb. 8, 1876.
Bedford and Bridgeport.....	Feb. 22, 1876.
Bellefonte and Snow Shoe.....	Jan. 19, 1876.
Bell's Gap.....	Dec. 28, 1875.
Buffalo, Bradford and Pittsburg.....	Nov. 6, 1875.
Buffalo, New York and Philadelphia.....	Dec. 28, 1875.
Catasauqua and Fogelsville	Nov. 27, 1875.
Catawissa	Jan. 26, 1876.

ANNUAL REPORT OF THE

Name of company.	Report filed.
Chartiers	Feb. 26, 1876.
Chester Creek	Jan. 17, 1876.
Chester Creek and Brandywine	Aug. 8, 1875.
Chester and Delaware River	Feb. 28, 1876.
Chester Valley	Sept. 14, 1875.
Chestnut Hill	Jan. 20, 1876.
Cleveland and Pittsburg	Feb. 25, 1876.
Colebrookdale	Jan. 31, 1876.
Columbia and Port Deposit	Feb. 2, 1876.
Connecting	Feb. 19, 1876.
Corning, Cowanesque and Antrim, lessees	Jan. 24, 1876.
Corning, Cowanesque and Antrim	Jan. 27, 1876.
Cornwall	Jan. 14, 1876.
Cumberland Valley	Jan. 24, 1876.
Danville, Hazleton and Wilkesbarre	Jan. 26, 1876.
Delaware and Hudson Canal	Jan. 26, 1876.
Delaware, Lackawanna and Western	Jan. 31, 1876.
Delaware River and Lancaster	Dec. 2, 1875.
Dillsburg and Mechanicsburg	Feb. 23, 1876.
Dunkirk, Allegheny Valley and Pittsburg	Dec. 17, 1875.
East Brandywine and Waynesburg	Jan. 29, 1876.
East Broad Top Railroad and Coal	Feb. 11, 1876.
East Mahanoy	Jan. 31, 1876.
East Pennsylvania	Jan. 31, 1876.
Ebensburg and Cresson	Aug. 12, 1875.
Edgewood	Feb. 29, 1876.
Elmira and Williamsport	Jan. 6, 1876.
Elmira and Williamsport, N. C. R. R. lessees	Feb. 29, 1876.
Erie	Mar. 4, 1876.
Erie and Pittsburg	Feb. 2, 1876.
Fayette County	Sept. 22, 1875.
Frankford and Holmesburg	Nov. 27, 1875.
Hanover Branch	Feb. 2, 1876.
Hanover Junction and Susquehanna	Feb. 4, 1876.
Harrisburg, Portsmouth, Mount Joy and Lancaster	Oct. 20, 1875.
Harrisburg and Potomac	Feb. 29, 1876.
Homer, Cherry Tree and Susquehanna	
Huntingdon and Broad Top Mountain	
Ironton	Feb. 10, 1876.
Jamestown and Franklin	Feb. 25, 1876.
Jefferson	Feb. 10, 1876.

SECRETARY OF INTERNAL AFFAIRS.

xi

Name of company.	Report filed.
Jersey Shore, Pine Creek and Buffalo.....	Jan. 3, 1876.
Junction.....	Feb. 16, 1876.
Lake Shore and Michigan Southern.....	Mar. 1, 1876.
Lancaster and Reading, (Narrow Gauge,).....	Feb. 25, 1876.
Lawrence.....	Feb. 5, 1876.
Lawrenceville and Evergreen.....	Feb. 9, 1876.
Lehigh Coal and Navigation, owners of Lehigh and Susquehanna Railroad.....	Feb. 16, 1876.
Lehigh and Eastern.....	Mar. 9, 1876.
Lehigh and Lackawanna.....	Feb. 16, 1876.
Lehigh Valley.....	Jan. 28, 1876.
Lewisburg Centre and Spruce Creek.....	Feb. 2, 1876.
Ligonier.....	Nov. 23, 1875.
Little Saw Mill Run.....	Feb. 2, 1876.
Little Schuylkill Navigation and Coal.....	Dec. 22, 1875.
Littlestown.....	Jan. 11, 1876.
Lykens Valley.....	Jan. 20, 1876.
M'Kean and Buffalo.....	Jan. 19, 1876.
Mifflin and Centre County.....	Feb. 19, 1876.
Mill Creek and Mine Hill.....	April 22, 1876.
Mine Hill and Scuykill Haven.....	Jan. 24, 1876.
Mont Alto.....	Jan. 14, 1876.
Montrose.....	Jan. 18, 1876.
Monongahela Inclined Plane.....	Feb. 16, 1876.
Mount Carbon and Port Carbon.....	April 21, 1876.
Mount Oliver Inclined Plane.....	Jan. 26, 1876.
Mount Pleasant and Broad Ford.....	Nov. 27, 1875.
Muncy Creek.....	Mar. 2, 1876.
Nesquehoning Valley.....	Feb. 16, 1876.
New Castle and Beaver Valley.....	Feb. 2, 1876.
New Castle and Franklin.....	Jan. 10, 1876.
New Castle and Mining.....	Feb. 26, 1876.
Newry.....	Jan. 10, 1876.
Northern Central.....	Feb. 29, 1876.
North-East Pennsylvania.....	Jan. 14, 1876.
North Pennsylvania.....	Jan. 17, 1876.
Oil Creek and Allegheny River.....	Feb. 15, 1876.
Parker and Karns City.....	Feb. 24, 1876.
Peach Bottom.....	Feb. 29, 1876.
Pennsylvania.....	Feb. 10, 1876.
Pennsylvania Coal.....	Jan. 29, 1876.

ANNUAL REPORT OF THE

Name of company.	Report filed.
Pennsylvania and Delaware	Feb. 28, 1876.
Pennsylvania Inland.....	Dec. 28, 1875.
Pennsylvania and New York Canal and.....	Jan. 21, 1876.
Pennsylvania Petroleum.....	Feb. 26, 1876.
Pennsylvania and Western.....	Feb. 2, 1876.
People's Freight	Jan. 12, 1876.
Perkiomen.....	Jan. 31, 1876.
Philadelphia and Baltimore Central.....	Jan. 12, 1876.
Philadelphia and Chester County.....	Aug. 11, 1875.
Philadelphia and Erie.....	Feb. 3, 1876.
Philadelphia, Germantown and Norristown.....	Oct. 23, 1875.
Philadelphia and Merion.....	Feb. 17, 1876.
Philadelphia, Newtown and New York.....	Feb. 2, 1876.
Philadelphia and Reading.....	Jan. 28, 1876.
Philadelphia and Trenton.....	Feb. 16, 1876.
Philadelphia, Wilmington and Baltimore.....	Jan. 29, 1876.
Pickering Valley.....	Jan. 31, 1876.
Pittsburg and Castle Shannon.....	Feb. 24, 1876.
Pittsburg, Cincinnati and St. Louis.....	Feb. 26, 1876.
Pittsburg and Connellsville.....	Dec. 18, 1875.
Pittsburg, Ft. Wayne and Chicago.....	Feb. 7, 1876.
Pittsburg, Virginia and Charleston.....	Jan. 20, 1876.
Pithole.....	Feb. 19, 1876.
Pithole Valley.....	Feb. 23, 1876.
Plymouth	Dec. 18, 1875.
Reading and Columbia.....	Jan. 31, 1876.
Reading and Lehigh.....	Mar. 2, 1876.
Salisbury	April 11, 1876.
Salisbury and Baltimore	Feb. 24, 1876.
Schuylkill Valley.....	April 21, 1876.
Selinsgrove and North Branch.....	Mar. 24, 1876.
Shamokin Valley and Pottsville.....	Feb. 29, 1876.
Shamokin Valley and Pottsville, lessees.....	Feb. 29, 1876.
Sharpville, Wheatland, Sharon and Greenfield.....	Jan. 15, 1876.
Shenango and Allegheny.....	Mar. 1, 1876.
Shenango Valley and Alliance.....	Mar. 1, 1876.
Somerset and Mineral Point.....	Feb. 18, 1876.
South Mountain.....	Feb. 11, 1876.
South Mountain Iron Company	Jan. 22, 1876.
South Pennsylvania	Aug. 6, 1875.
Southern Pennsylvania Railway and Mining Company...	Jan. 26, 1876.

Name of company.	Report filed.
Southwark	Jan. 31, 1876.
South-West Pennsylvania.....	Feb. 17, 1876.
Spring Brook.....	Nov. 6, 1875.
State Line and Sullivan.....	Feb. 2, 1876.
Stony Creek.....	Jan. 14, 1876.
Sullivan and Erie Coal and Railway Company	Mar. 3, 1876.
Summit Branch.....	Dec. 26, 1876.
Sunbury and Lewistown.....	Feb. 16, 1876.
Susquehanna, Gettysburg and Potomac.....	Feb. 18, 1876.
Tioga.....	Jan. 26, 1876.
Tresckow	Feb. 16, 1876.
Tyrone and Clearfield.....	Feb. 17, 1876.
Union Narrow Gauge.....	Feb. 11, 1876.
Uniontown and West Virginia.....	Nov. 15, 1875.
West Chester.....	Dec. 2, 1875.
West Chester and Philadelphia.....	Dec. 2, 1875.
West Chester and Phoenixville.....	Jan. 24, 1876.
Western Maryland	Feb. 28, 1876.
Western Pennsylvania.....	Feb. 5, 1876.
Wheeling, Pittsburg and Baltimore	Feb. 10, 1876.
Wilcox and Howard Hill Improvement Company.....	Mar. 13, 1876.
Wilmington and Reading	Dec. 23, 1875.
Wilmington and Reading, (report of Commissioners appointed by circuit court, United States,).....	Feb. 10, 1876.
Wilmington and Western.....	Feb. 28, 1876.
<i>Passenger railways:</i>	
Allentown.....	Dec. 3, 1875.
Central, Pittsburg	Mar. 7, 1876.
Central, Reading.....	Mar. 17, 1876.
Citizens', Philadelphia.....	Nov. 8, 1875.
Citizens', Pittsburg.....	Dec. 2, 1875.
Coalville.....	Jan. 31, 1876.
Continental	Feb. 29, 1876.
Easton and South Easton.....	Dec. 11, 1875.
Empire	Jan. 4, 1876.
Erie City.....	Feb. 2, 1876.
Federal Street and Pleasant Valley.....	Jan. 15, 1876.
Frankford and Southwark.....	Dec. 17, 1875.
Germantown.....	Jan. 3, 1876.
Green and Coates Streets, Philadelphia.....	Jan. 21, 1876.
Harrisburg City.....	Jan. 21, 1876.

Name of company.	Report filed.
Hestonville, Mantua and Fairmount.....	Feb. 29, 1876.
Lombard and South Streets.....	Jan. 20, 1876.
Peoples' Street, Luzerne county.....	Nov. 3, 1875.
Peoples', Philadelphia.....	Jan. 31, 1876.
Philadelphia City.....	Jan. 27, 1876.
Philadelphia and Darby.....	Jan. 26, 1876.
Philadelphia and Gray's Ferry.....	Jan. 29, 1876.
Pittsburg, Allegheny and Manchester.....	Nov. 22, 1875.
Pittsburg and Birmingham.....	Dec. 11, 1875.
Pittsburg, Oakland and East Liberty.....	Jan. 21, 1876.
Pittston.....	Feb. 29, 1876.
Reading City.....	Mar. 1, 1876.
Ridge Avenue, Philadelphia.....	Jan. 25, 1876.
Riverside.....	Mar. 3, 1876.
Roxborough and Manayunk Inclined Plane.....	Mar. 1, 1876.
Schuylkill River.....	Jan. 29, 1876.
Second and Third Streets.....	Feb. 4, 1876.
Seventeenth and Nineteenth Streets.....	Jan. 19, 1876.
South Side.....	Feb. 29, 1876.
Stroudsburg.....	Feb. 28, 1867.
Thirteenth and Fifteenth Streets.....	Jan. 25, 1876.
Union, Philadelphia.....	Feb. 2, 1876.
Union, Warren.....	Jan. 11, 1876.
* West End.....	May 22, 1876.
West Philadelphia.....	Dec. 31, 1875.
Wilkesbarre and Kingston.....	Jan. 17, 1876.
Williamsport.....	Feb. 29, 1876.
<i>Canal companies :</i>	
Delaware and Hudson.....	Jan. 24, 1876.
Delaware Division.....	Jan. 15, 1876.
Lehigh Coal and Navigation.....	Feb. 16, 1876.
Monongahela Navigation.....	Feb. 16, 1876.
Muncy.....	Mar. 4, 1876.
Pennsylvania.....	Jan. 24, 1876.
Schuylkill Navigation.....	Jan. 28, 1876.
Susquehanna.....	Jan. 31, 1876.
Union.....	Jan. 31, 1876.
<i>Telegraph companies :</i>	
Atlantic and Ohio.....	Oct. 28, 1875.
American District.....	Feb. 2, 1876.

*This report received too late for publication in the tabulated results.

SECRETARY OF INTERNAL AFFAIRS.

Name of company.	Report filed.
Erie County	Jan. 15, 1876.
Pacific and Atlantic	Oct. 28, 1875.
Philadelphia Local	Nov. 18, 1875.
Philadelphia, Reading and Pottsville	Jan. 31, 1876.
Rockhill	Feb. 11, 1876.
Western Union	Oct. 28, 1875.

TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

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	\$2,166,500 00	\$2,256,400 00	\$2,166,500 00	\$17,461,000 00
Allentown.....	2,000,000 00	714,200 00	568,744 47	568,744 47	None.
Atlantic and Great Western.....	50,000,000 00	.....	34,671,548 00	31,675,804 10	67,220,892 81
Bachman Valley	100,000 00	68,000 00	66,792 31	66,792 31	45,000 00
Bald Eagle Valley	1,000,000 00	550,000 00	550,000 00	550,000 00	436,900 00
Baltimore, Philadelphia and New York	Unlimited.	86,800 00	16,325 21	86,800 00	.....
Barclay Coal Company.....	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	15,500 00
Bedford and Bridgeport.....	600,000 00	362,500 00	357,227 10	357,227 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
Bell's Gap.....	Unlimited.	200,000 00	200,000 00	200,000 00	200,000 00
Buffalo, New York and Philadelphia	3,500,000 00	2,383,200 00	1,691,150 00	1,720,950 00	2,972,500 00
Catasauquus and Fogelsville	426,900 00	426,900 00	426,900 00	426,900 00	None.
Catawissa.....	.....	4,359,500 00	4,359,500 00	4,359,500 00	1,740,350 00
Chartiers.....	300,000 00	667,155 00	645,970 01	647,910 01	500,000 00
Chester and Delaware River.....	40,000 00	40,000 00	4,000 00	4,000 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	None.
Cleveland and Pittsburg	11,253,500 00	.....	11,230,950 00	11,231,400 00	5,008,500 00
Colebrookdale.....	50,000 00	50,000 00	47,215 00	47,215 00	586,700 00
Columbia and Port Deposit.....	Unlimited.	231,350 00	208,172 11	208,177 11	1,060,000 00
Connecting.....	1,800,000 00	1,278,300 00	1,278,300 00	1,278,300 00	991,000 00
Corning, Cowanesque and Antrim.....	2,000,000 00	1,900,000 00	1,900,000 00	1,900,000 00	None.
Cornwall.....	150,000 00	150,000 00	300,000 00	300,000 00	None.
Cumberland Valley.....	2,110,000 00	1,777,850 00	1,777,850 00	1,777,850 00	352,300 00
Danville, Hazleton and Wilkesbarre.....	800,000 00	685,450 00	684,235 00	684,235 00	1,447,000 00
Delaware, Lackawanna and Western.....	.....	25,889,000 00	23,500,000 00	25,889,000 00	6,951,200 00
Delaware River and Lancaster.....	1,600,000 00	202,800 00	.....	17,200 00	None.
Dillsburg and Mechanicsburg.....	350,000 00	63,000 00	31,603 23	33,568 18	100,000 00
Dunkirk, Allegheny Valley and Pittsburg.....	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	3,200,000 00
East Brandywine and Waynesburg.....	500,000 00	151,000 00	134,250 00	137,580 00	247,600 00
East Broad Top.....	650,000 00	580,000 00	409,000 00	505,760 00	388,000 00
East Mahanoy.....	500,000 00	392,550 00	392,550 00	392,550 00	None.
East Pennsylvania.....	Unlimited.	1,694,650 00	1,309,200 00	1,694,650 00	495,900 00
Ebensburg and Cresson.....	100,000 00	42,000 00	42,000 00	42,000 00	.....

Edgewood	15,000 00	15,000 00	1,000,000 00	15,000 00	1,620,000 00
Elmira and Williamsport	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,620,000 00
Erie	86,536,910 00	86,536,910 00	86,536,910 00	86,536,910 00	45,576,814 00
Erie and Pittsburgh	2,500,000 00	1,998,400 00	1,099,550 00	1,101,550 00	3,457,000 00
Fayette County	107,400 00	100,000 00	90,000 00	90,000 00	None.
Frankford and Holmesburg	100,000 00	100,000 00	100,000 00	100,000 00	50,000 00
Hanover Junction, Hanover and Gettysburg	500,000 00	116,850 00	116,850 00	116,850 00	None.
Hanover Junction and Susquehanna	250,000 00	112,100 00	21,551 60	35,781 40	None.
Harrisburg, Portsmouth, Mt. Joy and Lancaster	2,500,000 00	1,182,550 00	1,182,550 00	1,182,550 00	700,000 00
Harrisburg and Potomac	Unlimited.	217,000 00	121,519 43	251,000 00	
Huntingdon and Broad Top Mountain	3,300,000 00				2,268,640 29
Ironton	500,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin	1,000,000 00	634,050 00	605,027 50	605,027 50	982,000 00
Jefferson		2,096,050 00	2,096,050 00	2,096,050 00	230,000 00
Jersey Shore, Pine Creek and Buffalo	4,000,000 00	500,000 00	500,000 00	500,000 00	215,090 00
Junction	250,000 00	185,250 00	185,250 00	185,250 00	800,000 00
Lake Shore and Michigan Southern	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00	
Lancaster and Reading (Narrow gauge)	500,000 00	123,750 00	82,720 00	82,720 00	
Lawrence	500,000 00	450,000 00	443,700 00	450,000 00	346,000 00
Lawrenceville and Evergreen	25,000 00	15,000 00	10,000 00		
Lehigh and Lackawanna	1,000,000 00	375,100 00	375,100 00	375,100 00	300,000 00
Lehigh and Eastern	1,000,000 00	620,000 00	54,000 00	58,550 00	None.
Lehigh Valley	Unlimited.		24,419,250 00	27,042,900 00	16,850,000 00
Lewisburg, Centre and Spruce Creek	3,000,000 00	346,700 00	251,503 40	258,790 40	1,545,000 00
Ligonier	100,000 00	61,000 00	50,123 86	50,123 86	None.
Little Saw Mill Run	250,000 00	100,000 00	100,000 00	100,000 00	70,000 00
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	735,500 00
Lykens Valley	800,000 00	600,000 00	600,000 00	600,000 00	None.
M'Kean and Buffalo	400,000 00	390,000 00	115,120 00	387,600 00	
Mifflin and Centre County	100,000 00	65,675 00	65,675 00	65,675 00	200,000 00
Mill Creek and Mine Hill	323,375 00	323,375 00	323,375 00	323,375 00	None.
Mine Hill and Schuylkill Haven	4,022,500 00	4,022,500 00	4,022,500 00	4,022,500 00	None.
Monongahela Inclined Plane	20,000 00	75,000 00	75,000 00	75,000 00	
Mont Alto	500,000 00	110,000 00	110,000 00	110,000 00	125,000 00
Montrose	500,000 00	319,600 00	291,034 00	297,184 00	41,900 00
Mount Carbon and Port Carbon	282,350 00	282,350 00	282,350 00	282,350 00	None.
Mount Pleasant and Broad Ford	600,000 00	152,050 00	150,425 00	150,475 00	None.
Mount Oliver Incline	100,000 00	83,200 00		21,315 83	56,900 00
Muncy Creek	2,000,000 00		124,100 00		129,800 00
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	605,000 00	605,000 00	605,000 00	2,700 00
New Castle and Franklin	150,000 00	364,750 00	324,477 99	333,506 80	363,000 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.
New Castle and Mining	\$100,000 00	\$100,000 00	\$100,000 00	\$100,000 00	.....
Newry	15,000 00	11,650 00	11,150 00	11,150 00	None.
Northern Central	8,000,000 00	5,842,000 00	5,842,000 00	5,842,000 00	\$13,500,000 00
North-East Pennsylvania	400,000 00	81,550 00	81,550 00	81,550 00	122,500 00
North Pennsylvania	1,500,000 00	3,150,000 00	3,150,000 00	3,978,150 00	5,330,000 00
Oil Creek and Allegheny River	4,959,450 00	4,959,450 00	4,959,450 00	4,959,450 00	3,680,000 00
Parker and Karns City	150,000 00	150,000 00	75,000 00	150,000 00	63,000 00
Peach Bottom	1,000,000 00	271,600 00	200,875 34	209,852 50	.....
Pennsylvania	151,700,000 00	68,870,200 00	68,719,400 00	68,870,200 00	44,290,600 00
Pennsylvania Coal	5,850,329 00	5,000,000 00	5,000,000 00	5,000,000 00	484,500 00
Pennsylvania and New York Canal and	Unlimited.	4,561,700 00	.....	4,561,700 00	3,000,000 00
Pennsylvania and Western	Unlimited.	1,750,000 00	110,000 00	110,000 00	.....
Pennsylvania Inland	100,000 00	27,000 00	3,510 00	3,510 00	None.
Peoples'	250,000 00	250,000 00	89,000 00	100,000 00	None.
Perkiemen	50,000 00	40,100 00	38,040 00	38,040 00	1,829,900 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	16,252,000 00
Philadelphia, Germantown and Norristown	2,500,000 00	2,246,900 00	2,246,900 00	2,264,900 00	None.
Philadelphia and Merion	100,000 00	12,500 00	1,250 00	1,250 00	.....
Philadelphia, Newtown and New York	3,000,000 00	320,000 00	300,000 00	300,000 00	None.
Philadelphia and Reading	Unlimited.	.....	34,274,575 28	34,277,575 28	54,074,883 08
Philadelphia and Trenton	2,682,900 00	1,259,100 00	1,259,100 00	1,259,100 00	.....
Philadelphia, Wilmington and Baltimore	Unlimited.	11,536,250 00	11,524,250 00	11,536,250 00	2,202,000 00
Pickering Valley	100,000 00	96,850 00	92,875 00	92,945 00	332,300 00
Pittsburg, Cincinnati and St. Louis	13,500,000 00	8,437,300 00	8,433,750 00	8,437,300 00	15,010,360 99
Pittsburg and Connellsville	5,000,000 00	2,341,974 50	1,960,682 45	1,960,682 45	9,500,000 00
Pittsburg, Ft. Wayne and Chicago	.....	23,814,285 71	23,814,285 71	23,814,285 71	13,535,000 00
Pittsburg, Virginia and Charleston	Unlimited.	821,550 00	674,463 99	675,628 91	1,200,000 00
Pittsburg and Castle Shannon	1,000,000 00	961,600 00	542,250 30	621,782 30	291,156 47
Plymouth	30,000 00	30,000 00	12,050 00	12,050 00	None.
Reading and Columbia	600,000 00	511,500 00	508,268 09	508,268 09	1,000,000 00
Reading and Lehigh	.....	.....	200,000 00	.....	.....
Salisbury	200,000 00	70,850 00	.....	70,850 00	.....
Schuylkill Valley Navigation and Railroad Company	576,050 00	576,050 00	576,050 00	576,050 00	.....
Selinsgrove and North Branch	200,000 00	125,000 00	54,000 00	67,592 92	None.

Shamokin Valley and Pottsville.....	1,500,000 00	869,450 00	869,450 00	869,450 00	1,940,000 00
Sharpsville, Wheatland, Sharon and Greenfield.....	150,000 00	126,600 00	63,800 00	64,100 00	None.
Shenango and Allegheny.....	200,000 00	200,000 00	200,000 00	200,000 00	800,000 00
Shenango Valley and Alliance.....	1,000,000 00	102,500 00	10,250 00	10,250 00	
Somerset and Mineral Point.....	500,000 00				50,000 00
South Mountain Iron Company's.....	None.	None.	None.	None.	377,500 00
South Mountain.....	Unlimited.	690,800 00	557,803 35	582,803 35	
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	
South-West Pennsylvania.....	500,000 00	460,250 00	415,830 00	442,202 50	771,500 00
Spring Brook.....	25,000 00	37,800 00	37,800 00	37,800 00	15,000 00
State Line and Sullivan.....	1,000,000 00	987,650 00		987,650 00	None.
Stony Creek.....	300,000 00	150,850 00	141,600 00	144,100 00	25,500 00
Summit Branch.....	4,125,000 00	3,907,600 00	3,883,900 00	3,907,600 00	684,000 00
*Sunbury and Lewistown.....	500,000 00	500,000 00	500,000 00	500,000 00	1,400,000 00
Tioga.....	1,000,000 00	580,900 00	580,900 00	580,900 00	239,500 00
Tresckow.....	250,000 00	130,000 00	130,000 00	130,000 00	
Tyrone and Clearfield.....	1,000,000 00	1,000,000 00	782,000 00	1,000,000 00	
Uniontown and West Virginia.....	500,000 00	80,000 00		80,000 00	None.
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	None.
West Chester and Philadelphia.....	3,200,000 00	823,950 00	823,950 00	821,400 00	1,100,000 00
Western Maryland.....	1,000,000 00		679,700 00	681,300 00	171,131 00
Western Pennsylvania.....	3,000,000 00	1,022,450 00	1,022,450 00	1,022,450 00	3,000,000 00
West Chester and Phoenixville.....	250,000 00	130,000 00	13,000 00	13,000 00	None.
Whoeling, Pittsburg 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	759,627 88	759,627 88	3,096,400 00
Wilmington and Western.....		253,850 00	249,032 50	249,503 50	500,000 00
Total.....	498,742,439 00	389,581,050 21	466,534,923 21	482,206,494 77	391,467,918 64

* For the year 1874.

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.....	\$20,767,900 00	\$3,761,322 93	\$3,695,986 91	\$24,463,836 91	7, 7 8-10	5
Allentown.....		687,009 47	728,580 22	728,580 22		
Atlantic and Great Western.....	68,934,811 28	3,888,971 63	6,475,126 80	75,469,938 08		
Bachman Valley.....	45,000 00				7	
Bald Eagle Valley.....	426,900 00	426,900 00	426,900 00	426,900 00	6, 7	7
Baltimore, Philadelphia and New York.....	350,000 00	14,818 86	66,621 57	416,621 57		
Barclay Coal Company.....	15,500 00			15,500 00	7	8
Bedford and Bridgeport.....	1,070,631 44	54,955 68	70,631 44	1,070,631 44	7	
Bellefonte and Snow Shoe.....	99,000 00			99,000 00	6	3
Bell's Gap.....	200,000 00	15,000 00	8,800 00	208,800 00	7	
Buffalo, New York and Philadelphia.....	3,320,500 00	1,195,199 79	1,109,520 77	4,430,020 77	{ 1st m. 6, 6, } { 2d m. 10, 6, }	
Catasauqua and Fogelsville.....					6	
Catawissa.....	1,740,350 00			1,740,350 00	{ 1st m. 7, } { 2d chat. 5, 10 }	
Chartiers.....	500,000 00	9,929 15	36,776 66	536,776 66	7	
Chester and Delaware River.....		130,386 76	169,644 23	169,644 23		
Chester Creek.....	185,000 00			185,000 00	6	
Chester Valley.....	500,000 00	542,500 00	500,000 00	1,060,000 00	7	
Chestnut Hill.....					12	
Cleveland and Pittsburg.....	5,152,000 00			5,152,000 00	6, 7	10
Colbrookdale.....	600,000 00	177,391 00	198,970 24	798,970 24	6	
Columbia and Port Deposit.....	1,290,000 00	188,402 26	249,647 41	1,539,647 41	7	
Connecting.....	991,000 00	145,814 04	205,962 03	1,196,962 06	6	6
Corning, Cowanesque and Antrim.....	500,000 00			500,000 00	7	Com. 6, pref. 8½
Cornwall.....						9
Cumberland Valley.....	357,300 00			357,300 00	8, 6	10
Danville, Hazleton and Wilkesbarre.....	1,447,000 00	118,000 00	118,000 00	1,565,000 00	7	
Delaware, Lackawanna and Western.....	2,831,100 00	726,838 99	765,148 75	3,596,248 75	7	10
Delaware River and Lancaster.....			996 55	996 55		
Dillsburg and Mechanicsburg.....	100,000 00	38,816 06	36,355 81	136,355 81	6	
Dunkirk, Allegheny Valley and Pittsburg.....	3,200,000 00	226,645 15	201,540 29	3,401,540 29	7 g., 7 c.	

East Brandywine and Waynesburg.....	304,600 00	2,000 00	2,000 00	306,600 00	7, 8	
East Broad Top.....	500,000 00	197,427 18	48,044 94	543,044 04	7	
East Mahanoy.....						5 8-10
East Pennsylvania.....	495,900 00			495,900 00	7	6
Ebensburg and Cresson.....	80,000 00			80,000 00	6	
Edgewood.....		9,483 05	13,126 37	13,126 37		
Elmira and Williamsport.....	1,620,000 00			1,620,000 00	7, 5	7, 5
Eric.....	54,271,814 00	2,552,203 34	1,421,641 83	55,693,455 83	7½ g-, 7 c.	
Erie and Pittsburg.....	3,377,000 00			3,377,000 00	7	7
Fayette County.....						8
Frankford and Holmesburg.....	50,000 00	5,342 36	5,342 36	55,342 36	7	8
Hanover Branch.....	123,000 00			133,000 00	6	5
Hanover Junction and Susquehanna.....	34,900 00		33,281 74	68,181 74	7	
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	700,000 00			700,000 00	6	7
Harrisburg and Potomac.....	252,000 00	225,860 00	35,010 00	287,010 00	7	
Huntingdon and Broad Top Mountain.....	2,334,207 50		201,007 00	2,535,214 50	7	
Ironton.....	200,000 00		5,287 50	205,287 50	6, gold.	
Jamestown and Franklin.....	943,000 00	1,065,851 19	1,070,752 43	2,013,752 43	7	
Jefferson.....	2,300,000 00			2,300,000 00	7, 7	
Jersey Shore, Pine Creek and Buffalo Junction.....	800,000 00		281,831 51	281,831 51		
Lake Shore and Michigan Southern.....	36,250,000 00			3,625,000 00	6	5, 3½
Lawrence.....	344,000 00			344,000 00	7	10
Lawrenceville and Evergreen.....	12,500 00		848 26	13,348 26	7	
Lehigh and Lackawanna.....	300,000 00			300,000 00	7	
Lehigh Valley.....	22,129,000 00			20,501,338 65	{ 1st m. 6, 21 } { 7, cons'd 7 }	10
Lewisburg, Centre and Spruce Creek.....	1,545,000 00	40,147 10		1,545,000 00	7	
Ligonier.....	8,862 10		8,862 10	8,862 10		
Little Saw Mill Run.....	80,000 00	4,702 77	3,588 21	83,588 21	7	
Littlestown.....				40,000 00	7	
Little Schuylkill Navigation.....	723,500 00			723,500 00	7	7
Lykens Valley.....						10
M'Kean and Buffalo.....	352,000 00	20,000 00	101,611 50	453,611 50	7	
Mifflin and Centre County.....	200,000 00	2,517 55	38,468 77	235,468 77	6	
Mill Creek and Mine Hill Navigation and Mine Hill and Schuylkill Haven.....						10
Monongahela Inclined Plane.....						7½ 6
Mont Alto.....	125,000 00			125,000 00	7	
Montrose.....	\$44,900 00	\$9,672 85	\$200 00	\$45,100 00	7	
Mount Carbon and Port Carbon.....						12
Mount Pleasant and Broad Ford.....		38,007 44	38,198 83	38,198 83		
Mount Oliver.....	56,900 00		6,840 49	63,740 49	8	

SECRETARY OF INTERNAL AFFAIRS.

TABULATED RESULTS

COMPILED FROM REPORTS OF COMPANIES.

TABLE A.—STOCK AND DEBT.

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	\$2,166,500 00	\$2,256,400 00	\$2,166,500 00	\$17,461,000 00
Allentown.....	2,000,000 00	714,200 00	568,744 47	568,744 47	None.
Atlantic and Great Western.....	50,000,000 00	.....	34,671,548 00	34,675,804 10	67,220,892 81
Bachman Valley	100,000 00	68,000 00	66,792 31	66,792 31	45,000 00
Bald Eagle Valley	1,000,000 00	550,000 00	550,000 00	550,000 00	436,900 00
Baltimore, Philadelphia and New York	Unlimited.	86,800 00	16,325 21	86,800 00	.....
Barclay Coal Company	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	15,500 00
Bedford and Bridgeport.....	600,000 00	302,500 00	357,227 10	357,227 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
Bell's Gap.....	Unlimited.	200,000 00	200,000 00	200,000 00	200,000 00
Buffalo, New York and Philadelphia	3,500,000 00	2,383,200 00	1,691,150 00	1,720,950 00	2,972,500 00
Catasauqua and Fogelsville	426,900 00	426,900 00	426,900 00	426,900 00	None.
Catawissa.....	.....	4,359,500 00	4,359,500 00	4,359,500 00	1,740,350 00
Chartiers.....	800,000 00	667,155 00	645,970 01	647,910 01	500,000 00
Chester and Delaware River	40,000 00	40,000 00	4,000 00	4,000 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	None.
Cleveland and Pittsburg.....	11,253,500 00	.....	11,230,950 00	11,231,400 00	5,006,500 00
Colebrookdale	50,000 00	50,000 00	47,215 00	47,215 00	536,700 00
Columbia and Port Deposit.....	Unlimited.	231,350 00	208,172 11	208,177 11	1,060,000 00
Connecting	1,900,000 00	1,278,300 00	1,278,300 00	1,278,300 00	991,000 00
Corning, Cowanesque and Antrim.....	2,000,000 00	1,900,000 00	1,900,000 00	1,900,000 00	None.
Cornwall	150,000 00	150,000 00	300,000 00	300,000 00	None.
Cumberland Valley	2,110,000 00	1,777,850 00	1,777,850 00	1,777,850 00	352,300 00
Danville, Hazleton and Wilkesbarre.....	800,000 00	685,450 00	684,235 00	684,235 00	1,447,000 00
Delaware, Lackawanna and Western .....	.....	25,889,000 00	23,500,000 00	25,889,000 00	6,951,200 00
Delaware River and Lancaster	1,600,000 00	202,800 00	.....	17,200 00	None.
Dillsburg and Mechanicsburg.....	350,000 00	63,000 00	31,603 23	33,568 18	100,000 00
Dunkirk, Allegheny Valley and Pittsburg.....	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	3,200,000 00
East Brandywine and Waynesburg.....	500,000 00	151,000 00	134,250 00	137,580 00	247,600 00
East Broad Top.....	650,000 00	580,000 00	409,000 00	505,760 00	388,000 00
East Mahanoy.....	500,000 00	392,550 00	392,550 00	392,550 00	None.
East Pennsylvania.....	Unlimited.	1,594,650 00	1,309,200 00	1,594,650 00	495,900 00
Ebensburg and Cresson.....	100,000 00	42,000 00	42,000 00	42,000 00	.....

Edgewood	15,000 00	15,000 00	15,000 00	15,000 00	
Elmira and Williamsport	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,620,000 00
Erie	86,536,910 00	86,536,910 00	86,536,910 00	86,536,910 00	45,576,814 00
Erie and Pittsburg	2,500,000 00	1,988,400 00	1,099,550 00	1,101,550 00	3,457,000 00
Fayette County	107,400 00	100,000 00	90,000 00	90,000 00	None.
Frankford and Holmesburg	100,000 00	100,000 00	100,000 00	100,000 00	50,000 00
Hanover Junction, Hanover and Gettysburg	500,000 00	116,850 00	116,850 00	116,850 00	None.
Hanover Junction and Susquehanna	250,000 00	112,100 00	21,551 60	35,781 40	None.
Harrisburg, Portsmouth, Mt. Joy and Lancaster	2,500,000 00	1,182,550 00	1,182,550 00	1,182,550 00	700,000 00
Harrisburg and Potomac	Unlimited.	217,000 00	121,519 43	251,000 00	
Huntingdon and Broad Top Mountain	3,300,000 00				2,268,640 29
Ironton	500,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin	1,000,000 00	634,050 00	605,027 50	605,027 50	962,000 00
Jefferson		2,096,050 00	2,096,050 00	2,096,050 00	230,000 00
Jersey Shore, Pine Creek and Buffalo	4,000,000 00	500,000 00	500,000 00	500,000 00	215,090 00
Junction	250,000 00	185,250 00	185,250 00	185,250 00	800,000 00
Lake Shore and Michigan Southern	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00	
Lancaster and Reading (Narrow gauge)	500,000 00	123,750 00	82,720 00	82,720 00	
Lawrence	500,000 00	450,000 00	443,700 00	450,000 00	346,000 00
Lawrenceville and Evergreen	25,000 00	15,000 00	10,000 00		
Lehigh and Lackawanna	1,000,000 00	375,100 00	375,100 00	375,100 00	300,000 00
Lehigh and Eastern	1,000,000 00	620,000 00	54,000 00	58,550 00	None.
Lehigh Valley	Unlimited.		24,419,250 00	27,042,900 00	16,859,000 00
Lewisburg, Centre and Spruce Creek	3,000,000 00	346,700 00	251,503 40	258,790 40	1,545,000 00
Ligonier	100,000 00	61,000 00	50,123 86	50,123 86	None.
Little Saw Mill Run	250,000 00	100,000 00	100,000 00	100,000 00	70,000 00
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	735,500 00
Lykens Valley	800,000 00	600,000 00	600,000 00	600,000 00	None.
M'Kean and Buffalo	400,000 00	390,000 00	115,120 00	387,600 00	
Mifflin and Centre County	100,000 00	65,675 00	65,675 00	65,675 00	200,000 00
Mill Creek and Mine Hill	323,375 00	323,375 00	323,375 00	323,375 00	None.
Mine Hill and Schuylkill Haven	4,022,500 00	4,022,500 00	4,022,500 00	4,022,500 00	None.
Monongahela Inclined Plane	20,000 00	75,000 00	75,000 00	75,000 00	
Mont Alto	500,000 00	110,000 00	110,000 00	110,000 00	125,000 00
Montrose	500,000 00	319,600 00	291,034 00	297,184 00	41,900 00
Mount Carbon and Port Carbon	282,350 00	282,350 00	282,350 00	282,350 00	None.
Mount Pleasant and Broad Ford	600,000 00	152,050 00	150,425 00	150,475 00	None.
Mount Oliver Incline	100,000 00	83,200 00		21,315 83	56,900 00
Muncy Creek	2,000,000 00		124,100 00		129,800 00
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	2,700 00
New Castle and Franklin	150,000 00	364,750 00	324,477 99	333,506 60	363,000 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.
New Castle and Mining	\$100,000 00	\$100,000 00	\$100,000 00	\$100,000 00	.....
Newry	15,000 00	11,650 00	11,150 00	11,150 00	None.
Northern Central	8,000,000 00	5,842,000 00	5,842,000 00	5,842,000 00	\$13,500,000 00
North-East Pennsylvania	400,000 00	81,550 00	81,550 00	81,550 00	122,500 00
North Pennsylvania	1,500,000 00	3,150,000 00	3,150,000 00	3,978,150 00	5,330,000 00
Oil Creek and Allegheny River	4,959,450 00	4,959,450 00	4,959,450 00	4,959,450 00	3,680,000 00
Parker and Karns City	150,000 00	150,000 00	75,000 00	150,000 00	63,000 00
Peach Bottom	1,000,000 00	271,600 00	200,875 34	209,852 50	.....
Pennsylvania	151,700,000 00	68,870,200 00	68,719,400 00	68,870,200 00	44,290,600 00
Pennsylvania Coal	5,850,329 00	5,000,000 00	5,000,000 00	5,000,000 00	484,500 00
Pennsylvania and New York Canal and	Unlimited.	4,561,700 00	.....	4,561,700 00	3,000,000 00
Pennsylvania and Western	Unlimited.	1,750,000 00	110,000 00	110,000 00	.....
Pennsylvania Inland	100,000 00	27,000 00	3,510 00	3,510 00	None.
Peoples'	250,000 00	250,000 00	89,000 00	100,000 00	None.
Perkiomen	50,000 00	40,100 00	38,040 00	38,040 00	1,829,900 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	16,252,000 00
Philadelphia, Germantown and Norristown	2,500,000 00	2,246,900 00	2,246,900 00	2,264,900 00	None.
Philadelphia and Merion	100,000 00	12,500 00	1,250 00	1,250 00	.....
Philadelphia, Newtown and New York	3,000,000 00	330,000 00	300,000 00	300,000 00	None.
Philadelphia and Reading	Unlimited.	.....	34,274,575 28	34,277,575 28	54,074,883 08
Philadelphia and Trenton	2,662,900 00	1,259,100 00	1,259,100 00	1,259,100 00	.....
Philadelphia, Wilmington and Baltimore	Unlimited.	11,536,250 00	11,524,250 00	11,536,250 00	2,202,000 00
Pickering Valley	100,000 00	96,850 00	92,875 00	92,945 00	332,300 00
Pittsburg, Cincinnati and St. Louis	13,500,000 00	8,437,300 00	8,433,750 00	8,437,300 00	15,010,360 99
Pittsburg and Connellsville	5,000,000 00	2,341,974 50	1,960,682 45	1,960,682 45	9,500,000 00
Pittsburg, Ft. Wayne and Chicago	.....	23,814,285 71	23,814,285 71	23,814,285 71	13,535,000 00
Pittsburg, Virginia and Charleston	Unlimited.	821,550 00	674,463 99	675,628 91	1,200,000 00
Pittsburg and Castle Shannon	1,000,000 00	961,600 00	542,259 30	621,782 30	291,156 47
Plymouth	30,000 00	30,000 00	12,050 00	12,050 00	None.
Reading and Columbia	600,000 00	511,500 00	508,268 03	508,268 03	1,000,000 00
Reading and Lehigh	.....	.....	200,000 00	.....	.....
Salisbury	200,000 00	70,850 00	.....	70,850 00	.....
Schuylkill Valley Navigation and Railroad Company	576,050 00	576,050 00	576,050 00	576,050 00	.....
Schuylgrove and North Branch	200,000 00	125,000 00	54,000 00	67,592 92	None.

Shamokin Valley and Pottsville.....	1,500,000 00	869,450 00	869,450 00	869,450 00	1,940,000 00
Sharpsville, Wheatland, Sharon and Greenfield.....	150,000 00	126,600 00	63,800 00	64,100 00	None.
Shenango and Allegheny.....	200,000 00	200,000 00	200,000 00	200,000 00	800,000 00
Shenango Valley and Alliance.....	1,000,000 00	102,500 00	10,250 00	10,250 00	.....
Somerset and Mineral Point.....	500,000 00	.....	.....	.....	50,000 00
South Mountain Iron Company's.....	None.	None.	None.	None.	377,500 00
South Mountain.....	Unlimited.	690,800 00	557,803 35	582,803 35	.....
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	.....
South-West Pennsylvania.....	500,000 00	460,250 00	415,830 00	442,202 50	771,500 00
Spring Brook.....	25,000 00	37,800 00	37,800 00	37,800 00	15,000 00
State Line and Sullivan.....	1,000,000 00	987,650 00	.....	987,650 00	None.
Stony Creek.....	300,000 00	150,850 00	141,600 00	144,100 00	25,500 00
Summit Branch.....	4,125,000 00	3,907,600 00	3,883,900 00	3,907,600 00	684,000 00
*Sunbury and Lewistown.....	500,000 00	500,000 00	500,000 00	500,000 00	1,400,000 00
Tioga.....	1,000,000 00	580,900 00	580,900 00	580,900 00	230,500 00
Tresckow.....	250,000 00	130,000 00	130,000 00	130,000 00	.....
Tyrone and Clearfield.....	1,000,000 00	1,000,000 00	782,000 00	1,000,000 00	.....
Uniontown and West Virginia.....	500,000 00	80,000 00	.....	80,000 00	None.
West Chester.....	165,000 00	165,000 00	165,000 00	165,000 00	None.
West Chester and Philadelphia.....	3,200,000 00	823,950 00	823,950 00	821,400 00	1,100,000 00
Western Maryland.....	1,000,000 00	.....	679,700 00	681,300 00	171,131 00
Western Pennsylvania.....	3,000,000 00	1,022,450 00	1,022,450 00	1,022,450 00	3,000,000 00
West Chester and Phoenixville.....	250,000 00	130,000 00	13,000 00	13,000 00	None.
Wheeling, Pittsburg 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	759,627 88	759,627 88	3,096,400 00
Wilmington and Western.....	.....	253,850 00	249,032 50	249,503 50	500,000 00
Total.....	498,742,439 00	389,581,050 21	466,534,923 21	482,206,494 77	391,467,918 64

* For the year 1874.

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.....	\$20,767,900 00	\$6,761,322 93	\$3,695,986 91	\$24,463,836 91	7, 7 3-10	5
Allentown.....		687,009 47	728,580 22	728,580 22		
Atlantic and Great Western.....	68,994,811 28	3,888,971 63	6,475,126 80	75,469,938 08		
Bachman Valley.....	45,000 00				7	
Bald Eagle Valley.....	426,900 00	426,900 00	426,900 00	426,900 00	6, 7	7
Baltimore, Philadelphia and New York.....	350,000 00	14,818 86	66,621 57	416,621 57	7	
Barclay Coal Company.....	15,500 00			15,500 00	7	8
Bedford and Bridgeport.....	1,070,631 44	54,955 68	70,631 44	1,070,631 44	7	
Bellefonte and Snow Shoe.....	99,000 00			99,000 00	6	3
Bell's Gap.....	200,000 00	15,000 00	8,800 00	208,800 00	7	
Buffalo, New York and Philadelphia.....	3,320,500 00	1,195,199 79	1,109,520 77	4,430,020 77	{ 1st m. 6, g. } { 2d m. 10, c. }	
Catasauqua and Fogelsville.....					6	
Catawissa.....	1,740,350 00			1,740,350 00	{ 1st m. 7 } { 2d chat. 5, 10 }	
Chartiers.....	500,000 00	9,929 15	36,776 66	536,776 66	7	
Chester and Delaware River.....		130,386 76	169,644 23	169,644 23		
Chester Creek.....	185,000 00			185,000 00	6	
Chester Valley.....	500,000 00	542,500 00	580,000 00	1,080,000 00	7	
Chestnut Hill.....					12	
Cleveland and Pittsburg.....	5,152,000 00			5,152,000 00	6, 7	10
Colebrookdale.....	600,000 00	177,391 00	198,970 24	798,970 24	6	
Columbia and Port Deposit.....	1,290,000 00	188,402 26	249,647 41	1,539,647 41	7	
Connecting.....	991,000 00	145,814 04	205,962 03	1,196,962 03	6	6
Corning, Cowanesque and Antrim.....	500,000 00			500,000 00	7	Com. 6, pref. 8 1/2
Cornwall.....						9
Cumberland Valley.....	357,300 00			357,300 00	8, 6	10
Danville, Hazleton and Wilkesbarre.....	1,447,000 00	118,000 00	118,000 00	1,565,000 00	7	
Delaware, Lackawanna and Western.....	2,831,100 00	726,838 99	765,148 75	3,596,248 75	7	10
Delaware River and Lancaster.....			896 55	996 55		
Dillsburg and Mechanicsburg.....	100,000 00	38,816 66	36,355 81	136,355 81	6	
Dunkirk, Allegheny Valley and Pittsburg.....	3,200,000 00	226,645 15	201,540 29	3,401,540 29	7 g., 7 c.	

East Brandywine and Waynesburg.....	304,600 00	2,000 00	2,000 00	306,600 00	7, 8	
East Broad Top.....	500,000 00	107,427 18	43,044 94	543,044 04	7	5 8-10
East Mahanoy.....						6
East Pennsylvania.....	495,900 00			495,900 00	7	
Ebensburg and Cresson.....	80,000 00			80,000 00	6	
Edgewood.....		9,483 05	13,126 37	13,126 37		
Elmira and Williamsport.....	1,620,000 00			1,620,000 00	7, 5	7, 5
Erie.....	54,271,814 00	2,552,203 34	1,421,641 83	55,693,453 83	7 1/2 g., 7 c.	
Erie and Pittsburg.....	3,377,000 00			3,377,000 00	7	
Fayette County.....						8
Frankford and Holmesburg.....	50,000 00	5,342 36	5,342 36	55,342 36	7	8
Hanover Branch.....	123,000 00		10,000 00	133,000 00	6	5
Hanover Junction and Susquehanna.....	34,900 00		33,281 74	68,181 74	7	
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	700,000 00			700,000 00	6	
Harrisburg and Potomac.....	252,000 00	225,860 00	35,010 00	287,010 00	7	
Huntingdon and Broad Top Mountain.....	2,384,207 50		201,007 00	2,585,214 50	7	
Ironton.....	200,000 00		5,287 50	205,287 50	6, gold.	
Jamestown and Franklin.....	943,000 00	1,065,851 19	1,070,752 43	2,013,752 43	7	
Jefferson.....	2,300,000 00			2,300,000 00	7, 7	
Jersey Shore, Pine Creek and Buffalo Junction.....	800,000 00		281,831 51	281,831 51	7	
Lake Shore and Michigan Southern.....	36,250,000 00			800,000 00	6	
Lawrence.....	344,000 00			3,625,000 00	7	5, 3 1/4
Lawrenceville and Evergreen.....	12,500 00		848 26	344,000 00	7	10
Lehigh and Lackawanna.....	300,000 00			13,348 26	7	
Lehigh Valley.....	22,129,000 00			300,000 00	7	
Lewisburg, Centre and Spruce Creek.....	1,545,000 00	40,147 10		20,501,338 65	{ 1st m. 6, 21 } { 7, cons'd 7 }	10
Ligonier.....	8,862 10		8,862 10	1,545,000 00	7	
Little Saw Mill Run.....	80,000 00	4,702 77	3,588 21	8,862 10	7	
Littlestown.....				83,588 21	7	
Little Schuylkill Navigation.....	723,500 00			40,000 00	7	
Lykens Valley.....				723,500 00	7	7
M'Kean and Buffalo.....	352,000 00	20,000 00	101,611 50			10
Mifflin and Centre County.....	200,000 00	2,517 55	38,468,77	453,611 50	7	7 1/2
Mill Creek and Mine Hill Navigation and Mine Hill and Schuylkill Haven.....				235,468 77	6	6
Monongahela Inclined Plane.....						
Mont Alto.....	125,000 00			125,000 00	7	
Montrose.....	\$44,900 00	\$9,672 85	\$200 00	\$45,100 00	7	
Mount Carbon and Port Carbon.....						12
Mount Pleasant and Broad Ford.....		38,007 44	33,198 83	38,198 83		
Mount Oliver.....	58,900 00		6,840 49	63,740 49	8	

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.....
Muncy Creek.....		36,000 00			7	
Nesquehoning Valley.....		75,020 84	\$75,020 84	\$75,020 84		10
New Castle and Beaver Valley.....						14
New Castle and Franklin.....	\$480,000 00	210,876 28	190,463 28	670,463 28	7	
New Castle and Mining.....		2,423 88	2,514 93	2,514 93		
Newry.....		10,778 99	10,778 99	10,778 99		
Northern Central.....	14,384,000 00			14,384,000 00	6, 7	
North-East Pennsylvania.....	160,000 00	107,202 85	96,028 58	256,028 58	7	
North Pennsylvania.....	5,825,500 00			5,825,500 00	6, 7, 10	8
Oil Creek and Allegheny River.....	3,680,000 00	385,328 89	466,717 03	4,146,717 03		
Parker and Karns City.....	63,000 00	88,962 12	53,207 00	116,207 00	7, gold.	
Peach Bottom.....	350,400 00	224,678 16	92,611 14	443,011 14		
Pennsylvania.....	54,219,760 00	4,140,000 00		54,219,760 00	6	8
Pennsylvania Coal.....	484,500 00	625,000 00	503,000 00	987,500 00	7	20
Pennsylvania and New York Canal and.....	3,000,000 00			3,000,000 00	7	10
Pennsylvania and Western.....	5,000,000 00		25,000 00	5,025,000 00	7	
People's.....	14,700 00	52,217 19	12,070 89	26,770 89	6	1
Perkiomen.....	1,848,800 00	50,848 28	555,240 87	2,404,040 87	6 g., 6 c.	
Philadelphia and Baltimore Central.....	1,500,000 00			1,500,000 00	7, 6	
Philadelphia and Erie.....	17,680,000 00	1,378,189 77	234,244 11	17,914,244 11	6 1-3, 7, 6 g.	
Philadelphia, Germantown and Norristown.....						12
Philadelphia, Newtown and New York.....		128,400 00		700,000 00	7	
Philadelphia and Reading.....	56,128,006 42	300,000 00	300,000 00	56,428,006 42	5, 6, 7	12
Philadelphia and Trenton.....						10
Philadelphia, Wilmington and Baltimore.....	2,790,000 00	154,874 51		2,790,000 00	6	8
Pickering Valley.....	332,300 00	191,776 69	224,235 62	556,585 62	7	
Pittsburg, Cincinnati and St. Louis.....	15,008,060 99	1,283,623 26	2,243,856 58	17,251,917 57	6, 7	
Pittsburg and Connellsville.....	9,500,000 00	2,668,535 41	3,606,523 75	13,106,523 75	7, 6, 6	
Pittsburg, Ft. Wayne and Chicago.....	13,535,000 00	13,229 62		13,535,000 00	7	7
Pittsburg, Virginia and Charleston.....	1,368,000 00	200,728 36	198,093 36	1,566,093 36	7	
Pittsburg and Castle Shannon.....	237,177 94	136,966 69	102,237 99	339,415 93	6	
Plymouth.....		274,495 19	274,495 19	274,495 19		

Reading and Columbia.....	1,000,000 00	1,282,295 60	1,409,895 32	2,409,895 32	7	
Reading and Lehigh.....	1,500,000 00		254,112 91	1,754,112 91		
Salisbury.....	40,000 00		28 20	40,028 29	7	5
Schuylkill Valley Navigation and Seliugrove and North Branch.....		7,000 00	55,500 00	55,500 00		
Shamokin Valley and Pottsville.....	1,994,000 00			1,994,000 00	7, gold.	6
Sharpsville, Wheatland, Sharon and Greenfield.....		8,948 83	12,000 00	12,000 00		
Shenango and Allegheny.....	800,000 00	304,058 90	363,578 20	1,163,578 20	7	
Somerset and Mineral Point.....	95,000 00			95,000 00	7, 7	
South Mountain Iron Company's.....	376,500 00			376,500 00	6, 7	
South Mountain.....	1,016,000 00	118,500 00		1,016,000 00	7	
Southern Pennsylvania Railway and Mining Co.. Southwark.....	661,890 00			661,890 00	7	6
South-West Pennsylvania.....	828,000 00	68,500 00	99,283 96	927,283 96	7	6
Springbrook.....	15,000 00	4,000 00	6,500 00	21,500 00	7	
State Line and Sullivan.....	100,000 00			100,000 00	7	
Stony Creek.....	350,000 00	346,717 33	78,751 83	428,751 83	7	
Summit Branch.....	800,000 00			800,000 00	7	
*Sunbury and Lewistown.....	1,400,000 00			1,400,000 00	6, 7	
Tioga.....	239,500 00			239,500 00	7	4
Trescow.....		74,930 47	82,492 41	82,492 41		
Tyrene and Clearfield.....		60,281 53	7,801 09	7,801 09		7
West Chester and Philadelphia.....	1,100,000 00			1,100,000 00	7	8
Western Maryland.....	3,675,000 00	30,000 00	†171,131 00	3,846,131 00	6, 8	
Western Pennsylvania.....	3,000,000 90			3,000,000 00	6, 6, 7	
Wheeling, Pittsburg and Baltimore.....		79,641 65				
Wilmington and Reading.....	3,096,800 00	361,662 55	335,395 54	3,432,195 54	7	
Wilmington and Western.....	500,000 00	133,223 74	163,497 04	663,497 04	7 3-10	
Total.....	479,469,071 67	35,150,834 78	30,714,461 29	472,144,378 04		

*For 1874.

†Overdue coupons, due 1880.

TABLE B.—CHARACTERISTICS OF ROAD.

NAME OF COMPANY.	Cost of road and 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	\$23,750,028 79	242	242	242	12	65.03	4 ft. 9	64	18.05	2
Allentown.....	1,084,202 19	35.08	45	45	.....	.03	4 ft. 8 ¹ / ₂	64	.....	.....
Atlantic and Great Western.....	81,279,696 21	387.50	387.50	92.42	.....	85.70	6, 4 ft. 9 ¹ / ₂	60	35.33	2
Bachman Valley	113,190 99	9	9	9	.....	.21	4 ft. 8 ¹ / ₂	52	.....	.....
Bald Eagle Valley.....	1,050,000 00	51.19	51.19	51.19	.....	5.48	4 ft. 8 ¹ / ₂	50, 45	2.20	1
Barclay Coal Company.....	.....	16.23	16.23	16.23	.....	6	4 ft. 8 ¹ / ₂	50, 56, 60	.....	.....
Bedford and Bridgeport.....	1,420,525 46	38.07	38.07	38.07	.....	5.12	4 ft. 9	52	10.05	1
Bellefonte and Snow Shoe.....	458,181 33	21.02	21.02	21.02	.....	3.75	4 ft. 8 ¹ / ₂	45, 50, 56	.....	.....
Bell's Gap.....	221,122 13	8.40	8.40	8.40	.....	.97	3 ft.	35	.....	.....
Buffalo, New York and Philadelphia.....	6,058,075 85	120.55	120.55	41.90	.....	19.15	4 ft. 8 ¹ / ₂	56, 60, 62	.....	.....
Catasauqua and Fogelsville.....	742,156 64	20	20	20	.....	8	4 ft. 8 ¹ / ₂	50	5.50	1
Catawissa.....	6,126,500 00	94	94	94	.....	7	4 ft. 8 ¹ / ₂	68, 56	4.50	1
Chartiers.....	1,129,991 61	22.08	22.08	22.08	.....	2.70	4 ft. 9 ¹ / ₂	56	.....	.....
Chester and Delaware River.....	156,202 72	4	4	4	.....	.....	4 ft. 8 ¹ / ₂	56, 68	.....	.....
Chester Creek.....	370,000 00	7.25	7.25	7.25	.....	1	4 ft. 8 ¹ / ₂	50, 56	.....	.....
Chester Valley.....	1,371,000 00	21.50	21.50	21.50	.....	2	4 ft. 8 ¹ / ₂	60	.....	.....
Chestnut Hill.....	120,650 00	4.12	4.12	4.12	.50	.50	4 ft. 8 ¹ / ₂	50	.....	.....
Cleveland and Pittsburg.....	16,312,994 96	167	167	15	3	82	4 ft. 10	60	.....	1
Colebrookdale.....	667,094 02	18.80	12.80	12.80	.....	2	4 ft. 8 ¹ / ₂	56	.....	.....
Columbia and Post Deposit.....	1,491,974 77	39.03	14.50	9.75	.....	.80	4 ft. 8	64	.....	.....
Connecting.....	2,484,262 06	6.78	6.78	6.78	6.78	7.93	4 ft. 9	57, 67	.....	.....
Corning, Cowanesque and Antrim.....	2,400,000 00	53.00	53.00	37.16	.....	8.11	6 ft.	59, 62	11	1
Cornwall.....	423,643 23	7.47	7.47	7.47	.....	2.50	4 ft. 8 ¹ / ₂	64, 68	1.50	4
Cumberland Valley.....	1,842,509 78	82.02	82.02	68.03	7	12.50	4 ft. 9	50, 56	54.09	2
Danville, Hazleton & Wilkesbarre.....	1,102,600 00	45	45	45	.....	6	4 ft. 8	56	.....	.....
Delaware and Hudson Canal.....	4,879,777 95	53.26	53.26	36.65	6.50	24	4 ft. 3 4 ft. 8 ¹ / ₂ 6 ft.	44, 56, 62	33.91	3

Delaware, Lackawanna and West-ern	27,871,799 61	115	115	115	90	20	6 ft.	60,65	80	1
Delaware River and Lancaster	5,159 92	83								
Dillsburg and Mechanicsburg	177,429 10	8	8	8		1	4 ft. 9	50		
Dunkirk, Allegheny Valley and Pittsburg	4,790,054 29	106.50	90.60	48.30		9.75	4 ft. 9½	56		
East Brandywine and Waynesburg	444,180 00	27.50	17.50	17.50			4 ft. 8½	56		
East Broad Top Railroad and Coal Company	1,025,510 00	30	30	30		5.31	3 ft.	40,50		
East Mahanoy	392,550 00	7.54				3.45	4 ft. 8½	68	9.50	
East Pennsylvania	1,769,768 68	36	36	36	18.30	16.30	4 ft. 8½	64,68		
Ebensburg and Cresson		11	11	11		.50	4 ft. 9	45		
Edgewood	27,431 23	1	1	1		.58	4 ft. 9	56		
Elmira and Williamsport	2,620,000 00	78	78	70		14.66	4 ft. 9	56,60,84		
Erie	115,995,946 63	459	459	42.05	906.35	337.43	6 ft.	56,70	514.45	23
Erie and Pittsburg	5,074,366 23	81	81	81		19.98	4 ft. 9½	60		
Fayette County	130,000 00	12.66	12.66	12.66		.37	4 ft. 8½	43		
Frankford and Holmesburg	159,427 07	4.15	4.15	4.15		.73	4 ft. 10	50		
*Hanover Junction, Hanover and Gettysburg	466,995 00	30	30	30		2.50	4 ft. 8½	50,56		
Hanover Junction and Susquehanna	103,963 14	34								
Harrisburg, Portsmouth, Mt. Joy and Lancaster	1,882,550 00	36	36	36	10	9.61	4 ft. 8½	64,67	18	
Harrisburg and Potomac	468,776 05	60	16	16		2.50	4 ft. 2	56	32	
Huntingdon and Broad Top Mountain	4,210,152 09	45	45	45		16.50	4 ft. 8½	56,66	14	2
Ironton	268,000 00	10	11	11		2	4 ft. 8½	50,57		
Jamestown and Franklin	2,516,597 34	51.10	51.10	51.10		18	4 ft. 9½	60	1.50	1
Jefferson	4,396,050 00	45.50	45.50	45.50		8	6 ft.	55,67		
Jersey Shore, Pine Creek and Buffalo	782,962 27	118								
Junction	927,383 12	3.65	3.65	3.65	3.65	1.10	4 ft. 8½	67		
Lake Shore and Michigan Southern	79,530,719 48	540.37	540.37	44.06	230.80	447.82	4 ft. 9½	60	484.33	5
Lancaster and Reading (narrow gauge)	142,041 43	34					3 ft.			
Lawrence	791,917 89	17.98	17.98	9.36		3.21	4 ft. 9½	60	4.06	1
Lawrenceville and Evergreen	10,000 00	2.61	2.61	2.61		.08	3 ft.	28,30		
Lehigh and Eastern	52,000 00	98.50					4 ft. 8½	60		
Lehigh and Lackawanna	675,100 00	36	15	15		1.50	4 ft. 8½	50		
Lehigh and Susquehanna	13,232,332 90	105	105	105	48	86	4 ft. 8½	56,65	32.25	7
Lehigh Valley	21,846,165 88	161	161	100.75	146.15	169.84	4 ft. 8½	58,60	140.25	6

* Hanover Branch and Susquehanna, Gettysburg and Potomac merged under this name.

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY	Cost of road and equipment.....	Length of main line of road in miles	Length of main line of road 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...
Lewisburg, Centre and Spruce Creek.....	\$1,102,057 69	87.38	18.60	18.60		1.14	4 ft. 8	52,56		
Ligonier.....	58,516 15	10.20					4 ft. 8	56		
Little Saw Mill Run.....	133,812 64	3	3	3		1	4 ft. 8	53,56		
Littlestown.....	115,616 00	9.50	9.50	9.50		.50	4 ft. 8	55,60		
Little Schuylkill Navigation.....	1,416,187 80	28.20	28.20	28.20		27.20	4 ft. 8	60	3	1
Lykons Valley.....	595,767 24	20	20	20			4 ft. 9	50,56	1.50	1
M'Kean and Buffalo.....	817,138 55	22.15	22.15	22.15		2.45	4 ft. 8	62		
Mifflin and Centre County.....	266,318 74	12.50	12.50	12.50		6	4 ft. 9	45,56		
Mill Creek and Mine Hill.....	323,375 00	3.78	3.78	3.78	3.78	12.62	4 ft. 8	64,68	5	
Mine Hill and Schuylkill Haven.....	4,022,500 00	42.50	42.50	42.50	21	71	4 ft. 8	64,68		
Monongahela Inclined Plane.....	81,717 09	.12	.12	.12	.12		5 ft.	45		
Mont Alto.....	235,000 00	10.50	10.50	10.50		1.33	4 ft. 9	50		
Montrose.....	349,646 19	28	27	27		1	3 ft.	40		
Mount Carbon and Port Carbon.....	282,815 45	2.50	2.50	2.50	2.50	13.20	4 ft. 8	64,68		
Mount Pleasant and Broad Ford.....	178,972 99	9.60	9.60	9.60		2	4 ft. 8	45,56		
Mount Oliver Inclined Plane.....	82,327 58	.30	.30	.30			5 ft.	20		
Muncy Creek.....	156,400 00	40.00	7	7		.50	4 ft. 8	36,40,50,50		
Nesquehoning Valley.....	1,376,053 73	16.50	16.50	16.50	6	7	4 ft. 8	65	1	1
New Castle and Beaver Valley.....	827,614 91	14.97	14.97	14.97		4	4 ft. 10	56		
New Castle and Franklin.....	985,769 59	36.25	36.25	36.25		1.60	4 ft. 9	56		
New Castle and Mining.....	100,000 00		3.75	3.75		.75	3 ft. 6	35		
Newry.....	22,657 31	1.10	1.10	1.10		.14	4 ft. 8	45		
Northern Central.....	16,745,406 53	137.75	137.75	101.95	75.83	55.93	4 ft. 9	64,60	8.50	5
North-East Pennsylvania.....	287,410 89	9.80	9.80	9.80		1	4 ft. 8	50,58		
North Pennsylvania.....	9,930,798 21	55.60	55.60	55.60	26.30	27.10	4 ft. 8	56,66	32.60	3
Oil Creek and Allegheny River.....	9,616,063 00	95	95	95		33	4 ft. 9	60	28	2
Parker and Karns City.....	280,652 15	10.50	10.50	10.50		1	3 ft.	30		
Peach Bottom.....	576,475 00	60	48	48		1.50	3 ft.	30		

Pennsylvania.....	53,606,986 41	382.50	382.50	382.50	355.90	259.50	4 ft. 9	67	94.90	28
Pennsylvania Coal	2,000,000 00	47	100	47	47	10	4 ft. 3	36	15.87	.....
Pennsylvania and New York Canal and.....	6,570,536 99	104.55	104.55	104.55	20.78	37.63	4 ft. 8½	58	24.04	9
Pennsylvania and Western Pennsylvania Inland .....	.....	481	.....	.....	.....	.....	4 ft. 8½	56	.....	.....
People's.....	116,884 89	6.05	.....	.....	40	.....	4 ft. 8	56	.....	.....
Perkiomen.....	2,042,819 12	38.50	38.50	38.50	.....	5.10	4 ft. 8½	35 to 50	56,68	.....
Philadelphia & Baltimore Central, Philadelphia and Erie.....	1,992,085 13	46	46	36.75	.....	6.50	4 ft. 8½	50,60	11	2
Philadelphia, Germantown and Norristown.....	24,219,397 00	287.51	287.51	287.51	28.85	105.61	4 ft. 9	56,60,64	.....	.....
Philadelphia and Merion.....	1,514,526 52	17	17	17	17	5	4 ft. 8½	50 to 67	3.36	1
Philadelphia, Newtown and New York.....	735 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading.....	692,051 39	22	4	.....	.....	.....	4 ft. 9	56	.....	.....
Philadelphia and Trenton.....	46,944,296 75	98.40	98.40	98.40	98.40	153.80	4 ft. 8½	64,08	1,202	26
Philadelphia, Wilmington and Bal- timore.....	1,545,950 41	26.06	26.06	26.06	26.06	22.35	4 ft. 9	57,70	.....	2
Pickering Valley.....	12,236,875 46	94.91	94.91	17.81	92.97	48.14	4 ft. 8½	57,60	3.81	5
Pittsburg, Cincinnati and St. Louis, Pittsburg and Connellsville.....	475,653 97	11.30	11.30	11.30	.....	.50	4 ft. 8½	56	.....	.....
Pittsburg, Ft. Wayne and Chicago, Pittsburg, Virginia and Charleston, Pittsburg and Castle Shannon.....	19,827,550 46	192.30	192.30	35.10	15.40	47.10	4 ft. 9½	60,64	8.40	5
Plymouth.....	12,452,532 09	149.60	145	142	4	34.30	4 ft. 8½	64	1.90	3
Reading and Columbia.....	29,322,247 17	468.35	468.35	48.80	57.83	135.11	4 ft. 9½	60	.....	2
Reading and Lehigh.....	1,306,028 42	30	30	30	3	9.71	4 ft. 9	64	.....	.....
Salisbury.....	527,989 79	17	6	6	.....	.87	3 ft. 4	45,50	3.12	.....
Schuylkill Valley Navigation and, Selinsgrove and North Branch.....	274,495 19	9.25	9.25	9.25	.....	2.37	4 ft. 8½	57	.....	.....
Shamokin Valley and Pottsville.....	2,325,755 44	40	40	40	.....	8.74	4 ft. 8½	50,68	18.35	4
Sharpville, Wheatland, Sharon and Greenfield.....	109,128 29	8.40	2.46	2.46	.....	.27	4 ft. 8½	56	.....	.....
Shenango and Allegheny.....	576,840 94	11	11	11	5.30	3.01	4 ft. 8½	60 to 68	12.90	.....
Shenango Valley and Alliance.....	123,092 92	14	.....	.....	.....	.....	4 ft. 8½	56	.....	.....
Somerset and Mineral Point.....	2,863,450 00	27.30	27.30	27.30	.....	9.69	4 ft. 9	56,64	3.48	.....
South Mountain Iron Company's South Mountain.....	73,083 69	10	4	4	.....	.25	3 ft.	35	.....	.....
Southern Pennsylvania Railway and Mining Company.....	1,313,872 44	95.04	38	38	.....	6.38	4 ft. 9½	56 to 68	.....	.....
Southwark.....	40	.....	1.50	.....	.....	.....	.....	.....	.....	.....
South-West Pennsylvania.....	189,040 00	9.10	9.10	9.10	.....	.23	4 ft. 8½	45	.....	.....
.....	388,480 63	17.78	17.78	17.78	.....	2.26	4 ft. 9	51	.....	.....
.....	1,556,434 39	55	.....	.....	.....	.....	4 ft. 8½	65	20	.....
.....	973,750 00	21	21	21	.....	.....	4 ft. 9	50	2	1
.....	58,468 00	1.72	1.72	1.72	1.37	.....	4 ft. 7	68,56	.....	.....
.....	1,331,428 97	29.60	29.60	29.60	.....	6	4 ft. 9	56	.....	.....

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	Cost of road and equipment.....	Length of main line of road in miles..	Length of main line of road 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...
Spring Brook.....	\$61,300 00	8.50	8.50	8.50		.25	4 ft. 3	16,25		
State Line and Sullivan.....		.24	.24	.24		1.75	4 ft. 8 ¹ / ₂	50,56		
Stony Creek.....	522,113 11	10.30	10.30	10.30			4 ft. 8	58		
Summit Branch.....	988,902 37	20	20	20		10.25	4 ft. 9	50,56	.50	1
*Sunbury and Lewistown.....	1,000,000 00	43.50	43.50	43.50		3.33	4 ft. 9	56		
Tioga.....	1,356,547 04	30.61	30.61	30.61		9.41	6 ft.	57,64		1
Trescow.....	212,492 41	6.50	6.50	6.50		2	4 ft. 8 ¹ / ₂	50		
Tyrone and Clearfield.....	1,228,545 80	44.18	44.18	44.18		6.78	4 ft. 9	56,60	15.39	4
Uniontown and West Virginia.....		8.33								
West Chester.....	205,486 79	9	9	9		.51	4 ft. 8 ¹ / ₂	50		
West Chester and Philadelphia.....	1,716,412 17	26.30	26.30	26.30		5	4 ft. 8 ¹ / ₂	50,65		1
West Chester and Phoenixville.....		14	14							
Western Maryland.....	4,342,150 35	90	90	50			4 ft. 8 ¹ / ₂	55		
Western Pennsylvania.....	3,977,310 85	57.10	57.10	57.10	5.10	24.10	4 ft. 9	56	27.50	1
Wheeling, Pittsburg & Baltimore, Wilcox and Howard Hill Improvement Company.....	67,239 18	94	9.50				4 ft. 9 ¹ / ₂			
Wilmington and Reading.....	3,488,417 54	63.60	63.60	52		10.20	4 ft. 8 ¹ / ₂	56	7.57	3
Wilmington and Western.....	796,720 58	35	20	2.39		3.30	4 ft. 8 ¹ / ₂	56		1
	751,290,304 58	8,385.14	7,016.50	4,512.51	1,815.95	2,831.26			3,057.71	178

* Report for 1874.

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. 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.....
Allegheny Valley.....	6	71	19	12	10	1,462	495	10	63	42	80	28	5	27	\$4,301 00
Allentown.....	1								1		1				23,709 43
Atlantic and Great Western.....	14	169	14	26	28	2,695		5	58	3	82	42		146.35	144,652 50
Bedford and Bridgeport.....	2								10		22	5			
Bellefonte and Snow Shoe.....	2	5	2			48	45		13		9	2		2.03	35,508 00
Bell's Gap.....	1	2		2		3	75		6		4	1			19,340 60
Buffalo, New York & Philadelphia.....	10	22	12		5	339	551	12	14	6	29	12			393,197 20
Catasauqua and Fogelsville.....	2	6	3		2	66	530		2	3	16	7		6	20,000 00
Catawissa.....	4								23		19	15	3	10	53,150 00
Chartiers.....									22		27	2	2		3,390 70
Choster and Delaware River.....									3		2	1			17,455 00
Chester Creek.....									3		16				10,000 00
Chester Valley.....									32		16	2			3,000 00
Chestnut Hill.....									3	1	8				
Cleveland and Pittsburg.....	13	97	38	5	22	600	2,370	2	65	15	62	27	1	8	
Colebrookdale.....	1							1	2		9	1			14,108 07
Columbia and Port Deposit.....									3		2				31,330 94
Connecting.....	1							8		2	4	1		11.87	210,000 00
Corning, Cowanesque and Antrim.....	6	13	4		4	50	692	6	2		14	7			141,233 71
Cornwall.....	1	3				27	130	2	2	4	12	2			600 00
Cumberland Valley.....	6	21	20		6	208	56	3	2	4	31	9		17.50	22,000 00
Danville, Hazleton & Wilkesbarre.....	1	2	2		1	7	10		2		8	5		.50	400,000 00
Delaware and Hudson Canal.....	5	63	6		5	150	4,087		33		16	12		63	
Delaware, Lackawanna & Western.....	11	152	24	7	18	1,126	14,161	4	15	5	51	42	3	170	
Dillsburg and Mechanicsburg.....									6		2				3,100 00
Dunkirk, Allegheny Valley and Pittsburg.....	1	12	6	2	2	88		1	19		20	10		3.05	50,000 00
East Brandywine and Waynesburg.....	1								6		12	2			2,500 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..	No. of freight cars..	No. of coal, ore, stone and tank cars.....	No. of iron bridges.	No. 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.....
East Broad Top.....	5	6	2	1		38	106	5	17		9	6	2		
East Mahanoy.....								10	1		3				\$600,000 00
East Pennsylvania.....	3							4	22	7	12	5			6,033 18
Edgewood.....		1							1						
Elmira and Williamsport.....	3								27		27	7		8.77	84,106 00
Erie.....	60	505	198	67	93	7,109	4,020	112	692	116	256	194	1	249.84	
Erie and Pittsburg.....	5	29	4	1	4	58	1,281	3	44		38				
Fayette County.....									22		11				1,000 00
Frankford and Holmesburg.....	1								5		4	1			2,000 00
Hanover Branch.....	5	8	3	3	2	8	38		20		24	5		1	16,600 00
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....								53	7		25	5	2	27	
Harrisburg and Potomac.....	1	1		1		6			15		9	2			75,000 00
Huntingdon and Broad Top Mountain.....	5	20	4		4	13	29	3	37		34	10		2	2,500 00
Ironton.....	1	2							5						32,330 00
Jamestown and Franklin.....	5							1	10		15	9	1		35,000 00
Jefferson.....									28	1	10				
Junction.....								4						3.25	
Lake Shore & Michigan Southern, Lawrence.....	40	495	141	9	86	9,867		22	17	19	135	95	1	613.33	3,500,000 00
Lawrenceville and Evergreen.....	1	1	1			1			6	1	15				
Lehigh and Lackawanna.....									9		6	1			
Lehigh and Susquehanna.....	11	91	15		11	556	17,421	18	2		4	1		140	
Lehigh Valley.....	20	205	59		32	1,473	11,040	27	31	4	54	21	1	128	
Lewisburg, Centre & Spruce Creek, Ligonier.....	1								16		7	2	2		
Little Saw Mill Run.....	2	3	1				66		2						1,000 00
Little Schuylkill Navigation.....	3							2	33		9	5	1		10,000 00

M'Kean and Buffalo.....	1	2	1		1				19		7	3		22.15	500 00
Mifflin and Centre County.....	2								16		3	4			3,000 00
Mill Creek and Mine Hill Navigation and.....								2	19		6	1		.63	
Mine Hill and Schuylkill Haven.....								1	78	2				1.75	76,498 20
Monongahela Inclined Plane.....	1	2	2					1							4,500 00
Mont Alto.....	1	1	1	1	2		2		4		7	1			
Montrose.....	2	2	1	1	1	14			3		13	3			
Mount Carbon and Port Carbon.....	4								6		3	1		.40	
Mount Oliver Inclined Plane.....	2	2	2					4	1		2				16,475 00
Mount Pleasant and Broad Ford.....									16		13	2			
Muncy Creek.....		2	1						4		4	2			100,000 00
Nesquehoning Valley.....									12		12	4	1		
New Castle and Beaver Valley.....	2								6	2	7	2			
New Castle and Franklin.....	2	3	1	1		15			7		19	1	1		
New Castle and Mining.....	2	3					80		2						
Newry.....	1										1				400 00
Northern Central.....	8	152	68		41	1,066	4,286	52	95	16	89	21	2	83.34	
North East Pennsylvania.....	1								5		11				14,147 04
North Pennsylvania.....	7	48	54		26	600	509	13	4		37	10	2	17	1,625,254 72
Oil Creek and Allegheny River.....	12	32	19		5	33	237		10		27	23	9	3	50,000 00
Parker and Karns City.....	3	4	3	2	2	45	1		23		11	2			
Peach Bottom.....	2	4	3	1	1	32			3		25				28,000 00
Pennsylvania.....	20	633	249	65	123	10,292	2,116	154	35	17	278	80	7	370.04	
Pennsylvania Coal.....	27		10			60	2,550		5		6		1	2	1,580,000 00
Pennsylvania and N. Y. Canal and People's.....	13	39	1			558	831	19	32		29	22			
Perkiomen.....	1	3	3	10		8					2				12,000 00
Philadelphia & Baltimore Central, Philadelphia and Erie.....	3	10	8		3	97			14		25	4	1		19,141 91
Philadelphia, Germantown & Norristown.....	10	154	38	6	21	3,071	162	11	152		33	5			20,000 00
Philadelphia and Reading.....	4	24	45		13	192		1	16	9	17	4		3.50	500,793 49
Philadelphia and Trenton.....	45	410	231	20	59	3,679	15,832	41	152	76	129	55	3	81.83	7,516,589 75
Philada., Wilmington & Baltimore, Pickering Valley.....	8	74	116		43	1,280		23	25	34	95	13		154.42	70,000 00
Pittsburg, Cincinnati and St. Louis, Pittsburg and Connellsville.....	1							3	2		9				80,000 00
Pittsburg, Ft. Wayne and Chicago, Pittsburg, Virginia and Charleston, Pittsburg and Castle Shannon.....	9	110	10	24	19	1,520	102	7	64	23	140	25	9	63.12	
Plymouth.....	20	278	109	26	55	3,120	2,035	48	76	40	134	54		198.91	
Reading and Columbia.....	2	5	3	3	3	75		1	8		8	4			602,930 72
	2	6	3	4		2	416		4		14	2	2		272,139 67
	1							2	11		4	1			11,231 00
	3	9	7		1	31		2	35	1	25	5			62,556 22

RAILROAD REP.

TABLE B.—CHARACTERISTICS OF ROAD—Continued.

NAME OF COMPANY.	No. of engine houses and shops.....	No. of engines.....	No. of first class passenger cars.....	No. of second class passenger cars.....	No. of baggage, mail and express cars..	No. of freight cars..	No. of coal, ore, stone and tank cars.....	No. of iron bridges..	No. of wooden bridges.	No. of stone bridges.	No. of depots or stations.....	No. of wood and water stations.....	No. of tunnels.....	Length in miles laid with steel rails....	Value of real estate held by the company, exclusive of roadway.....
Salisbury.....		1		4	6	4			4		3	1			\$575 00
Schuylkill Valley Navigation and Shamokin Valley and Pottsville ..	2							1	35	6	9	1			
Sharpville, Wheatland, Sharon & Greenfield.....									37	1	11	5			
Shenango and Allegheny.....	1	1					32		4		2	1			
Somerset and Mineral Point.....	2	2		3		10	47		6		7	3			25,000 00
South Mountain Iron Company's.	1	1	1	1	1	2	6		1		8	1			3,000 00
South Pennsylvania.....	2	3	2			10			1		15	3			
Southern Pennsylvania Railway and Mining Company.....									3		15	2			50,000 00
South West Pennsylvania.....	1														
Spring Brook.....	1	1							31		21	3		1.06	5,000 00
State Line and Sullivan.....									6			1			
Stony Creek.....									9		7	2			1,000,000 00
Summit Branch.....	6	7			1	5	3	1	3		8	1			40,000 00
Sunbury and Lewistown.....	1								3		6	4			1,500,000 00
Tioga.....	6	14	6		2	50	868		103		16	4			
Trescow.....	1								14		12	6		12	34,901 51
Tyrone and Clearfield.....	2								12		2	2			
West Chester.....		1	2								26	9		76.81	
West Chester and Philadelphia ..	3	9	21		5	53	13	6	17		9	2			22,647 75
Western Maryland.....	7	12	19	5	8	150	20		112		22	5		5	321,808 35
Western Pennsylvania.....									18		50	9			25,000 00
Wheeling, Pittsburg & Baltimore,	2	3		5		8	16		18		81	12	2		135,178 68
Wilmington and Reading.....	3	11	6	2	3	138	6		12	1	10	4	6		
Wilmington and Western.....	3	2	3		2	30			16		79	10			32,927 60
									14		12	2			45,048 53
Total.....	538	4,075	1,641	320	788	53,012	87,446	745	3,052	494	3,195	1,146	78	2,829.84	22,086,582 45

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 lbs. of thro' freight for the year on main road.....	Gross amount of tonnage for the year, 2,000 lbs. per ton....
Allegheny Valley.....	461,942	984,473	11,666	11,758	694,858	59,342	2,054,905
Atlantic and Great Western.....	218,232	569,759		17,973	194,252	90,927	538,362
Bachman Valley.....		6,912			3,305		14,936
Barclay Coal Company.....	18,096		31,668	5,774	12,202	1,052	377,653
Bellefonte and Snow Shoe.....		38,841	19,906	3,852	12,452	93,477	93,477
Bell's Gap.....			27,600	4,075	4,715	71,897	71,897
Buffalo, New York and Philadelphia.....	157,967	281,972		3,328	229,464	151,459	313,467
Catasauqua and Fogelsville.....	23,788	23,788	25,040	844	10,984	67,048	230,187
Chartiers.....	26,441	23,089			115,544		38,047
Chester and Delaware River.....	11,846				33,462		7,553
Cleveland and Pittsburg.....	424,793	1,003,367	45,773	46,107	665,683	380,522	1,323,880
Corning, Cowanesque and Antrim.....	94,200	125,166		1,076	79,359	81,941	621,381
Cornwall.....		9,843				161,900	220,662
Cumberland Valley.....	146,803	131,990		9,860	376,133	7,411	357,364
Danville, Hazleton and Wilkesbarre.....						34,377	34,377
Delaware and Hudson Canal.....	64,436	102,939	530,100	1,223	186,047	436,390	2,606,710
Delaware, Lackawanna and Western.....	424,812	544,921	2,216,048	8,598	587,847	57,487	3,898,344
Dunkirk, Allegheny Valley and Pittsburg.....	126,403	266,285		6,474	126,066	266,425	308,102
East Broad Top.....	22,748	31,579	13,666	634	33,130	54,694	72,017
Edgewood.....						24,612	24,612
Elmira and Williamsport.....				33,208	116,919	363,473	547,242
Erie.....	3,202,292	9,405,024	930,197		5,062,855		6,239,943
Erie and Pittsburg.....	145,919	345,367		9,265	179,824	76,513	609,608
Hanover Branch.....	38,500	31,600		26,753	51,625	95,434	95,434
Harrisburg and Potomac.....		13,572		1,301	6,904	36,833	36,833
Huntingdon and Broad Top Mountain.....	40,970	32,400	137,895	7,161	51,407	192,723	485,458
Ironton.....		10,016				69,242	
Junction.....	6,790	35,320			401,315		
Lake Shore and Michigan Southern.....	2,743,617	5,798,617		67,611	2,994,630	500,128	5,022,492

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 lbs. of thro' freight for the year on main road.....	Gross amount of tonnage for the year, 2,000 lbs. per ton...
Lawrence.....	32,314	100,303			63,210	70	419,863
Lawrenceville and Evergreen.....	18,250			52,114	52,114	131	134
Lehigh and Lackawanna.....				637	18,410		33,800
Lehigh and Susquehanna.....	469,512	205,010	1,095,900	1,509	572,031		2,752,483
Lehigh Valley.....	730,723	731,993	1,302,003		1,068,664		5,395,565
Lewisburg, Centre and Spruce Creek.....	28,170	12,520					
Little Saw Mill Run.....	5,978		8,316	12,027		80,512	80,512
M'Kean and Buffalo.....	16,896			580	11,233	31,242	35,210
Monongahela Inclined Plane.....					418,971		
Mont Alto.....		17,014		15,286	22,239	0,767	7,827
Montrose.....		35,056			14,000	9,924	9,924
Mount Oliver Incline.....	12,000			191,954			
Muncy Creek.....				8,895	8,895		
New Castle and Beaver Valley.....	34,650	175,417			145,996	12,094	810,740
New Castle and Franklin.....	34,000	23,000		1,841	35,758	5,355	11,870
Northern Central.....	527,125	1,356,410		14,485	1,102,497	381,040	2,760,192
North East Pennsylvania.....	27,120	3,130			91,772	20,453	20,453
North Pennsylvania.....	515,225	310,635		133,302	1,067,494	495,140	912,003
Oil Creek and Allegheny River.....	137,880	424,390		5,148	241,516		739,711
Parker and Karns City.....	38,000	36,000		15,000	116,000	10,350	18,816
Pennsylvania.....	3,273,385	11,723,550		173,560	5,609,787	1,354,203	9,115,368
Pennsylvania Coal.....	25,000		22,000	8,669	5,705	1,297,058	1,518,247
Pennsylvania and New York Canal and People's.....	310,610		579,240		201,907		1,406,135
Philadelphia and Baltimore Central.....	100,001	55,535	1,674	113,794	115,730		134,880
Philadelphia and Erie.....	456,749	1,859,846		3,400	253,907	60,090	134,880
Philadelphia and Reading.....	1,096,524	1,785,974	3,998,648	823,182	612,402	475,592	2,396,434
Philadelphia and Trenton.....				895,443	0,938,129	0,500,238	10,099,040
Philadelphia, Wilmington and Baltimore.....	797,406	52,185	623,875	354,846	1,723,586	1,803,640	2,053,024
					2,152,901	176,931	333,309

Pittsburg and Castle Shannon.....		22,000	26,000	73,477	107,694		105,190
Pittsburg, Cincinnati and St. Louis.....	652,940	1,998,732	107,872	88,047	692,243	582,573	1,585,114
Pittsburg and Connellsville.....	363,133	926,857	83,789	12,796	668,153	364,944	70,494,747
Pittsburg, Ft. Wayne and Chicago.....	1,662,897	5,439,620		99,645	2,220,446	868,525	2,504,245
Pittsburg, Virginia and Charleston.....	73,149	39,288			249,608	86,497	86,497
Reading and Columbia.....	131,798	188,076		61,808	187,239		290,354
Shamokin Valley and Pottsville.....	39,845	118,725		3,998	82,182	31,273	912,123
Sharpsville, Wheatland, Sharon and Greenfield.....			2,024				10,135
Shenango and Allegheny.....					22,365		264,092
Somerset and Mineral Point.....	18,710	12,140		13,552	20,328	6,389	7,247
South Mountain Iron Company's.....	14,940			11,407			19,596
Southern Pennsylvania Railway and Mining Company, Spring Brook.....	14,398	15,650				12,000	12,000
Stony Creek.....		4,700					15,361
Summit Branch.....	13,960			2,011	47,547	15,361	576,289
*Sunbury and Lewistown.....	49,184	56,182			22,852	417,408	119,852
Tioga.....		172,940		5,070	66,572	507,648	507,648
West Chester and Philadelphia.....	203,340	16,848	26,842	94,679	901,411	17,622	94,358
Western Maryland.....	198,052	131,017	24,993		309,245		106,798
Western Pennsylvania.....	226,799	269,840					
Wheeling, Pittsburg and Baltimore.....		20,032			57,419		9,471
Wilmington and Reading.....	61,625	30,425		882	56,088	2,364	145,102
Wilmington and Western.....	44,196	22,783		889	43,716	1,486	101,259
		32,075		5,927	20,640	47,137	59,981
Total.....	21,472,072	38,201,678	11,952,735	3,242,294	40,712,847	18,288,902	145,473,541

* For the year 1874.

† Report of president and treasurer from November 1, to May 7, 1875, when U. S. Circuit Court, E. D. Pa., appointed commissioners to take possession and run the road.

† Report of commissioners appointed by United States Circuit Court from May 7 to December 31, 1875.

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

NAME OF COMPANY.	Anthracite coal.....	Bituminous coal.....	Petroleum and other oils.....	Pig iron.....	Railroad iron.....	Other iron or castings.....	Iron and other ores..
Allegheny Valley.....	2,992	710,481	850,467	41,210	4,067	19,693	66,188
Atlantic and Great Western.....	63,111	695,357	390,592	71,113		83,223	172,315
Bachman Valley.....		1,747					7,956
Barclay Coal Company.....		371,788					
Bellefonte and Snow Shoe.....	59	81,908	26			87	
Bell's Gap.....		70,711					
Buffalo, New York and Philadelphia.....	69,891	63,347	521	652	1,870	3,615	
Catasauqua and Fogelsville.....	24,867	6,019		10,800	7,091	474	95,539
Chartiers.....		24,415	30			69	
Cleveland and Pittsburg.....		684,129	11,220	53,682	3,706	40,892	230,887
Cornwall.....	49,104			40,056			111,371
Corning, Cowanesque and Antrim.....	2,692	575,948	295	38		889	
Cumberland Valley.....	103,223	6,900	407	5,162		5,610	60,130
Delaware and Hudson Canal.....	2,492,644						41,719
Delaware, Lackawanna and Western.....	3,404,242	11,113	2,324	33,042	29,578	16,116	36,954
Dunkirk, Allegheny Valley and Pittsburg.....	5,002	132,730	125,098	40		420	4
East Broad Top Coal.....	376	63,309	37		2		77
Edgewood.....		24,612					
Elmira and Williamsport.....		381,723	552	6,222	612	6,209	1,845
Erie.....	3,292,394	560,173	230,290				
Frie and Pittsburg.....		248,307	51,551	60,520	2,434	11,544	124,267
Hanover Junction, Hanover and Gettysburg.....	18,978	1,541					23,028
Harrisburg and Potomac.....	5,224	595		1,738	136		28,123
Huntingdon and Broad Top Mountain.....	1,621	380,075	214	12,725		1,430	45,890
Ironton.....	7,391						46,563
Lake Shore and Michigan Southern.....	58,645	635,466	530,986	52,659	28,013	117,727	3,942
Lawrence.....		137,762	165	44,886	129	3,733	71,120
Lawrenceville and Evergreen.....		102					
Lehigh and Lackawanna.....	10,224						8,535

Lehigh and Susquehanna.....	2,514,796	\$20	157	10,370	2,500	12,055	16,111
Lehigh Valley.....	3,670,880	55,901	150,512	193,599	36,573		432,716
Little Saw Mill Run.....		86,452					
M'Kean and Buffalo.....	154	32,035					
Mont Alto.....		3,147				1,624	2,011
Montrose.....	3,648						
New Castle and Beaver Valley.....		201,593	1,058	136,049	2,148	17,638	67,277
New Castle and Franklin.....		1,932	84	326	494	82	738
New Castle and Mining.....		34,377					
Northern Central.....		1,224,458	286,779	34,028	10,020	29,439	62,227
North East Pennsylvania.....	6,784	13					6,552
North Pennsylvania.....	471,763	3,456	1,508	36,988	5,927	7,618	42,262
Oil Creek and Allegheny River.....	18,751	313,344	293,096			8,544	
Pennsylvania.....	981,428	3,750,008	489,248	269,748	130,472	221,876	266,205
Pennsylvania Coal.....	1,511,554						
Pennsylvania and New York Canal and.....	837,841	375,413		5,362	952	3,329	
Philadelphia and Baltimore Central.....	22,823	2,498	372			6,964	10,669
Philadelphia and Erie.....	723,648	166,978	303,442	15,810	10,627	40,299	8,917
Philadelphia and Reading.....	5,882,658	283,451	174,998	200,706	46,256	171,574	399,766
Philadelphia, Wilmington and Baltimore.....	51,493	3,972	11,297	8,078	5,441	22,584	11,497
Pittsburg, Cincinnati and St. Louis.....		579,589	4,176	15,182	10,284	34,657	15,084
Pittsburg and Connellsville.....		448,743	62,762	19,156	1,356	59,782	24,881
Pittsburg, Fort Wayne and Chicago.....		291,377	9,906	183,894	9,738	95,679	82,312
Pittsburg, Virginia and Charleston.....		43,890					21,622
Pittsburg and Castle Shannon.....		104,412					
Reading and Columbia.....	165,724						
Shamokin Valley and Pottsville.....	884,247		85	500	608	568	
Sharpsburg, Wheatland, Sharon and Greenfield.....		10,135					
Shenango and Allegheny.....		113,481	142,831			103	
Somerset and Mineral Point.....		150	80	30		10	
South Mountain Iron Company's.....	5,903						5,582
Stony Creek.....	6,124			112			1,321
Sunbury and Lewistown.....	84,868	126					
Tioga.....	574	502,368		11	64		
West Chester and Philadelphia.....		45,062					
Western Maryland.....		43,307					5,024
Wheeling, Pittsburg and Baltimore.....		1,670	44			136	
Wilmington and Reading.....	41,842	51,423		31,109		25,973	22,315
Wilmington and Western.....	2,294	37,805	21	458	1	1,511	12
Total.....	27,445,177	14,693,253	4,127,171	1,598,061	351,262	1,073,790	2,676,554

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 lbs. of thro' freight for the year on main road.....	Gross amount of tonnage for the year, 2,000 lbs. per ton...
Lawrence.....	32,314	100,303			63,210	79	419,863
Lawrenceville and Evergreen.....	18,250			52,114	52,114	134	134
Lohigh and Lackawanna.....				637	18,410		33,800
Lehigh and Susquehanna.....	469,512	205,010	1,095,900	1,508	572,031		2,752,483
Lehigh Valley.....	736,723	731,993	1,362,003		1,068,664		5,395,565
Lewisburg, Centre and Spruce Creek.....	23,170	12,520					
Little Saw Mill Run.....	5,976		8,316	12,627		86,512	86,512
M'Kean and Buffalo.....	16,896			580	11,233	34,242	35,210
Monongahela Inclined Plane.....					418,971		
Mont Alto.....		17,014		15,286	22,239	6,797	7,827
Montrose.....		35,056			14,666	9,924	9,924
Mount Oliver Incline.....	12,000			191,954			
Muncy Creek.....				8,895	8,895		
New Castle and Beaver Valley.....	34,650	175,417			145,996	12,094	816,740
New Castle and Franklin.....	34,000	23,000		1,841	35,758	5,355	11,370
Northern Central.....	527,125	1,356,410		14,495	1,102,497	381,040	2,760,192
North East Pennsylvania.....	27,120	3,130			91,772	20,453	20,453
North Pennsylvania.....	515,225	310,635		133,302	1,067,494	495,140	912,003
Oil Creek and Allegheny River.....	137,880	424,390		5,148	241,516		739,711
Parker and Karns City.....	38,000	36,000		15,000	116,000	10,350	18,816
Pennsylvania.....	3,273,385	11,723,550		173,560	5,609,787	1,354,203	9,115,368
Pennsylvania Coal.....	25,000		22,000	3,669	5,765	1,297,058	1,518,247
Pennsylvania and New York Canal and.....	319,610		579,240		201,907		1,490,135
People's.....					115,730		
Philadelphia and Baltimore Central.....	100,001	55,535	1,074	113,794	253,907	66,996	138,880
Philadelphia and Erie.....	450,749	1,859,846		3,400	612,402	475,592	2,396,434
Philadelphia and Reading.....	1,690,524	1,785,974	3,993,648	823,182	6,938,129	6,500,238	10,099,040
Philadelphia and Trenton.....				895,443	1,723,536	1,903,640	2,053,024
Philadelphia, Wilmington and Baltimore.....	797,406	52,185	623,875	354,846	2,152,901	176,931	333,309

Pittsburg and Castle Shannon		22,000	26,000	73,477	107,694		105,190
Pittsburg, Cincinnati and St. Louis.....	652,940	1,998,732	107,872	88,047	692,243	582,573	1,535,114
Pittsburg and Connellsville	363,133	926,857	83,789	12,796	608,153	364,944	70,494,747
Pittsburg, Ft. Wayne and Chicago	1,662,897	5,439,620		99,645	2,220,446	868,525	2,504,245
Pittsburg, Virginia and Charleston	73,149	39,288			249,606	86,497	86,497
Reading and Columbia.....	131,793	138,076		61,808	137,239		290,354
Shamokin Valley and Pottsville.....	39,845	118,725		3,998	82,182	31,273	912,123
Sharpsville, Wheatland, Sharon and Greenfield			2,024				10,135
Shenango and Allegheny					22,365		264,092
Somerset and Mineral Point.....	18,710	12,140		13,552	20,328	6,389	7,247
South Mountain Iron Company's.....	14,940			11,407			19,596
Southern Pennsylvania Railway and Mining Company,	14,398	15,650					
Spring Brook.....		4,700				12,000	12,000
Stony Creek.....					47,547	15,361	15,361
Summit Branch.....	13,960			2,011	22,852	417,408	576,289
*Sunbury and Lewistown.....	49,184	56,182			71,033	81,635	119,852
Tioga.....		172,940		5,070	66,572	507,648	507,648
West Chester and Philadelphia.....	203,340	16,848	26,842	94,679	901,411	17,622	94,358
Western Maryland.....	198,052	131,017	24,993		309,245		106,798
Western Pennsylvania.....	226,799	269,840					
Wheeling, Pittsburg and Baltimore.....		20,032			57,419		9,471
Wilmington and Reading.....	61,625	30,425		832	56,088	2,364	145,102
Wilmington and Western.....	44,196	22,783		839	43,716	1,486	101,259
		32,075		5,927	20,646	47,137	59,981
Total.....	21,472,072	38,201,678	11,952,735	3,242,294	40,712,847	18,288,902	145,473,541

* For the year 1874.

† Report of president and treasurer from November 1, to May 7, 1875, when U. S. Circuit Court, E. D. Pa., appointed commissioners to take possession and run the road.

† Report of commissioners appointed by United States Circuit Court from May 7 to December 31, 1875.

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

NAME OF COMPANY.	Anthracite coal.....	Bituminous coal.....	Petroleum and other oils.....	Pig iron.....	Railroad iron.....	Other iron or cast-ings.....	Iron and other ores..
Allegheny Valley.....	2,992	710,481	850,467	41,210	4,067	19,693	66,188
Atlantic and Great Western.....	63,111	695,357	390,592	71,113		83,223	172,315
Bachman Valley.....		1,747					7,956
Barclay Coal Company.....		371,788					
Bellefonte and Snow Shoe.....	59	81,908	26			87	
Bell's Gap.....		70,711					
Buffalo, New York and Philadelphia.....	69,891	63,347	521	652	1,870	3,615	
Catasauqua and Fogelsville.....	24,867	6,019		10,800	7,091	474	95,539
Chartiers.....		24,415	30			69	
Cleveland and Pittsburg.....		684,129	11,220	53,682	3,706	40,892	230,887
Cornwall.....	49,104			40,056			111,371
Corning, Cowanesque and Antrim.....	2,692	575,948	295	38		889	
Cumberland Valley.....	103,223	6,900	407	5,162		5,610	60,130
Delaware and Hudson Canal.....	2,492,644						41,719
Delaware, Lackawanna and Western.....	3,404,242	11,118	2,324	33,042	29,578	16,116	36,954
Dunkirk, Allegheny Valley and Pittsburg.....	5,002	132,739	125,098	40		420	4
East Broad Top Coal.....	376	63,309	37		2		77
Edgewood.....		24,612					
Elmira and Williamsport.....		381,723	552	6,222	612	6,209	1,845
Erie.....	3,292,394	560,173	230,230				
Frie and Pittsburg.....		243,307	51,551	60,520	2,434	11,544	124,207
Hanover Junction, Hanover and Gettysburg.....	18,978	1,541					23,028
Harrisburg and Potomac.....	5,224	595		1,738	136		28,123
Huntingdon and Broad Top Mountain.....	1,621	380,075	214	12,725		1,430	45,890
Ironton.....	7,391						46,563
Lake Shore and Michigan Southern.....	58,645	635,466	530,986	52,659	28,013	117,727	3,942
Lawrence.....		137,762	165	44,866	129	3,733	71,120
Lawrenceville and Evergreen.....		102					
Lehigh and Lackawanna.....	10,224						8,535

Lehigh and Susquehanna.....	2,514,796	320	157	10,370	2,500	12,055	16,111
Lehigh Valley.....	3,670,880	55,901	150,512	193,599	36,573		432,716
Little Saw Mill Run.....		86,452					
M'Kean and Buffalo.....		32,035					
Mont Alto.....	154	3,147				1,624	2,011
Montrose.....	3,648						
New Castle and Beaver Valley.....		201,593	1,058	136,049	2,148	17,638	67,277
New Castle and Franklin.....		1,932	84	326	494	32	738
New Castle and Mining.....		84,377					
Northern Central.....		1,224,458	286,779	34,028	10,020	29,439	62,227
North East Pennsylvania.....	6,784	13					6,552
North Pennsylvania.....	471,763	3,456	1,508	36,988	5,927	7,618	42,262
Oil Creek and Allegheny River.....	18,751	313,344	293,096			8,544	
Pennsylvania.....	981,428	3,750,008	489,248	269,748	130,472	221,876	266,205
Pennsylvania Coal.....	1,511,554						
Pennsylvania and New York Canal and.....	837,841	375,413		5,362	952	3,329	
Philadelphia and Baltimore Central.....	22,823	2,498	372			6,964	10,669
Philadelphia and Erie.....	723,648	166,978	303,442	15,810	10,027	40,299	3,917
Philadelphia and Reading.....	5,882,658	283,451	174,998	200,706	46,256	171,574	399,766
Philadelphia, Wilmington and Baltimore.....	51,483	3,972	11,297	8,078	5,441	22,584	11,497
Pittsburg, Cincinnati and St. Louis.....		579,589	4,176	15,182	10,284	34,657	15,084
Pittsburg and Connellsville.....		448,743	62,762	19,156	1,356	59,782	24,881
Pittsburg, Fort Wayne and Chicago.....		291,377	9,906	183,894	9,738	95,679	82,312
Pittsburg, Virginia and Charleston.....		43,890					21,622
Pittsburg and Castle Shannon.....		104,412					
Reading and Columbia.....	165,724						
Shamokin Valley and Pottsville.....	884,247		85	500	608	568	
Sharpsburg, Wheatland, Sharon and Greenfield.....		10,135					
Shenango and Allegheny.....		113,481	142,831			103	
Somerset and Mineral Point.....		150	80	30		10	
South Mountain Iron Company's.....	5,903						5,532
Stony Creek.....	6,124			112			1,321
Sunbury and Lewistown.....	84,868	126					
Tioga.....	574	502,368		11	64		
West Chester and Philadelphia.....		45,062					
Western Maryland.....		43,307					5,024
Wheeling, Pittsburg and Baltimore.....		1,670	44			136	
Wilmington and Reading.....	41,342	51,423		31,109		25,973	22,315
Wilmington and Western.....	2,294	37,805	21	458	1	1,511	12
Total.....	27,445,177	14,693,253	4,127,171	1,598,061	351,262	1,073,790	2,676,554

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

NAME OF COMPANY.	Time, limestone sandstone and slate.....	Agricultural pro- ducts.....	Merchandise and manufactures..	Live stock.....	Lumber.....	Other articles...
Allegheny Valley	62,874	31,445	171,154	1,057	78,119	15,248
Atlantic and Great Western	50,146	237,496	250,092	32,542	58,981	324,433
Bachman Valley.....	2,023		2,920		290	
Barelay Coal Company.....		419	719	5	3,538	1,185
Bellefonte and Snow Shoe.....	506	708	399		4,691	5,093
Bell's Gap.....			291		872	23
Buffalo, New York and Philadelphia.....	2,271	24,575	24,890	5,681	54,372	61,777
Catasauqua and Fogelsville.....	66,782	3,223	5,298		8,617	1,474
Chartiers.....	926	1,329	5,142	2,539	3,128	469
Cleveland and Pittsburg.....	59,261	34,796	113,996	11,826	40,512	38,973
Cornwall.....	12,938					7,198
Corning, Cowanesque and Antrim.....	1,224	5,882	7,555	10	17,925	8,923
Cumberland Valley.....	3,894	37,301	90,760	6,271	33,480	4,217
Delaware and Hudson Canal.....		20,543	21,833	1,924	18,827	9,221
Delaware, Lackawanna and Western.....	62,704	65,822	93,155	6,524	126,573	10,197
Dunkirk, Allegheny Valley and Pittsburg.....	746	8,384	6,163	551	23,060	5,885
East Broad Top Coal.....	360	3,413	2,894	3	1,377	170
Elmira and Williamsport.....	1,216	79,168	29,518	936	27,578	11,663
Erie.....		787,366	738,263	107,392	131,607	392,518
Erie and Pittsburg.....	43,892	12,821	25,973	3,855	20,380	4,064
Hanover Junction, Hanover and Gettysburg.....	5,904		37,422	2,086	6,474	
Harrisburg and Potomac.....		1,082	156		779	
Huntingdon and Broad Top Mountain.....	17,768	4,629	3,453	288	17,365	
Ironton.....	12,875					2,413
Lake Shore and Michigan Southern.....	150,096	1,042,125	481,181	410,152	511,055	1,000,445
Lawrence.....	88,770	5,079	3,784	4,948	4,092	5,361
Lawrenceville and Evergreen.....						32
Lehigh and Lackawanna.....	11,710	809	1,998		524	
Lehigh and Susquehanna.....	39,422	11,966	89,018	185	46,837	7,746
Lehigh Valley.....	75,048			14,726	91,570	674,040
Little Saw Mill Run.....						57

Mont Alto						1,040
M'Kean and Buffalo	258	95	719		1,949	3,990
Montrose					2,285	19,580
New Castle and Beaver Valley	136,152	17,610	16,631	8,707	10,678	119
New Castle and Franklin	102	1,439	1,736	184	4,184	113,899
Northern Central	37,221	417,574	274,189	29,036	241,322	2,881
North Pennsylvania	38,137	131,476	108,748	3,703	57,536	
North-East Pennsylvania	11	1,101	4,197	211	1,584	
Oil Creek and Allegheny River	2,703	11,630	23,481		26,224	41,988
Pennsylvania	242,133	1,240,269	664,211	375,945	437,495	46,330
Pennsylvania Coal			2,626		4,067	
Pennsylvania and New York Canal and	7,529		220,236	14,118	31,350	
Philadelphia and Baltimore Central	7,005	30,006	25,846	2,138	6,506	23,962
Philadelphia and Erie	28,516	564,044	161,321	9,603	347,945	20,284
Philadelphia and Reading	461,308	501,852	117,739	25,371	249,313	371,325
Philadelphia and Trenton						2,053,024
Philadelphia, Wilmington and Baltimore	58,725	70,582	42,403	22,214	18,440	6,583
Pittsburg, Cincinnati and St. Louis	30,478	285,291	302,312	140,396	36,324	81,341
Pittsburg and Connellsville	56,341	28,019	45,532	1,942	34,617	15,257
Pittsburg, Ft. Wayne and Chicago	149,001	331,523	250,405	396,766	183,994	180,749
Pittsburg, Virginia and Charleston	1,980	3,578	8,678	1,028	1,340	4,381
Pittsburg and Castle Shannon						778
Reading and Columbia			124,630			
Shamokin Valley and Pottsville	3,747	3,218	5,090	198	11,987	1,175
Shenango and Allegheny	5	523	1,652	1	3,220	2,267
Somerset and Mineral Point	620	190	3,210	200	2,140	617
South Mountain Iron Company's					875	7,236
Stony Creek			7,085		769	
Summit Branch						603,907
Sunbury and Lewistown				74	10,401	24,383
Spring Brook					10,000	2,000
Tioga	511	4,208	8,240	20	3,376	
West Chester and Philadelphia	8,165	8,926	20,133		6,405	5,667
Western Maryland	3,209	9,464		2,090	6,816	36,884
Wheeling, Pittsburg and Baltimore	209	944	3,530	407	2,531	
Wilmington and Reading	15,547	12,883	23,857		11,146	10,766
Wilmington and Western	968	740	5,982		3,106	7,083
Total	2,051,062	6,097,565	4,689,355	1,647,853	3,102,548	6,282,079

TABLE E—EXPENSES.

NAME OF COMPANY.	Maintaining the road or real estate of the corporation.....	Repairs of machinery	Operating the road..	Total.....
Allegheny Valley.....	\$477,516 51	\$274,303 17	\$643,797 72	\$1,395,617 40
Atlantic and Great Western.....	947,601 23	671,244 32	1,622,249 32	3,241,094 87
Bachman Valley.....	1,521 98		1,010 93	2,532 91
Barelay Coal Company.....	26,305 84	15,644 88	51,272 83	93,223 53
Bellefonte and Snow Shoe.....	25,489 52	11,667 00	22,353 80	59,510 32
Bell's Gap.....	4,713 09	3,922 44	9,869 32	18,504 85
Buffalo, New York and Philadelphia.....	92,057 39	35,890 50	206,849 49	334,797 38
Catasauqua and Fogelsville.....	14,560 65	5,509 30	32,142 27	52,212 22
Chartiers.....	13,058 01	4,335 72	19,504 04	36,897 84
Chester and Delaware River.....	1,697 70	156 17	4,344 95	6,198 82
Cleveland and Pittsburg.....	402,017 92	245,319 96	639,793 95	1,287,131 83
Corning, Cowanesque and Antrim.....	72,259 34	35,102 96	78,238 59	185,600 89
Cornwall.....	6,121 88	2,347 62	9,230 04	17,699 54
Cumberland Valley.....				265,481 34
Delaware and Hudson Canal.....	191,009 68	93,912 89	485,532 42	770,454 99
Delaware, Lackawanna and Western.....	463,761 61	527,650 85	830,772 44	1,822,184 90
Dunkirk, Allegheny Valley and Pittsburg.....	143,315 77	34,168 91	164,288 27	341,772 95
East Broad Top.....	12,200 01	3,967 16	23,521 54	39,708 71
Edgewood.....	194 26	752 40	4,097 97	5,044 63
Elnira and Williamsport.....	158,312 63	80,758 27	274,467 09	513,538 59
Erie.....	3,321,370 57	2,446,863 53	6,910,896 85	12,679,130 95
Erie and Pittsburg.....	125,144 33	80,163 76	174,752 90	380,060 99
Hanover Junction, Hanover and Gettysburg.....	12,900 28	9,571 41	25,348 86	47,820 55
Harrisburg and Potomac.....	425 00	443 01	5,387 83	6,255 84
Huntingdon and Broad Top Mountain.....	60,888 68	26,866 46	68,704 45	156,259 59
Ironton.....	6,449 07	1,606 63	9,325 40	17,381 10
Junction.....	81,312 30			81,312 30
Lake Shore and Michigan Southern.....	3,311,176 33	1,522,117 04	5,699,536 42	10,532,829 79
Lawrence.....	28,764 25	11,094 84	49,801 54	89,760 18

Lawrenceville and Evergreen.....	1,018 10	331 07	2,118 92	3,468 48
Lehigh and Lackawanna.....	12,431 22	15,517 16		27,948 38
Lehigh and Susquehanna.....	580,569 16	305,518 25	831,811 20	1,717,898 61
Lehigh Valley.....	828,353 68	997,637 68	1,436,870 61	3,262,861 97
Little Saw Mill Run.....	23,256 81	4,391 89	8,388 53	36,037 23
M'Kean and Buffalo.....	9,065 17	439 86	15,703 75	25,208 78
Monongahela Inclined Plane.....	925 35		10,408 67	11,334 02
Mont Alto.....	2,786 52	209 89	4,334 41	7,340 82
Montrose.....	3,587 30	2,127 84	8,036 34	13,751 48
Mount Oliver Inclined Plane.....	290 89		5,342 14	5,632 53
New Castle and Beaver Valley.....	34,067 39	17,523 86	87,382 48	138,973 73
New Castle and Franklin.....	3,271 82	2,196 32	20,247 97	25,716 11
North Pennsylvania.....	212,187 82	143,464 73	549,889 72	905,542 27
Northern Central.....	605,583 34	424,251 93	1,062,826 48	2,092,661 75
Oil Creek and Allegheny River.....	194,380 54	86,561 70	289,933 62	570,875 86
Parker and Karns City.....	7,597 31	6,599 92	35,472 10	49,689 33
Pennsylvania.....	2,971,447 22	2,565,440 72	6,257,165 42	11,749,053 36
Pennsylvania Coal.....	178,500 00	260,000 00	122,500 00	559,000 00
Pennsylvania and New York Canal and People's.....	245,033 89	149,567 25	546,510 04	941,111 18
Philadelphia and Baltimore Central.....	695 14		14,956 20	15,651 34
Philadelphia and Erie.....	778,294 26	442,485 34	1,007,704 08	2,228,483 68
Philadelphia and Reading.....	1,192,495 79	1,329,844 81	3,537,283 93	6,059,624 53
Philadelphia and Trenton.....	284,794 17	212,931 17	515,617 57	1,013,342 91
Philadelphia, Wilmington and Baltimore.....	314,845 03	361,820 71	991,569 52	1,668,235 26
Pittsburg and Castle Shannon.....	443 33	9,779 06	54,312 81	64,535 20
Pittsburg, Cincinnati and St. Louis.....	674,566 82	497,346 68	1,229,038 36	2,400,951 86
Pittsburg and Connellsville.....	460,678 38	231,643 04	630,603 02	1,322,924 44
Pittsburg, Ft. Wayne and Chicago.....	1,281,788 46	972,161 59	2,332,147 88	4,586,097 93
Pittsburg, Virginia and Charleston.....	24,564 99	10,211 72	52,973 80	87,750 51
Reading and Columbia.....	82,156 70	18,499 03	119,981 48	220,637 21
Shamokin Valley and Pottsville.....	61,551 50	36,420 25	106,754 97	204,726 72
Sharpsville, Wheatland, Sharon and Greenfield.....				1,832 97
Shenango and Allegheny.....	20,994 20	10,496 34	54,850 61	86,341 15
Somerset and Mineral Point.....	1,618 75	170 00	2,962 88	4,751 63
South Mountain Iron Company's.....	5,103 80	895 72	7,590 25	18,589 77
Southern Pennsylvania Railway and Mining Company.....				20,620 71
State Line and Sullivan.....	37,928 06		15,448 85	53,376 91
Stony Creek.....				18,996 59
Summit Branch.....	40,830 30	11,282 24	40,462 58	92,575 12
*Sunbury and Lewistown.....	27,583 37	27,180 87	55,087 47	110,240 59
Tioga.....	48,342 66	50,011 83	74,136 21	172,490 70

* For 1874.

TABLE E—EXPENSES—Continued.

NAME OF COMPANY.	Maintaining the road or real estate of the corporation.....	Repairs of machinery	Operating the road..	Total.....
West Chester and Philadelphia.....	\$49,271 50	\$24,860 25	\$109,333 68	\$183,465 52
Western Maryland.....	24,699 01	6,726 66	264,735 81	264,735 81
Wheeling, Pittsburg and Baltimore.....	44,078 54	18,641 46	16,359 29	47,784 96
Wilmington and Reading.....	11,026 17	3,450 58	112,042 35	174,762 35
Wilmington and Western.....			21,066 88	35,543 03
Total.....	21,382,859 97	15,404,640 12	40,728,554 71	77,962,971 66

TABLE F.—RECEIPTS.

NAME OF COMPANY.	Passengers.....	Freight.....	Mail & Express,	Use of cars.....	Miscellaneous ..	Total.....
Allegheny Valley.....	\$427, 072 75	\$1, 882, 784 94	\$41, 251 36	\$39, 281 57	\$12, 000 63	\$2, 392, 341 25
Allentown.....	1, 098 37	1, 189 48			233 50	2, 531 35
Atlantic and Great Western	848, 238 24	2, 913, 581 40	108, 312 58		43, 517 46	3, 913, 649 68
Bachman Valley.....	1, 107 98	4, 214 44	319 55		379 32	6, 021 29
Barclay Coal Company.....	4, 028 34	43, 712 24	480 00			48, 220 58
Bellefonte and Snow Shoe	4, 699 66	60, 887 35	100 00	260 60	177, 724 96	243, 676 57
Bell's Gap.....	1, 705 25	36, 379 81	55 26		6 10	38, 146 42
Buffalo, New York and Philadelphia.....	139, 798 83	452, 918 06	10, 782 41	1, 312 88	8, 364 37	613, 176 55
Catasauqua and Fogelsville.....	5, 154 62	63, 664 54			11, 410 30	80, 229 46
Chartiers.....	45, 136 77	22, 246 01	4, 726 00		40 00	72, 148 78
Chester and Delaware River.....	2, 102 14	1, 320 60				3, 422 74
Cleveland and Pittsburg.....	542, 735 17	1, 942, 909 51	76, 661 41		66, 731 06	2, 629, 037 15
Colebrookdale.....	3, 320 58	3, 935 80			1, 933 90	9, 190 28
Corning, Cowanesque and Antrim.....	45, 542 55	194, 479 21	9, 783 23	66, 534 43	356 84	316, 696 26
Cornwall.....		47, 438 01				47, 438 01
Cumberland Valley.....	186, 422 75	315, 653 50	13, 775 06		10, 224 83	526, 076 14
Delaware and Hudson Canal.....	67, 987 75	928, 693 46	2, 818 50		51, 186 54	1, 050, 686 25
Delaware, Lackawanna and Western.....	862, 488 51	5, 442, 849 87	45, 563 15	425, 353 05	5, 848 82	6, 282, 107 90
Dillsburg and Mechanicsburg.....	3, 794 51	16, 865 14				20, 659 65
Dunkirk, Allegheny Valley and Pittsburg	72, 040 48	251, 770 54	6, 243 41	3, 766 04	16, 326 74	350, 147 21
East Broad Top.....	11, 669 66	53, 592 43	1, 437 45	583 75	335 34	67, 618 63
Edgewood.....		2, 461 20			948 18	3, 409 38
Elmira and Williamsport.....	131, 839 38	491, 691 41	24, 331 70		1, 297 51	649, 160 00
Erie.....	3, 461, 304 31	8, 022, 658 58	904, 610 13	800, 887 89	4, 488, 285 60	17, 677, 746 49
Erie and Pittsburg.....	111, 081 21	438, 084 82	20, 606 02		29, 541 47	519, 313 52
Hanover Junction, Hanover and Gettysburg.....	27, 920 74	41, 978 22	2, 045 38		7, 873 91	79, 808 25
Harrisburg and Potomac.....	1, 504 92	8, 318 06				9, 822 98
Huntingdon and Broad Top Mountain.....	28, 738 43	288, 730 20	4, 200 00		3, 342 73	325, 011 36
Ironton.....		28, 998 09				28, 998 09
Jamestown and Franklin.....	39, 345 28	187, 239 00	2, 262 83			228, 847 11
Junction.....	24, 295 59	135, 858 44	6, 540 80		1, 406 00	168, 200 83

TABLE F.—RECEIPTS—Continued.

NAME OF COMPANY.	Passengers.....	Freight.....	Mail & Express,	Use of cars.....	Miscellaneous..	Total.....
Lake Shore and Michigan Southern	\$3,922,797 88	\$9,639,438 14	\$744,495 05		\$127,867 69	\$14,434,198 76
Lawrence	22,154 97	147,108 29	4,270 00	\$723 87		174,257 13
Lawrenceville and Evergreen	3,453 17	51 38				3,504 55
Lehigh and Lackawanna	5,250 70	33,800 06	823 20			39,873 96
Lehigh and Susquehanna.....	163,078 01	3,011,332 06	4,235 93			3,178,646 00
Lehigh Valley	475,236 12	1,101,356 47	44,892 99		4,425,009 86	6,046,495 44
Little Saw Mill Run	1,131 20	21,139 27			20,876 87	43,147 34
M'Kean and Buffalo	3,906 35	21,349 58	113 26		415 00	25,819 19
Mont Alto.....	6,589 76	3,844 88	1,009 98			11,444 62
Mount Oliver Incline.....	9,325 75	27 45				9,353 20
Montrose	8,012 08	13,242 80	1,194 66			23,449 54
Monongahela Inclined Plane.....	23,689 50				1,032 22	24,721 72
New Castle and Beaver Valley.....	62,392 82	286,941 53	7,589 08		258 02	357,181 45
New Castle and Franklin.....	23,493 17	1,054 26	3,836 50		3,836 50	39,925 70
Northern Central	521,642 39	2,358,657 97	83,512 95		282,505 14	3,246,348 45
North-East Pennsylvania	15,394 15	9,088 16	25 19	137 50		24,645 00
North Pennsylvania	484,392 90	846,886 63	20,432 27	47,282 45	18,740 36	1,417,734 61
Oil Creek and Allegheny River.....	130,454 39	658,822 58	17,594 00		2,925 04	809,796 01
Parker and Karns City.....	63,407 96	34,391 33	3,954 84		578 79	102,332 92
Pennsylvania.....	3,772,305 71	15,651,741 42	533,752 38		535,452 46	20,493,251 97
Pennsylvania Coal	4,987 57	17,131 78				22,119 35
Pennsylvania and New York Canal and	158,188 34	368,754 00	12,905 10		953,327 33	1,480,269 67
People's.....	14,272 62	688 46	250 00		85 50	15,296 58
Perkiomen.....	8,005 84	11,525 99			2,765 22	22,297 05
Philadelphia and Baltimore Central.....	117,067 76	157,759 12	7,287 49		1,913 47	284,027 84
Philadelphia and Erie.....	459,176 61	2,098,559 83	70,784 84		137,375 96	3,365,897 24
Philadelphia, Germantown and Norristown.....					278,073 66	278,073 66
Philadelphia and Reading.....	1,862,768 73	10,662,707 40	54,042 65		2,423,299 03	15,002,817 81
Philadelphia and Trenton.....	1,039,123 78	784,105 29	112,390 25		7,303 08	1,842,922 40
Philadelphia, Wilmington and Baltimore.....	1,690,722 15	971,299 93	134,790 11		52,741 41	2,849,553 60
Pickering Valley.....	2,467 76	1,264 70			771 00	4,503 45

Pittsburg, Cincinnati and St. Louis.....	755,191 41	2,317,644 58	100,379 81	.....	2,754 20	3,175,970 00
Pittsburg and Connellsville.....	292,059 31	1,151,944 06	.....	.....	36,781 29	1,480,784 66
Pittsburg, Ft. Wayne and Chicago.....	2,025,387 92	5,402,904 49	290,151 00	.....	{ 114,667 74	} 7,925,830 80
Pittsburg, Virginia and Charleston.....	73,811 08	40,626 53	1,951 35	.....	{ 102,719 65	
Pittsburg and Castle Shannon.....	11,086 53	.....	.....	.....	7,204 84	123,593 80
Reading and Columbia.....	86,267 97	195,119 12	2,375 00	.....	364,843 94	375,930 47
Shamokin Valley and Pottsville.....	29,584 23	378,091 45	1,820 00	.....	6,537 50	290,209 68
Sharpville, Wheatland, Sharon & Greenfield,	.....	2,025 85	.....	.....	527 30	410,022 98
Shenango and Allegheny.....	12,667 70	184,743 38	2,340 13	.....	1,288 67	2,025 85
Somerset and Mineral Point.....	6,666 35	4,779 61	1,225 98	.....	.....	201,039 88
South Mountain Iron Company's.....	3,881 25	10,814 76	450 00	.....	.....	12,671 94
Southern Penn'a Railway and Mining Co.....	6,343 32	15,494 89	1,392 96	.....	.....	15,146 01
Stony Creek.....	10,139 25	5,276 99	554 18	.....	.....	23,231 17
Summit Branch.....	10,278 99	319,159 94	.....	.....	19,678 37	15,970 42
*Sunbury and Lewistown.....	31,938 26	87,918 02	2,400 00	.....	6 10	349,117 30
Tioga.....	19,463 37	213,930 06	2,300 91	48,168 12	2,797 82	122,262 38
Western Maryland.....	139,864 85	130,510 81	6,167 90	.....	17,174 48	286,660 28
West Chester and Philadelphia.....	226,224 19	112,783 24	2,312 48	.....	9,221 01	293,718 04
Wheeling, Pittsburg and Baltimore.....	27,435 44	17,279 04	2,837 00	.....	770 00	350,540 02
Wilmington and Reading.....	45,181 56	143,733 75	6,829 03	.....	2,032 05	48,321 48
Wilmington and Western.....	11,094 08	28,323 44	780 76	.....	78 97	197,776 39
	25,501,631 56	84,617,777 64	3,574,605 20	1,424,247 15	14,895,553 45	129,917,638 07

* For 1874.

† Profit operating N. C. and B. V. R. R.....	\$77,491 81
Profit operating Lawrence R. R.....	15,227 84
Total.....	92,719 65

TABLE G.—ACCIDENTS.

NAME OF COMPANY.	PASS'GERS.		EMPL'YEEES.		OTHERS.		TOTAL.	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Allegheny Valley.....		2	8	30	2	7	10	39
Atlantic and Great Western.....		4	1	24	4	1	5	29
Barclay Coal Company.....				1				1
Bell's Gap.....			1	1			1	1
Chartiers.....			1	1	1		2	1
Cleveland and Pittsburg.....			2		9	3	11	3
Corning, Cowanesque and Antrim, Cumberland Valley.....	1				1		1	
Delaware and Hudson Canal.....	1	1	4	10	7	4	12	15
Delaware, Lackawanna and West- ern.....	1		7	10	14	7	22	17
Dunkirk, Allegheny Valley and Pittsburg.....		1	3	5	1		4	6
East Broad Top.....				2		1		3
Elmira and Williamsport.....			1	11	2	4	3	15
Erie.....	5	12	41	146	60	45	106	203
Erie and Pittsburg.....		2	1	2		2	1	6
Hanover Junction, Hanover and Gettysburg.....				1				1
Huntingdon and Broad Top Moun- tain.....			1				1	
Jefferson.....				3	1		1	3
Junction.....					2		2	
Lake Shore and Michigan Southern, Lawrence.....			1	5	6	2	7	7
Lehigh and Lackawanna.....	1			1			1	1
Lehigh and Susquehanna.....		1	3	3	9	3	12	7
Lehigh Valley.....	3		8	11	17	14	28	25
Lewisburg, Centre & Spruce Creek, Little Saw Mill Run.....				3		1		1
New Castle and Beaver Valley.....	1			7	1		2	7
New Castle and Franklin.....				1	1	1		2
Northern Central.....			10	25	7	9	17	34
North Pennsylvania.....	2		1		6	2	9	2
Oil Creek and Allegheny River.....		8	1	6	2	5	3	19
Parker and Karns City.....				1				1
Pennsylvania.....	2	11	52	237	65	111	119	359
Pennsylvania Coal.....			5	6	4	3	9	9
Pennsylvania and New York Canal and.....	1		2	10	2	7	5	17
Philadelphia & Baltimore Central.....			2		1		3	
Philadelphia and Erie.....		1	12	39	6	10	18	50
Philadelphia and Reading.....							52	81
Philadelphia and Trenton.....		2	6	8	13	27	19	37
Philadelphia, Wilmington and Bal- timore.....	1	1	3		9	9	13	10
Pittsburg, Cincinnati and St. Louis, Pittsburg and Connellsville.....			4	6	6	7	10	13
Pittsburg, Ft. Wayne and Chicago, Reading and Columbia.....		8	9	6	6	6	15	20
Pittsburg, Ft. Wayne and Chicago, Reading and Columbia.....	2	1	4	26	20	13	26	40
Shamokin Valley and Pottsville.....		5		2		1		2
Shenango and Allegheny.....			1	4			1	4
Summit Branch.....					1	2	1	2
West Chester and Philadelphia.....			1		2		3	
Western Maryland.....			2				2	
Wheeling, Pittsburg & Baltimore.....			1				1	
Wilcox and Howard Hill Improve- ment Company.....			1	2			1	2
Total.....	21	60	200	663	289	308	562	1,112

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allegheny Valley.....	\$2,256,350 00	\$2,256,400 00	\$2,256,400 00	\$2,256,400 00	\$2,166,500 00
Allentown.....	567,544 47	568,744 47	568,744 47	568,744 47	568,744 47
Atlantic and Great Western.....	29,596,695 38		39,458,700 00	34,671,548 00	34,675,804 10
Bachman Valley.....			66,604 40	66,742 31	66,792 31
Bald Eagle Valley.....	550,000 00	550,000 00	550,000 00	550,000 00	550,000 00
Baltimore, Philadelphia and New York.....				16,414 75	86,800 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.....	241,924 70	353,860 60	356,952 10	357,227 10	357,227 10
Bellefonte and Snow Shoe.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Bell's Gap.....			184,000 00	200,000 00	200,000 00
Berks County.....		92,955 00	189,790 00	194,715 00	
Buffalo, Bradford and Pittsburg.....	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			
Buffalo, New York and Philadelphia.....		1,600,000 00	1,615,060 00	1,691,150 00	1,720,950 00
Catasauqua and Fogelsville.....	428,717 50	428,717 50	426,900 00	426,900 00	426,900 00
Catawissa.....	3,359,500 00	3,359,500 00	1,740,350 00	4,359,500 00	4,359,500 00
Chartiers.....	635,355 01	638,060 00	644,110 01	645,970 01	647,910 01
Chester Creek.....	180,400 00	185,000 00	185,000 00	185,000 00	185,000 00
Chester and Delaware River.....				4,000 00	4,000 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.....	7,867,950 00	11,223,200 00	11,230,500 00	11,230,950 00	11,231,400 00
Colebrookdale.....	47,165 00	47,165 00	47,165 00	47,215 00	47,215 00
Columbia and Port Deposit.....	203,172 11	203,172 11	203,172 11	208,172 11	208,172 11
Connecting.....	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00
Cornwall.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Corning, Cowanesque and Antrim.....			1,600,000 00	1,900,000 00	1,900,000 00
Cumberland Valley.....	1,326,650 00	1,494,250 00	1,774,612 50	1,777,850 00	1,777,850 00
Danville, Hazleton and Wilkesbarre.....	584,235 00	684,235 00	684,235 00	684,235 00	684,235 00
Delaware, Lackawanna and Western.....	18,858,850 00	20,000,000 00	23,500,000 00	23,500,000 00	25,889,000 00
Delaware River and Lancaster.....					17,200 00
Dillsburg and Mechanicsburg.....			30,803 23	31,603 23	33,566 18
Dunkirk, Allegheny Valley and Pittsburg.....			1,300,000 00	1,300,000 00	1,300,000 00
East Broad Top.....			400,250 00	409,000 00	505,760 00
East Brandywine and Waynesburg.....	89,800 00	136,196 26	133,351 45	134,250 00	137,580 00
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	1,594,650 00

3 RAILROAD REP.

PA Internal Affairs 1875

SECRETARY OF INTERNAL AFFAIRS.

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Ebensburg and Cresson.....	\$42,000 00		\$42,000 00	\$42,000 00	\$42,000 00
Edgewood.....			2,663 06	15,000 00	150,000 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.....	86,536,910 00	86,536,910 00	86,536,910 00	86,536,910 00	86,536,910 00
Erie and Pittsburg.....	1,099,250 00	1,099,550 00	1,099,550 00	1,099,500 00	1,101,550 00
Fayette County.....	125,395 71	125,395 71	125,395 71	125,395 71	90,000 00
Frankford and Holmesburg.....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Hanover Junction, Hanover and Gettysburg.....					116,850 00
Hanover Junction and Susquehanna.....				21,551 60	35,781 40
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	121,519 00	251,000 00
Homer, Cherrytree and Susquehanna.....		8,544 60	9,000 00	9,000 00	
Huntingdon and Broad Top Mountain.....	870,950 00	1,300,000 00	1,870,000 00	1,998,250 00	
Ironton.....	400,000 00	400,000 00	400,000 00	200,000 00	200,000 00
Jamestown and Franklin.....	604,777 50	604,777 50	605,027 50	605,027 50	605,027 50
Jefferson.....	2,095,700 00	2,095,700 00	2,095,700 00	2,096,050 00	2,096,050 00
Jersey Shore, Pine Creek and Buffalo.....			500,000 00	500,000 00	500,000 00
Junction.....	185,250 00	185,250 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		
Lake Shore and Michigan Southern.....	34,938,000 00	50,000,000 00	50,000,000 00	50,000,000 00	50,000,000 00
Lancaster and Reading, (narrow gauge,).....		15,672 00	81,882 00	82,720 00	82,720 00
Lawrence.....	285,050 00	289,750 00	360,200 00	443,700 00	450,000 00
Lawrenceville and Evergreen.....				1,000 00	
Lehigh and Lackawanna.....	375,100 00	375,100 00	375,100 00	375,100 00	375,100 00
Lehigh Valley.....	18,158,600 00	21,468,800 00	21,916,850 00	24,419,250 00	27,042,900 00
Lehigh and Eastern.....				54,000 00	58,580 00
Lewisburg, Centre and Spruce Creek.....		187,048 65	245,635 40	251,503 40	258,790 40
Ligonier.....			44,856 77	50,123 86	50,123 86
Little Saw Mill Run.....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Little Schuylkill Navigation.....	2,646,100 00	2,646,000 00	2,646,100 00	2,646,100 00	2,646,100 00
Littlestown.....	34,850 00	34,850 00	34,850 00	34,850 00	34,850 00
Lykens Valley.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
M'Kean and Buffalo.....				115,120 00	387,600 00
Mifflin and Centre County.....	65,526 00	65,650 00	65,675 00	65,675 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.....	3,905,600 00	3,969,100 00	3,992,050 00	4,022,500 00	4,022,500 00
Monongahela Incline Plane.....			75,000 00	75,000 00	75,000 00

Mont Alto.....			110,000 00	110,000 00	110,000 00
Montrose.....			248,351 00	291,034 00	279,184 00
Mount Carbon and Port Carbon.....	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Mount Oliver Incline.....			52,625 00	52,625 00	21,315 88
Mount Pleasant and Broad Ford.....	111,150 00	112,550 00	112,550 00	150,425 00	150,400 75
Muncy Creek.....	52,000 00	123,600 00	123,600 00	124,100 00	
Nesquehoning Valley.....	1,250,000 00	1,300,000 00	1,300,000 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
New Castle and Franklin.....			302,427 00	324,477 99	333,508 00
New Castle and Mining.....				100,000 00	100,000 00
Newry.....	11,025 00	11,025 00	11,150 00	11,150 00	11,150 00
Northern Central.....	5,601,700 00	5,842,000 00	5,842,000 00	5,842,000 00	5,842,000 00
North Pennsylvania.....	3,302,600 00	3,473,500 00	3,596,500 00	3,699,450 00	3,978,150 00
North-East Pennsylvania.....			81,550 00	81,500 00	81,550 00
Oil Creek and Allegheny River.....	4,259,450 00	4,959,450 00	4,959,450 00	4,959,450 00	4,959,450 00
Parker and Karns City.....					150,000 00
Peach Bottom.....	16,000 00	32,881 05	138,764 16	200,875 34	209,852 50
Pennsylvania.....	41,339,475 00	53,271,937 50	68,144,475 00	68,719,400 00	68,870,200 00
Pennsylvania Coal.....	4,000,000 00	4,000,000 00	4,000,000 00	5,000,000 00	5,000,000 00
Pennsylvania and Delaware.....	132,412 00	483,297 50	900,000 00	900,000 00	
Pennsylvania Inland.....			3,510 00	3,510 00	3,510 00
Pennsylvania and New York Canal and Pennsylvania Petroleum.....	3,061,700 00	3,561,700 00	4,061,700 00	4,561,700 00	4,561,700 00
Pennsylvania and Western Peoples'.....		17,068 90	18,494 82	16,591 82	100,000 00
Perkiomen.....	37,890 00		38,040 00	38,040 00	38,040 00
Philadelphia and Baltimore Central.....	220,606 11	220,606 11	220,666 11	220,606 11	220,606 11
Philadelphia and Erie.....	8,450,000 00	8,450,000 00	8,448,700 00	8,448,700 00	8,448,700 00
Philadelphia, Germantown and Norristown.....	2,231,900 00	2,231,900 00	2,231,900 00	2,246,900 00	2,246,900 00
Philadelphia and Merion.....				1,250 00	1,250 00
Philadelphia, Newtown and New York.....					300,000 00
Philadelphia and Reading.....	31,566,575 28	34,236,175 25	31,270,575 28	34,274,575 28	34,277,575 28
Philadelphia and Trenton.....	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia, Wilmington and Baltimore.....	10,997,900 00	11,485,750 00	11,507,750 00	11,507,750 00	11,536,250 00
Pickering Valley.....	90,855 00	92,125 00	92,875 00	92,875 00	92,945 00
Pithole Valley.....		250,000 00	250,000 00	250,000 00	
Pittsburg and Castle Shannon.....			446,920 80	542,259 30	621,782 30
Pittsburg, Cincinnati and St. Louis.....	5,424,350 00	8,433,550 00	8,433,750 00	8,433,750 00	8,437,300 00
Pittsburg and Connellsville.....	1,958,976 43	1,960,682 45	1,960,682 45	1,960,682 45	1,960,682 45
Pittsburg, Ft. Wayne and Chicago.....	19,714,285 71	22,214,285 71	23,814,285 71	23,814,285 71	23,814,285 71
Pittsburg, Virginia and Charleston.....	277,188 11	618,564 11	673,264 31	673,264 31	675,628 91
Plymouth.....	12,050 00	12,050 00	12,050 00	12,050 00	12,050 00
Reading and Columbia.....	507,268 09	507,268 09	508,268 09	508,268 09	508,268 09

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Salisbury					\$70,850 00
Salisbury and Baltimore			\$89,900 00	\$89,500 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	54,000 00	67,592 92
Shamokin Valley and Pottsville	869,450 00	869,450 00	869,450 00	869,450 00	869,450 00
Sharpsville, Wheatland, Sharon and Greenfield				63,800 00	64,100 00
Shenango and Allegheny	159,925 00	199,000 00	199,000 00	200,000 00	200,000 00
Shenango Valley and Alliance				10,250 00	10,250 00
Somerset and Mineral Point	54,000 00	55,000 00	55,900 00	55,900 00	
South Mountain			386,439 39	557,803 35	582,803 35
Southern Pennsylvania Railway and Mining Company			800,000 00	800,000 00	800,000 00
Southwark	58,468 00	58,468 00	58,468 00	58,468 00	58,468 00
South-West Pennsylvania			359,857 50	415,830 00	442,202 50
Spring Brook			37,800 00	37,800 00	37,800 00
State Line and Sullivan					987,650 00
Stony Creek		134,675 00	140,560 00	141,600 00	144,100 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	3,883,900 00	3,907,600 00
Susquehanna, Gettysburg and Potomac	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	
Sunbury and Lewistown	500,000 00	500,000 00	500,000 00	500,000 00	
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	130,000 00	130,000 00
Tyrone and Clearfield	510,000 00	510,000 00	510,000 00	510,000 00	1,000,000 00
Uniontown and West Virginia				80,000 00	80,000 00
West Chester	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
West Chester and Philadelphia	681,650 00	681,100 00	823,950 00	823,950 00	821,400 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	13,000 00	13,000 00
Western Maryland				679,700 00	681,300 00
Wheeling, Pittsburg and Baltimore		500,000 00	500,000 00	500,000 00	500,000 00
Wilmington and Reading	757,728 74	759,062 88	759,627 88	759,627 88	759,627 88
Wilmington and Western		244,380 00	248,807 50	249,032 50	249,503 50
Total	393,670,886 84	421,477,930 56	478,701,873 58	482,931,393 50	483,041,225 52

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allegheny Valley.....	\$4,463,487 19	\$4,825,202 80	\$5,214,691 34	\$24,222,322 93	\$24,463,836 91
Allentown.....	579,081,23	613,032 50	649,110 84	687,009 47	728,580 22
Atlantic and Great Western.....	29,999,900 00	56,992,240 00	74,971,088 00	71,109,864 44	75,469,938 08
Bachman Valley.....	50,000 00	50,000 00	50,000 00	45,000 00	45,000 00
Bald Eagle Valley.....	460,900 00	454,900 00	445,900 00	436,900 00	426,900 00
Baltimore, New York and Philadelphia.....				14,818 86	416,621 57
Barelay Coal Company.....	93,000 00	79,000 00	27,000 00	15,500 00	15,500 00
Bedford and Bridgeport.....	500,000 00	1,010,000 00	1,052,404 68	1,054,955 68	1,070,631 44
Bellefonte and Show Shoe.....	99,000 00	99,000 00	99,000 00	99,000 00	99,000 00
Bell's Gap.....			216,890 00	215,000 00	208,800 00
Berks County.....			818,524 64	1,828,761 08	
Buffalo, Bradford and Pittsburg.....	583,500 00	583,500 00	583,500 00	583,500 00	
Buffalo, Corry and Pittsburg.....	1,663,673 96	1,248,229 97			
Buffalo, New York and Philadelphia.....			3,811,444 51	4,167,699 79	4,430,020 77
Catawissa.....	1,740,350 00	1,740,350 00	1,740,350 00	1,740,350 00	1,740,350 00
Chartiers.....	460,484,39	500,000 00	504,298 03	509,929 15	536,776 66
Chester and Delaware River.....				130,386 78	169,644 23
Chester Creek.....	185,000 00	185,000 00	185,000 00	185,000 00	185,000 00
Chester Valley.....	972,500 00	990,000 00	1,007,500 00	1,025,000 00	1,060,000 00
Cleveland and Pittsburg.....	3,859,500 00	3,825,500 00	4,465,000 00	5,006,500 00	5,152,000 00
Colebrookdale.....	641,077 47	673,709 84	719,554 16	764,091 00	798,970 24
Columbia and Port Deposit.....	355,409 09	660,457 52	887,870 36	1,248,402 26	1,539,647 41
Connecting.....	996,000 00	991,000 00	991,000 00	1,136,814 04	1,196,962 06
Corning, Cowanesque and Antrim.....					500,000 00
Cowanesque Valley.....			230,718 08		
Cumberland Valley.....	352,300 00	352,300 00	352,300 00	352,300 00	357,300 00
Danville, Hazleton and Wilkesbarre.....	1,554,000 00	1,500,000 00	1,818,000 00	1,447,000 00	
Delaware, Lackawanna and Western.....	7,063,917 90	9,633,544 73	7,832,322 75	7,678,038 99	3,596,248 75
Delaware River and Lancaster.....					996 55
Dillsburg and Mechanicsburg.....		100,000 00	139,032 92	138,816 66	136,355 81
Dunkirk, Allegheny Valley and Pittsburg.....			3,200,000 00	3,426,645 15	3,401,540 29
Dunkirk, Warren and Pittsburg.....	1,245,000 00	1,589,907 65			
East Brandywine and Waynesburg.....	177,000 00	117,000 00	227,000 00	249,100 00	306,600 00
East Broad Top.....			188,000 00	585,427 18	543,044 94
East Pennsylvania.....	495,900 00	495,900 00	495,900 00	495,900 00	495,900 00
Ebensburg and Cresson.....	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Edgewood.....					13,126 37

SECRETARY OF INTERNAL AFFAIRS.

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Elmira and Williamsport	\$1,620,000 00	\$1,620,000 00	\$1,620,000 00	\$1,620,000 00	\$1,620,000 00
Erie.....	26,398,800 00	28,912,301 26	40,631,246 21	48,129,017 34	55,693,455 83
Erie and Pittsburg	3,177,000 00	3,327,000 00	3,327,000 00	3,457,000 00	3,377,000 00
Frankford and Holmesburg	50,000 00	55,342 35	55,342 36	55,342 36	55,342 36
Hanover Branch.....					133,000 00
Hanover Junction and Susquehanna.....					68,181 74
Harrisburg, Portsmouth, Mount Joy and Lancaster.....	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00
Harrisburg and Potomac.....			225,800 00	263,731 44	
Homer, Cherrytree and Susquehanna.....			6,000 00	7,000 00	
Huntingdon and Broad Top Mountain.....	2,157,025 66	2,270,941 09	2,270,966 09	2,268,640 29	2,585,214 50
Ironton.....	100,000 00	100,000 00	100,000 00	100,000 00	205,287 50
Jamestown and Franklin	1,923,322 59	1,974,436 90	1,900,743 20	2,027,851 19	2,013,752 43
Jefferson.....	2,300,000 00	2,300,000 00	2,300,000 00	2,300,000 00	
Jersey Shore, Pine Creek and Buffalo					281,831 51
Junction.....	890,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lackawanna and Bloomsburg.....	2,452,270 87	2,449,261 13			
Lake Shore and Michigan Southern.....	29,929,815 36	35,167,523 53	38,375,606 19	36,511,000 00	36,250,000 00
Lancaster and Reading, (narrow gauge,).....			377,457 59		
Lawrence.....	355,000 00	380,000 00	355,000 00	346,000 00	344,000 00
Lawrenceville and Evergreen.....				12,500 00	13,348 26
Lehigh and Lackawanna.....	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Lehigh Valley.....	9,864,142 12	9,754,000 00	12,712,643 23	16,859,000 00	20,501,338 65
Lewisburg, Centre and Spruce Creek.....		1,545,000 00		1,585,147 00	1,545,000 00
Ligonier.....				8,862 10	8,862 10
Little Saw Mill Run.....	31,525 45	34,000 56	33,217 26	74,702 77	83,588 21
Littlestown.....	40,885 83	41,500 00	40,000 00	40,000 00	40,000 00
Little Schuylkill Navigation.....	771,500 00	759,500 00	747,500 00	735,500 00	723,500 00
M'Kean and Buffalo.....				20,000 00	453,611 50
Mifflin and Centre County	188,500 00	205,242 51	215,261 22	202,517 55	235,468 77
Mont Alto.....			125,000 00	125,000 00	125,000 00
Montrose.....					45,100 00
Mount Oliver Incline.....			72,550 38	79,105 18	63,740 49
Mount Pleasant and Broad Ford.....	43,173 02	42,482 64	45,463 85	38,007 44	38,198 83
Muncy Creek	100,000 00	135,000 00	151,000 00	165,800 00	
Nesquehoning Valley.....					75,020 84
New Castle and Beaver Valley.....	90,300 00	88,300 00	35,300 00	2,700 00	
New Castle and Franklin			254,192 00	573,876 28	670,403 28

New Castle and Mining				2,423 83	
Newry	10,778 99	10,778 99	10,778 99	10,778 99	10,778 99
Northern Central	7,937,327 83	11,580,259 01	12,123,797 72	13,499,000 00	14,384,000 00
North East Pennsylvania			193,768 50	229,702 85	256,028 58
North Pennsylvania	4,069,038 72	4,105,894 40	4,768,485 37	5,330,000 00	5,825,500 00
Oil Creek and Allegheny River	3,180,000 00	3,680,000 00	3,429,104 81	4,065,328 89	4,146,717 03
Parker and Karns City					116,207 00
Peach Bottom			84,614 00	224,678 16	443,011 14
Pennsylvania	30,791,543 23	33,039,846 15	42,251,397 24	48,430,600 16	54,219,760 00
Pennsylvania Coal	967,500 00		1,052,500 00	1,109,500 00	987,500 00
Pennsylvania and Delaware	800,000 00	700,000 00	1,673,346 21	1,623,093 99	
Pennsylvania and New York Canal and	3,415,007 85	3,351,234 23	3,074,017 48	3,000,000 00	3,000,000 00
Pennsylvania and Western					5,025,000 00
People's					26,770 89
Perkiomen	1,021,760 99	1,159,484 61	1,842,278 00	1,880,748 28	2,404,040 87
Philadelphia and Baltimore Central	1,590,288 87	1,553,413 53	1,546,945 52	1,500,000 00	1,500,000 00
Philadelphia and Erie	14,149,362 00	15,303,966 00	17,454,228 13	17,630,189 77	17,914,244 11
Philadelphia, Newtown and New York			221,000 00	128,400 00	700,000 00
Philadelphia and Reading	21,936,483 00	29,342,169 00	40,809,960 83	54,374,883 08	56,428,006 42
Philadelphia, Wilmington and Baltimore	1,768,366 56	2,060,303 63	2,247,249 34	2,356,874 51	2,790,000 00
Pickering Valley	443,012 92	462,352 67	493,662 90	524,076 69	556,585 62
Pitchole Valley	103,247 01	117,131 93	124,254 91	131,726 99	
Pittsburg, Cincinnati and St. Louis	13,474,262 00	11,853,625 02	15,382,767 03	16,293,984 25	17,251,917 57
Pittsburg and Connellsville	7,460,775 32	8,243,204 09	11,776,578 68	12,168,535 41	13,106,523 75
Pittsburg, Ft. Wayne and Chicago	13,680,229 62	13,637,229 62	13,568,229 62	13,548,229 62	13,585,000 00
Pittsburg, Virginia and Charleston			944,691 67	1,409,728 26	1,566,093 36
Pittsburg and Castle Shannon					339,415 93
Plymouth	274,495 19	274,495 19	274,495 19	274,495 19	274,495 19
Reading and Columbia	2,033,742 90	2,093,494 59	2,215,910 64	2,282,295 60	2,409,895 32
Reading and Lehigh					254,112 91
Salisbury					40,028 29
Salisbury and Baltimore				19,537 53	
Selinsgrove and North Branch				7,000 00	
Shamokin Valley and Pottsville	700,000 00	1,988,000 00	1,994,000 00	1,994,000 00	1,994,000 00
Sharpsville, Wheatland, Sharon and Greenfield				8,948 83	12,000 00
Shenango and Allegheny	638,000 00	780,000 00	924,315 09	1,104,058 90	1,163,578 20
Somerset and Mineral Point	65,000 00	89,689 15	86,080 15	90,063 27	95,000 00
South Mountain Iron Company's	381,000 00	377,500 00	377,500 00	377,500 00	376,500 00
South Mountain			103,210 61	118,500 00	1,016,000 00
Southern Pennsylvania Railway and Mining Company			667,000 00	635,500 00	661,890 00
South West Pennsylvania			590,815 86	840,000 00	927,283 96
Spring Brook			2,000 00	19,000 00	21,500 00
State Line and Sullivan					100,000 00

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Stony Creek.....		\$82,313 62	\$313,378 75	\$372,217 33	\$428,751 83
Sullivan and Erie.....		1,204,681 61	1,196,992 50		
Summit Branch.....	\$174,000 00	145,000 00	115,000 00	684,000 00	
Sunbury and Lewistown.....	1,400,000 00	1,400,000 00	1,400,000 00	1,400,000 00	
Tioga.....	243,000 00	243,000 00	239,500 00	239,500 00	239,500 00
Tresckow.....	40,417 70	60,003 64	60,003 64	74,930 47	82,492 41
Tyrone and Clearfield.....	387,153 88	332,359 99	313,566 98	60,281 53	7,801 09
Uniontown and West Virginia.....		42,859 10			
West Chester and Philadelphia.....	1,197,300 00	1,189,800 00	1,100,000 00	1,100,000 00	1,100,000 00
Western Maryland.....				3,875,816 00	3,846,131 00
Western Pennsylvania.....	2,707,813 36	2,823,554 70	3,000,000 00	3,000,000 00	3,000,000 00
Wheeling, Pittsburg and Baltimore.....		79,641 65	79,641 65	79,641 65	
Wilmington and Reading.....	2,154,304 26	2,440,910 43	2,990,116 82	3,458,062 55	3,432,195 54
Wilmington and Western.....		552,790 00	591,598 74	623,223 74	663,497 04
Total.....	281,764,734 29	341,892,323 62	417,126,061 03	471,633,998 02	464,244,353 14

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allegheny Valley.....					5
Bald Eagle Valley.....	6	7	8	8	7
Barclay Coal Company.....	*\$3 00	7	6	7	8
Bellefonte and Snow Shoe.....	*75	*\$1 50	*75	\$1 50	3
Catawauqua and Fogelsville.....	6	6	6	6	
Catawissa.....	†7	†3½	†3½	‡1-1-1 43-43½	
Chester Creek.....	6	6	6	6	
Chestnut Hill.....	12	12	12	6	
Cleveland and Pittsburg.....	10			17	10
Corning, Cowanesque Antrim.....			3½	3½	†6-8½
Cornwall.....	16	16	16	11	9
Connecting.....	6	6	6	6	6
Cumberland Valley.....	8	8	8	18	10
Delaware, Lackawanna and Western.....	10-†6	10	10	12½	10
East Mahanoy.....	6	6	6	6	5 8-10
East Pennsylvania.....	6	6	6	6	6
Elmira and Williamsport.....	§7-5	§5-7	5-7	12	5-7
Erie.....		7	2½-7		
Erie and Pittsburg.....	7	7	7	8½	7
Fayette County.....	§\$3 90	§\$4 00	8	8	8
Frankford and Holmesburg.....	3	3	3	3	3
Hanover Branch.....	10	10	10	5	5
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....	7	7	7	7	7
Huntingdon and Broad Top Mountain.....				6-7	
Ironton.....			7	6	
Lake Shore and Michigan Southern.....	†8-§10	8-10	8-10	10	5-3½
Lawrence.....	7	10	10	10	10
Lehigh Valley.....	10	10	10	10	10
Little Saw Mill Run.....	10	10	10	10	
Littlestown.....			6	3	
Little Schuylkill Navigation.....	6½	7	7	7	7
Lykens Valley.....	10	10½	10-1	10	10
Mill Creek and Mine Hill.....	10	10	10	10	10
Mine Hill and Schuylkill Haven.....	7½	7	7½	10	7½
Monongahela Inclined Plane.....			11	12	6
Mount Carbon and Port Carbon.....	12	12½	12	7½	12
Mount Pleasant and Broad Ford.....				12	
Nesquehoning Valley.....		10	10		10
New Castle and Beaver Valley.....	11	10	10		14
Northern Central.....	6	6	6	3½	
North Pennsylvania.....	†5	†5	5	5	8
Oil Creek and Allegheny River.....	7½	6½	6		
Pennsylvania.....	10	10	10	10	8
Pennsylvania Coal.....	20	20	20	45	20
Pennsylvania and New York Canal and People's.....			2½	10	10
Philadelphia, Germantown and Norristown.....	9	12	12	6	12
Philadelphia and Reading.....	10	10	10	10	12½
Philadelphia and Trenton.....	8	10	10	10	10
Philadelphia, Wilmington and Balt.....	8	8	8	8	8
Pittsburg, Ft. Wayne and Chicago.....	7	7	7	7	7
Schuylkill Valley.....	5	5	5	10	5
Shamokin Valley and Pottsville.....	6	6	6	6	6
Southwark.....	6	6	6	6	6
South-West Pennsylvania.....				3	6
Summit Branch.....	6	6	6	6	
Tioga.....					4
Tyrone and Clearfield.....					7
West Chester and Philadelphia.....			4	8	8

*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 the State. §In stock. ¶Scrip dividend and preferred stock. †Scrip.

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allegheny Valley.....	\$9,747,216 05	\$10,653,410 93	\$12,332,317 30	\$24,636,755 25	\$23,750,028 79
Allentown.....	1,054,289 39	1,054,629 39	1,078,438 82	1,078,438 82	1,084,202 19
Atlantic and Great Western.....				81,245,071 46	81,279,696 21
Bachman Valley.....			108,277 89	113,090 99	113,190 99
Bald Eagle Valley.....	1,050,000 00	1,050,000 00	1,050,000 00	1,050,000 00	1,050,000 00
Baltimore, Philadelphia and New York.....				48,233 64	
Bedford and Bridgeport.....	351,925 00	984,353 36	1,412,182 60	1,414,779 60	1,420,525 46
Bellefonte and Snow Shoe.....	442,058 87	457,981 33	458,181 33	458,181 33	458,181 33
Bell's Gap.....			212,868 66	220,814 80	221,122 13
Berks County.....				1,739,257 19	
Buffalo, Bradford and Pittsburg.....	2,869,500 00	2,869,000 00	2,869,000 00	2,869,000 00	
Buffalo, Corry and Pittsburg.....	1,583,444 79	1,546,930 81	14,999 65		
Buffalo, New York and Philadelphia.....		3,064,271 03	5,405,935 84	5,690,747 73	6,058,075 85
Catasauqua and Fogelsville.....	742,156 64	742,156 64	742,156 64	742,156 64	742,156 64
Catawissa.....	5,126,500 00	6,126,500 00	6,126,500 00	6,126,500 00	6,126,500 00
Chartiers.....	1,095,839 40	1,127,312 66	1,128,690 01	1,129,991 61	1,129,991 61
Chester Creek.....	365,400 00	370,000 00	370,000 00	370,000 00	370,000 00
Chester and Delaware River.....				122,737 91	156,202 72
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.....	11,518,594 09	14,875,931 72	15,571,299 78	16,239,047 04	16,312,994 96
Colebrookdale.....	662,332 33	663,976 78	667,126 78	667,994 02	667,094 02
Columbia and Port Deposit.....	558,581 20	868,629 63	1,096,042 47	1,244,776 91	1,491,974 77
Connecting.....	2,278,300 00	2,278,300 00	2,278,300 00	2,415,114 04	2,484,262 06
Corning, Cowanesque and Antrim.....			1,600,000 00	1,900,000 00	2,400,000 00
Cornwall.....	394,724 50	414,877 49	421,492 85	423,616 43	423,643 23
Cowanesque Valley.....			318,513 30		
Cumberland Valley.....	1,583,444 79	1,725,142 63	1,753,613 46	1,813,323 30	1,842,509 73
Danville, Hazleton and Wilkesbarre.....	1,055,600 00	1,102,600 00	1,102,600 00	1,102,600 00	1,102,600 00
Delaware and Hudson Canal.....	3,384,306 41	4,331,136 89	4,576,125 73	4,744,770 79	4,879,777 95
Delaware, Lackawanna and Western.....	14,314,981 49	15,612,767 38	21,221,354 12	27,588,722 23	27,871,799 61
Delaware River and Lancaster.....					5,159 92
Dillsburg and Mechanicsburg.....			170,056 94	177,429 16	177,429 10
Dunkirk, Allegheny Valley and Pittsburg.....			4,500,000 00	4,782,843 73	4,790,054 29
Dunkirk, Warren and Pittsburg.....	2,320,000 00	2,770,565 63			
East Brandywine and Waynesburg.....	264,800 00	309,557 82	360,351 45	391,250 00	444,180 00
East Broad Top.....			564,618 73	984,042 55	1,025,510 60

East Mahanoy.....	301,603 03	301,603 03	302,550 00	302,550 00	302,550 00
East Pennsylvania.....	1,484,200 12	1,484,200 12	1,484,200 12	1,484,200 12	1,769,768 08
Ebensburg and Crosson.....	122,000 00	122,000 00	122,000 00	122,000 00	27,431 23
Edgwood.....			1,163 06	26,483 05	2,620,000 00
Elmira and Williamsport.....	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00
Erie.....	106,904,382 22	108,807,687 28	111,630,092 28	115,075,900 87	115,065,946 63
Erie and Pittsburg.....	4,771,123 51	4,939,344 52	4,939,344 52	5,070,469 01	5,074,366 23
Fayette County.....	120,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Frankford and Holmesburg.....	159,427 07	159,427 07	159,427 07	159,427 07	159,427 07
Hanover Branch.....	260,000 00	269,371 88	288,351 06	290,516 18	466,995 00
Hanover Junction and Susquehanna.....					103,963 14
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....		1,882,550 00	1,882,550 00	1,882,550 00	1,882,550 00
Harrisburg and Potomac.....		130,105 00	269,250 00	350,730 00	468,776 05
Homer, Cherry Tree and Susquehanna.....		12,745 84	13,201 24	13,201 24	
Huntingdon and Broad Top Mountain.....					
Ironton.....	2,792,475 16	3,159,769 02	4,154,801 27	4,184,917 57	4,210,152 09
Jamestown and Franklin.....	268,000 00	288,000 00	288,000 00	288,000 00	268,000 00
Jefferson.....	2,463,074 15	2,483,001 87	2,501,697 40	2,504,888 19	2,516,597 34
Jersey Shore, Pine Creek and Buffalo.....	4,395,700 00	4,395,700 00	4,395,700 00	4,396,050 00	4,396,050 00
Junction.....			647,000 00	727,956 95	782,962 27
Lackawanna and Bloomsburg.....	898,324 25	898,324 25	898,324 25	927,383 12	927,383 12
Lake Shore and Michigan Southern.....	3,959,678 42	4,121,244 12			
Lancaster and Reading (narrow gauge).....	58,778,875 69	66,144,676 24	75,949,742 89	79,159,999 61	79,530,719 48
Lawrence.....			105,733 28	142,041 43	142,041 43
Lawrenceville and Evergreen.....	633,170 10	637,607 32	715,937 88	787,591 66	791,917 89
Lehigh and Eastern.....				10,000 00	10,000 00
Lehigh and Lackawanna.....					52,000 00
Lehigh and Susquehanna.....	675,100 00	675,100 00	675,100 00	675,100 00	675,100 00
Lehigh Valley.....		12,462,781 25	12,754,395 17	13,223,345 88	13,232,332 90
Lewisburg, Centre and Spruce Creek.....	19,230,730 29	19,750,425 49	20,489,162 45	20,618,771 02	21,846,165 88
Ligonier Valley.....		812,066 65	1,256,545 44	1,036,805 60	1,102,057 69
Little Saw Mill Run.....			43,888 93	58,516 15	58,516 15
Little Schuylkill Navigation.....	100,657 47	115,261 48	123,127 04	123,127 04	133,812 64
Littlestown.....	1,416,187 80	1,416,187 80	1,416,187 80	1,416,187 80	1,416,187 80
Lykens Valley.....	115,616 00	115,616 00	115,616 00	115,616 00	115,616 00
M'Kean and Buffalo.....		595,727 24	595,737 24	595,767 24	595,767 24
Mifflin and Centre County.....				120,000 00	817,138 55
Mill Creek and Mine Hill.....	247,015 32	264,243 70	265,075 89	266,318 74	266,318 74
Mine Hill and Schuylkill Haven.....	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Monongahela Inclined Plane.....	3,905,600 00	3,969,100 00	3,992,050 00	4,022,500 00	4,022,500 00
Mont Alto.....			76,442 29	76,442 29	81,717 09
Montrose.....			235,000 00	235,000 00	235,000 00
Mount Carbon and Port Carbon.....			321,100 25	338,924 61	349,646 19
	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Mount Oliver Inclined Plane.....			\$123,102 17	\$126,796 08	\$82,327 55*
Mount Pleasant and Broad Ford.....		\$154,323 02	154,632 64	156,618 85	178,972 99
Muncy Creek.....		148,640 00	150,900 00	156,400 00	156,400 00
Nesquehoning Valley.....	\$1,152,968 23	1,206,385 40	1,265,684 44	1,270,318 06	1,376,053 73
New Castle and Beaver Valley.....	731,885 64	799,412 39	810,480 54	819,686 66	827,614 91
New Castle and Franklin.....			551,969 56	897,740 09	958,769 59
New Castle and Mining.....					100,000 00
Newry.....	22,657 31	22,657 31	22,657 31	22,657 31	22,657 31
North-East Pennsylvania.....			228,381 73	279,872 73	287,410 89
Northern Central.....	14,534,464 66	14,890,237 75	15,429,883 90	16,178,773 84	16,745,406 53
North Pennsylvania.....	7,981,830 02	8,295,709 25	8,459,576 47	8,733,120 09	9,930,798 21
Oil Creek and Allegheny River.....	8,344,717 07	9,562,877 77	9,623,963 51	9,614,313 00	9,616,063 00
Parker and Karns City.....			147,761 22	278,135 83	280,652 15
Peach Bottom.....	1,526 00	25,263 14	223,538 16	461,394 10	576,475 00
Pennsylvania.....	34,610,180 70	42,450,207 68	48,277,666 09	50,706,802 02	53,666,966 41
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.....	251,997 70	1,200,000 00	2,502,000 00	2,502,000 00	
Pennsylvania Inland.....			454,426 83	502,552 38	3,500 00
Pennsylvania and New York Canal and.....		5,715,239 98	6,142,827 11	6,502,733 94	6,570,536 99
Pennsylvania Petroleum.....			750,000 00	760,000 00	
People's.....					116,884 89
Perkiomen.....	989,404 26	1,091,624 47	1,388,700 26	1,660,142 73	2,042,819 12
Philadelphia and Baltimore Central.....	1,981,592 47	1,983,952 70	1,988,850 55	1,988,913 56	1,992,085 13
Philadelphia and Chester County.....			3,500 00	3,500 00	
Philadelphia and Erie.....	20,799,470 00	21,139,470 00	23,644,262 00	24,195,833 00	24,219,397 00
Philadelphia, Germantown and Norristown.....	1,514,800 01	5,514,800 01	1,514,800 01	1,514,800 01	1,514,526 53
Philadelphia and Merion.....				735 00	
Philadelphia, Newtown and New York.....			440,400 00	692,051 89	692,051 89
Philadelphia and Reading.....	38,677,075 48	42,293,340 52	45,319,348 89	46,186,610 83	46,944,296 75
Philadelphia and Trenton.....	1,545,950 41	1,534,478 76	1,534,478 76	1,552,115 76	1,545,950 41
Philadelphia, Wilmington and Baltimore.....	11,001,030 05	11,890,736 59	11,814,765 89	11,939,346 05	12,236,875 46
Pickering Valley.....	468,478 64	472,837 77	474,551 54	475,149 04	475,653 97
Pithole Valley.....	100,000 00	100,000 00	101,764 67	101,945 67	
Pittsburg and Castle Shannon.....			454,426 83	502,552 38	527,989 79
Pittsburg, Cincinnati and St. Louis.....	19,025,618 54	18,835,787 08	19,682,344 34	19,753,883 23	19,827,550 46
Pittsburg and Connellsville.....	7,951,446 90	12,285,397 89	12,644,274 07	12,428,637 27	2,452,532 09
Pittsburg Ft. Wayne and Chicago.....	25,475,572 55	26,867,636 80	28,412,353 00	28,977,932 83	29,322,247 17

East Mahanoy.....	391,603 03	391,603 03	392,550 00	392,550 00	392,550 00
East Pennsylvania.....	1,484,290 12	1,484,290 12	1,481,290 12	1,484,290 12	1,769,766 68
Ebensburg and Cresson.....	122,000 00	122,000 00	122,000 00	122,000 00	
Edgewood.....			1,163 06	26,483 05	27,431 23
Elmira and Williamsport.....	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00	2,620,000 00
Erie.....	106,904,362 22	108,807,687 26	111,630,092 26	115,075,900 87	115,995,946 63
Erie and Pittsburg.....	4,771,123 51	4,923,002 51	4,939,344 52	5,070,469 01	5,074,366 23
Fayette County.....	120,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Frankford and Holmesburg.....	159,427 07	159,427 07	159,427 07	159,427 07	159,427 07
Hanover Branch.....	260,000 00	269,371 88	288,351 06	290,516 18	466,995 00
Hanover Junction and Susquehanna.....					103,963 14
Harrisburg, Portsmouth, Mt. Joy and Lancaster.....		1,882,550 00	1,882,550 00	1,882,550 00	1,882,550 00
Harrisburg and Potomac.....		130,105 00	269,250 00	350,730 00	468,776 05
Homer, Cherry Tree and Susquehanna.....		12,745 84	13,201 24	13,201 24	
Huntingdon and Broad Top Mountain.....	2,792,475 16	3,159,769 02	4,154,801 27	4,184,917 57	4,210,152 09
Ironton.....	268,000 00	268,000 00	268,000 00	268,000 00	268,000 00
Jamestown and Franklin.....	2,463,074 15	2,483,001 87	2,501,697 40	2,504,888 19	2,516,597 34
Jefferson.....	4,395,700 00	4,395,700 00	4,395,700 00	4,396,050 00	4,396,050 00
Jersey Shore, Pine Creek and Buffalo.....			647,000 00	727,956 95	782,962 27
Junction.....	898,324 25	898,324 25	898,324 25	927,383 12	927,383 12
Lackawanna and Bloomsburg.....	3,959,678 42	4,121,244 12			
Lake Shore and Michigan Southern.....	58,778,875 69	66,144,676 24	75,949,742 89	79,159,999 61	79,530,719 48
Lancaster and Reading (narrow gauge).....			105,733 28	142,041 43	142,041 43
Lawrence.....	633,170 10	637,607 32	715,937 88	787,591 66	791,917 89
Lawrenceville and Evergreen.....				10,000 00	10,000 00
Lehigh and Eastern.....					52,000 00
Lehigh and Lackawanna.....	675,100 00	675,100 00	675,100 00	675,100 00	675,100 00
Lehigh and Susquehanna.....		12,462,731 25	12,754,395 17	13,223,345 88	13,232,332 90
Lehigh Valley.....	19,230,730 29	19,750,425 49	20,489,162 45	20,618,771 02	21,846,165 88
Lewisburg, Centre and Spruce Creek.....		812,066 65	1,256,545 44	1,036,805 60	1,102,057 69
Ligonier Valley.....			43,888 93	58,516 15	58,516 15
Little Saw Mill Run.....	100,657 47	115,261 48	123,127 04	123,127 04	133,812 64
Little Schuylkill Navigation.....	1,416,187 80	1,416,187 80	1,416,187 80	1,416,187 80	1,416,187 80
Littlestown.....	115,616 00	115,616 00	115,616 00	115,616 00	115,616 00
Lykens Valley.....		595,727 24	595,767 24	595,767 24	595,767 24
M'Kean and Buffalo.....				120,000 00	817,138 55
Mifflin and Centre County.....	247,015 32	264,243 70	265,075 89	266,318 74	266,318 74
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.....	3,905,600 00	3,969,100 00	3,992,050 00	4,022,500 00	4,022,500 00
Monongahela Inclined Plane.....			76,442 29	76,442 29	81,717 09
Mont Alto.....			235,000 00	235,000 00	235,000 00
Montrose.....			321,100 25	338,924 61	349,646 19
Mount Carbon and Port Carbon.....	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allegheny Valley.....	578,084	779,959	861,230	831,178	694,858
Atlantic and Great Western.....	729,393	913,800	975,646	1,038,836	194,252
Bachman Valley.....			2,765	3,997	3,305
Barclay Coal Company.....	18,762	17,175	25,347	19,081	12,202
Bellefonte and Snow Shoe.....	17,798	19,633	18,323	16,595	12,452
Bell's Gap.....			1,184	5,273	4,715
Buffalo, Corry and Pittsburg.....	89,344	68,476	65,542		
Buffalo, New York and Philadelphia.....			234,760	234,056	229,464
Catasauqua and Fogelsville.....	22,430	25,000	24,000	18,856	10,984
Catawissa.....		104,662			
Chartiers.....			107,209	117,594	115,544
Chester and Delaware River.....					33,462
Cleveland and Pittsburg.....	609,738	651,758	703,829	664,879	665,683
Corning, Cowanesque and Autrim.....			93,092	97,227	79,859
Cumberland Valley.....	302,864	288,831	321,515	292,554	376,133
Danville, Hazleton and Wilkesbarre.....	8,483	2,599			
Delaware and Hudson Canal.....	95,781	114,431	114,561	129,150	186,047
Delaware, Lackawanna and Western.....	234,108	249,578	223,143	637,575	587,847
Dunkirk, Warren and Pittsburg.....	5,228	65,948			
Dunkirk, Allegheny Valley and Pittsburg.....			110,090	134,721	126,066
East Broad Top.....					33,130
Elmira and Williamsport.....	108,714	117,347	115,890	124,733	116,919
Erie.....	3,509,462	3,598,800	3,922,156	4,223,130	5,052,855
Erie and Pittsburg.....		265,985	236,659	204,425	179,924
Frankford and Holmesburg.....	89,396				
Hanover Branch.....	31,903				51,625
Harrisburg and Potomac.....					6,904
Huntingdon and Broad Top Mountain.....	52,246	59,126	71,869	73,892	51,407
Jamestown and Franklin.....	102,577	99,881	89,870		
Junction.....	206,270	215,230	275,014	335,189	401,315
Lackawanna and Bloomsburg.....	297,828	362,294			
Lake Shore and Michigan Southern.....	1,965,092	1,992,273	2,631,099	3,065,673	2,994,030
Lawrence.....		72,942	78,053	70,052	63,210
Lawrenceville and Evergreen.....				31,452	52,114
Lehigh and Lackawanna.....		18,320	20,675	21,522	18,410
Lehigh and Susquehanna.....		498,713	511,500	644,351	572,031
Lehigh Valley.....	867,271	967,850	1,096,820	1,160,201	1,068,604

Littlestown.....	4,703	7,618	13,757	11,608	11,233
M'Kean and Buffalo.....					418,971
Monongahela Inclined Plane.....			7,225		22,339
Mont Alto.....					14,666
Montrose.....					
Mount Oliver Incline Plane.....			219,083	227,906	
Muncy Creek.....		8,433	8,690		8,895
New Castle and Beaver Valley.....			501,159	464,785	145,996
New Castle and Franklin.....				21,989	35,758
Northern Central.....		746,288	813,561	865,680	1,102,497
North-East Pennsylvania.....			40,984	67,073	91,772
North Pennsylvania.....		889,571	984,723	1,052,859	1,067,494
Oil Creek and Allegheny River.....		559,926	445,707	313,162	241,516
Parker and Karns City.....					116,000
Pennsylvania.....	4,699,985	5,250,393	5,879,684	6,088,103	5,609,787
Pennsylvania Coal.....		3,486	3,970	4,691	5,765
Pennsylvania and New York Canal and Peoples'.....	187,119	190,309	191,584	205,539	201,907
Philadelphia and Baltimore Central.....	254,944	315,515	308,489	288,191	115,730
Philadelphia and Erie.....	684,884	839,793	777,273	680,163	253,907
Philadelphia, Germantown and Norristown.....	513,981				612,402
Philadelphia and Reading.....	5,766,934	6,383,991	6,790,088	6,964,869	6,938,129
Philadelphia and Trenton.....	1,276,762	1,561,080	1,747,216	1,757,720	1,723,586
Philadelphia, Wilmington and Baltimore.....	1,608,033	1,747,195	2,331,722	2,181,764	2,152,901
Pithole Valley.....	8,639	9,800	5,855	1,119	
Pittsburg, Cincinnati and St. Louis.....	540,516	611,201	638,855	672,220	692,243
Pittsburg and Castle Shannon.....					107,694
Pittsburg and Connellsville.....	700,423	781,994	859,533	936,501	668,153
Pittsburg, Ft. Wayne and Chicago.....	1,969,867	2,106,251	2,107,268	2,253,542	2,200,446
Pittsburg, Virginia and Charleston.....		4,000	140,188	284,336	249,606
Reading and Columbia.....	122,523	118,212	138,771	155,861	187,239
Shamokin Valley and Pottsville.....	41,009	44,597	47,865	68,425	82,182
Shenango and Allegheny.....	14,037	16,170	26,584	29,143	22,365
Somerset and Mineral Point.....		18,000	26,400	20,625	20,328
South Mountain Iron Company's.....	22,615	20,986	17,624	12,892	
Stony Creek.....				45,070	47,547
Summit Branch.....	14,517	17,769	19,773	363,572	22,852
Sunbury and Lewistown.....				71,033	
Susquehanna, Gettysburg and Potomac.....	23,221	28,477	9,054	27,610	
Tioga.....	100,041	93,170	107,885	101,195	66,572
West Chester and Philadelphia.....	737,473	821,911	871,398	874,183	901,411
Western Maryland.....					309,245
Wheeling, Pittsburg and Baltimore.....	126,940	53,175	52,226	57,226	57,419

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Wilmington and Reading.....		132,365	132,055	• 129,595	99,804
Wilmington and Western.....		1,813	39,308	24,142	20,646
Total.....				42,297,158	42,641,814

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

4 RAILROAD REP.	NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
	Allegheny Valley.....	1,008,798	1,320,289	1,778,638	1,794,965	2,054,995
	Atlantic and Great Western.....	2,061,652	2,691,698	2,712,695	2,709,734	538,362
	Bachman Valley.....				89,272	14,936
	Barclay Coal Company.....	321,273	392,847	344,908	323,363	377,653
	Bellefonte and Snow Shoe.....	94,677	85,422	109,310	95,632	93,477
	Bell's Gap.....			20,284	78,802	71,897
	Berks County.....				39,372	
	Buffalo, Corry and Pittsburg.....	96,659	93,217	109,325		
	Buffalo, New York and Philadelphia.....			158,836	90,788	313,467
	Catasauqua and Fogelsville.....	321,661	409,609	355,030	265,330	230,187
	Catawissa.....	487,452	389,120			
	Chartiers.....			1,981,538	1,441,901	38,047
	Chester and Delaware River.....					7,553
	Cleveland and Pittsburg.....	1,606,903	1,868,955	1,981,538	1,441,901	1,323,880
	Corning, Cowanesque and Antrim.....			1,089,222	827,800	621,381
	Cornwall.....	292,681	304,508	301,794	260,049	220,662
	Cumberland Valley.....	297,367	321,976	893,128	415,317	357,364
	Danville, Hazleton and Wilkesbarre.....	28,318	4,048			34,377
	Delaware and Hudson Canal.....	1,532,549	2,504,000	2,811,594	2,551,084	2,606,710
	Delaware, Lackawanna and Western.....	2,363,568	3,347,671	4,448,739	3,653,763	3,893,344
	Dunkirk, Allegheny Valley and Pittsburg.....			94,303	269,794	308,102
	Dunkirk, Warren and Pittsburg.....	1,532	43,036	11,932		
	East Broad Top.....			3,835	11,288	72,017
	Edgewood.....					24,612
	Elmira and Williamsport.....	360,870	403,460	523,286	469,021	547,242
	Erle.....	4,844,208	5,564,274	6,312,702	6,364,276	6,239,943
	Erle and Pittsburg.....		1,141,437	1,025,392	800,947	609,608
	Hanover Branch.....	84,714	123,424	170,274	144,338	95,434
	Harrisburg and Potomac.....					36,833
	Huntingdon and Broad Top Mountain.....	442,282	449,748	617,240	385,239	485,458
	Ironton.....	82,617	115,876	100,175	86,831	69,243
	Jamestown and Franklin.....	311,148	332,481	402,506		
	Lackawanna and Bloomsburg.....	1,604,843	2,213,010			
	Lake Shore and Michigan Southern.....	3,725,425	4,382,243	5,039,429	5,221,267	5,022,492
	Lawrence.....		294,444	337,677	339,633	419,863
	Lawrenceville and Evergreen.....					134
	Lehigh and Lackawanna.....		29,828	44,107	31,033	33,800

SECRETARY OF INTERNAL AFFAIRS.



COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Lehigh and Susquehanna.....		2,879,447	3,403,372	3,233,361	2,752,483
Lehigh Valley.....	4,809,509	6,307,604	6,898,490	6,608,849	5,395,565
Little Saw Mill Run.....	158,665	157,102	159,057	87,985	86,512
Littlestown.....	15,635	18,388	32,732	40,845	
M'Kean and Buffalo.....					35,210
Mont Alto.....			13,859	9,609	7,827
Montrose.....			4,276	9,932	9,924
Muncy Creek.....			12,374	17,009	
New Castle and Beaver Valley.....		628,352	647,273	669,644	816,740
New Castle and Franklin.....				2,569	11,370
Northern Central.....	1,964,013	2,062,050	2,169,217	2,284,695	2,760,192
North East Pennsylvania.....			7,927	10,519	20,453
North Pennsylvania.....	666,476	880,119	996,213	902,322	912,003
Oil Creek and Allegheny River.....	813,502	676,500	556,546	649,331	739,711
Parker and Karns City.....			123	23,000	18,816
Pennsylvania.....	6,575,843	7,844,779	9,211,231	8,626,946	9,115,368
Pennsylvania Coal.....	941,863	1,376,772	1,391,454	1,482,095	1,518,247
Pennsylvania and New York Canal and.....	862,605	1,268,531	1,328,081	1,384,292	1,496,135
Philadelphia and Baltimore Central.....	109,939	134,307	138,262	138,294	138,889
Philadelphia and Erie.....	1,828,491	2,028,568	2,164,246	2,243,170	2,396,434
Philadelphia, Germantown and Norristown.....	134,063				
Philadelphia and Reading.....	9,465,572	10,981,657	11,932,262	11,336,261	10,099,040
Philadelphia and Trenton.....	663,196	1,124,640	1,400,983	1,765,336	2,053,024
Philadelphia, Wilmington and Baltimore.....	348,216	449,780	500,023	319,748	333,309
Pithole Valley.....		12,854	7,966	7,112	
Pittsburg and Castle Shannon.....			126,539	139,843	105,190
Pittsburg and Connellsville.....	717,299	980,780	1,130,334	1,233,767	10,494,747
Pittsburg, Cincinnati and St. Louis.....	1,236,803	1,429,115	1,447,957	1,471,207	1,535,114
Pittsburg, Ft. Wayne and Chicago.....	2,047,114	2,408,162	2,316,568	2,299,120	2,504,245
Pittsburg, Virginia and Charleston.....		22,392	4,828	90,927	86,497
Reading and Columbia.....	294,497	340,171	382,399	372,851	290,354
Schuylkill and Susquehanna.....	827,079	252,821		6,000	
Shamokin Valley and Pottsville.....	750,445	683,631	760,305	706,071	912,123
Sharpsville, Wheatland, Sharon and Greenfield.....					10,135
Shenango and Allegheny.....	50,996	56,220	166,380	283,963	264,092
Somerset and Mineral Point.....		8,530	7,500		7,247
South Mountain Iron Company's.....	50,049	53,967	56,617	39,953	19,596

Southern Pennsylvania Railway and Mining Company.....			23,562		
Spring Brook.....					12,000
Stony Creek.....				7,186	15,861
Summit Branch.....	538,127	523,530	517,228	512,021	576,230
Sunbury and Lewistown.....				119,852	
Susquehanna, Gettysburg and Potomac.....	22,906	19,267	18,367	22,870	
Tioga.....	845,385	865,431	927,476	671,193	507,648
Wellsboro' and Lawrenceville.....			27,130	90,830	
West Chester.....					94,858
West Chester and Philadelphia.....	85,278	93,448	94,235	90,602	
Western Maryland.....					106,798
Wheeling, Pittsburg and Baltimore.....	11,637		11,521	10,693	9,471
Wilmington and Reading.....	173,243	264,573	301,084	240,829	246,361
Wilmington and Western.....		1,998	20,030	111,228	59,931
Total.....			82,628,400	78,992,785	85,342,932

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.]

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allegheny Valley	\$946,862 13	\$1,257,133 41	\$1,844,444 60	\$1,629,720 70	\$1,395,617 40
Atlantic and Great Western	3,510,801 17	4,596,229 65	3,571,061 32	3,768,152 41	3,241,094 87
Bachman Valley			8,667 66	7,450 19	2,532 91
Barclay Coal Company	107,255 40	104,389 36	113,953 44	82,478 31	93,223 53
Bellefonte and Snow Shoe	84,324 21	69,022 00	62,201 57	53,358 88	59,510 32
Bell's Gap			7,499 72	28,091 74	18,504 85
Buffalo, Corry and Pittsburg	202,621 82	237,755 47	293,480 96		
Buffalo, New York and Philadelphia			349,716 84	35,654 17	334,797 38
Catasauqua and Fogelsville	65,498 91	77,143 88	90,050 56	49,969 39	52,212 22
Catawissa	440,573 08	382,999 27			
Chartiers		39,415 83	42,038 16	52,571 77	36,897 84
Chester and Delaware River					6,198 82
Cleveland and Pittsburg	1,490,059 30	1,572,772 49	1,815,730 61	1,388,464 41	1,287,131 83
Corning, Cowanesque and Antrim			319,480 12	285,743 88	185,000 89
Cornwall	30,581 50	37,371 25	27,423 21	26,133 98	17,699 54
Cumberland Valley	236,815 95	293,074 61	266,739 43	274,260 87	265,481 34
Danville, Hazleton and Wilkesbarre	12,016 65	6,487 38			
Delaware and Hudson Canal	745,481 57	1,050,013 77	958,621 14	840,398 96	770,454 99
Delaware, Lackawanna and Western	1,670,848 80	1,878,713 47	2,748,162 46	2,126,818 40	1,822,184 90
Dillsburg and Mechanicsburg			2,213 92		
Dunkirk, Allegheny Valley and Pittsburg			175,738 37	288,071 73	341,772 95
Dunkirk, Warren and Pittsburg	5,314 09	107,198 18	32,709 16		
East Broad Top					39,708 71
Edgewood					5,044 63
Elnira and Williamsport	481,608 47	482,630 38	551,751 50	527,700 54	513,538 59
Erie	12,679,886 22	13,013,219 32	13,640,642 32	13,563,738 32	12,679,130 95
Erie and Pittsburg		556,346 46	678,846 63	487,325 49	380,060 99
Frankford and Holmesburg	10,620 72				
Hanover Junction and Gettysburg	43,808 69	55,316 31	65,809 40	55,695 22	47,820 55
Harrisburg and Potomac					6,255 84
Huntingdon and Broad Top Mountain	174,214 75	187,688 46	309,239 79	184,738 72	156,259 59
Ironton	15,391 05	30,247 67	21,287 95	14,559 85	17,381 10
Jamestown and Franklin		162,458 73	169,778 67	137,335 26	
Junction	65,417 67	60,875 88	79,020 76		81,312 30
Lackawanna and Bloomsburg	480,536 24	583,352 71			
Lake Shore and Michigan Southern	9,435,431 82	11,471,029 81	13,803,872 87	11,152,371 56	10,532,829 79
Lawrence		67,658 46	113,088 76	108,359 19	89,760 13

Lawrenceville and Evergreen.....				2,170 05	3,468 48
Lehigh and Lackawanna.....		36,226 53	28,710 91	25,708 09	27,848 38
Lehigh and Susquehanna.....		1,321,894 04	1,341,250 17	1,308,020 85	1,717,898 61
Lehigh Valley.....	3,432,029 78	3,860,686 98	3,884,859 97	3,471,418 36	3,262,861 97
Little Saw Mill Run.....	29,536 29	26,888 79	33,188 98	46,656 64	36,037 23
Little Schuylkill Navigation.....		185,785 57			
Littlestown.....	8,702 42	6,714 88	10,161 02	14,849 38	
M'Kean and Buffalo.....					25,208 78
Monongahela Incline Plane.....					11,334 02
Mont Alto.....			7,903 99	4,932 07	7,340 82
Montrose.....					13,751 48
Mount Oliver Incline.....			11,635 35	9,634 46	5,632 53
Muncy Creek.....		3,125 50	4,280 93	7,983 57	
New Castle and Beaver Valley.....		115,560 74	160,284 22	129,855 20	138,973 73
New Castle and Franklin.....				11,521 15	25,718 11
North-East Pennsylvania.....			15,089 46	527 33	
North Pennsylvania.....	655,218 80	744,616 73	931,573 90	829,725 63	905,542 27
Northern Central.....	1,965,150 91	2,289,136 98	2,299,421 05	2,081,381 59	2,092,661 75
Oil Creek and Allegheny River.....	883,315 74	824,023 39	696,441 92	501,502 87	570,875 86
Parker and Karns City.....					49,669 33
Pennsylvania.....	11,823,433 34	13,764,673 09	15,276,307 83	13,245,447 07	11,749,053 36
Pennsylvania Coal.....		413,700 00	443,700 00	526,200 00	559,000 00
Pennsylvania and New York Canal and People's.....	937,721 65	1,171,151 73	1,035,053 91	761,810 52	941,111 18
Philadelphia and Baltimore Central.....	197,954 61	190,389 09	224,861 83		15,651 34
Philadelphia and Erie.....	3,542,263 73	3,980,752 87	3,388,255 16	2,434,461 89	2,228,483 68
Philadelphia, Germantown and Norristown.....	82,476 76				
Philadelphia and Reading.....	5,369,995 87	5,869,486 02	7,101,070 14	6,409,533 39	6,059,624 53
Philadelphia and Trenton.....	910,708 96		1,533,663 24	1,144,861 84	1,013,342 91
Philadelphia, Wilmington and Baltimore.....	1,692,598 42	1,625,660 10	1,979,618 63	1,730,073 78	1,668,235 26
Pithole Valley.....		26,716 98	21,713 08	10,136 58	
Pittsburg and Castle Shannon.....					64,535 20
Pittsburg, Cincinnati and St. Louis.....	2,365,434 83	2,996,806 08	3,292,684 96	2,537,587 11	2,460,951 86
Pittsburg and Connelsville.....	747,632 72	1,536,381 60	1,556,347 84	1,276,234 37	1,322,924 44
Pittsburg, Ft. Wayne and Chicago.....	4,356,534 04	5,272,846 05	6,196,517 08	5,058,498 13	4,586,097 93
Pittsburg, Virginia and Charleston.....	15,556 89		48,581 86	75,821 18	87,750 51
Reading and Columbia.....	152,294 77	221,284 97	213,499 92	201,547 59	220,637 21
Shamokin Valley and Pottsville.....	201,995 97	184,622 83	185,701 29	186,361 74	204,726 72
Sharpsville, Wheatland, Sharon and Greenfield.....					1,832 97
Shenango and Allegheny.....	20,178 35	22,206 22	70,449 17	100,859 51	86,341 15
Somerset and Mineral Point.....		9,155 81	9,380 29	8,183 63	4,751 63
South Mountain Iron Company's.....	12,990 07	17,863 47	47,216 34	24,017 17	13,589 77
Southern Pennsylvania Railway and Mining Company.....			23,084 22	26,603 36	20,620 71



COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Spring Brook.....				3,550 00	
State Line and Sullivan.....					53,376 91
Stony Creek.....					18,996 59
Sullivan and Erie.....		119,737 83	10,249 94	75,282 53	
Summit Branch.....	81,053 92	76,040 43	86,892 76	22,897 12	92,575 12
Sunbury and Lewistown.....				110,240 59	
Susquehenna, Gettysburg and Potomac.....	27,776 28	22,955 22	23,372 72		
Tioga.....	200,150 00	211,850 62	285,104 16	201,450 15	172,490 70
West Chester and Philadelphia.....	170,543 55	186,640 66	184,429 32	185,507 18	183,465 52
Western Maryland.....					264,735 81
Wheeling, Pittsburg and Baltimore.....		47,684 81	44,866 31	48,441 25	47,784 96
Wilmington and Reading.....	165,420 47	197,106 08	228,846 18	186,018 58	174,762 35
Wilmington and Western.....		6,248 96	37,859 55	30,008 39	35,543 63
Total.....			95,457,389 65	82,940,105 40	77,852,731 27

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allegheny Valley	\$1,731,012 49	\$2,191,488 94	\$2,628,470 92	\$2,479,176 78	\$2,392,341 25
Allentown.....		1,788 98		3,022 39	2,531 35
Atlantic and Great Western.....	4,218,936 81	5,451,899 90	5,315,489 13	4,838,257 08	3,913,649 68
Bachman Valley.....			13,815 50	11,431 21	6,021 29
Barclay Coal Company.....	40,371 41	86,934 47	31,996 97	46,060 96	48,220 58
Bellefonte and Snow Shoe.....	102,301 95	179,798 79	229,788 19	274,898 14	243,676 57
Bell's Gap.....			10,914 52	42,415 71	38,146 42
Berks County.....				43,271 88	
Buffalo, Corry and Pittsburg.....	249,442 21	228,099 85	169,989 01		
Buffalo, New York and Philadelphia.....			398,362 61	580,665 96	613,176 55
Catasauqua and Fogelsville.....	128,032 05	140,780 24	130,486 21	90,539 40	80,229 46
Catawissa.....	654,328 37	572,104 76			
Chartiers.....			61,193 09	71,036 27	72,143 78
Chester and Delaware River.....					3,422 74
Cleveland and Pittsburg.....	3,080,647 29	3,554,285 35	3,740,384 15	2,887,554 23	2,629,037 15
Colebrookdale.....				9,415 31	9,190 28
Corning, Cowanesque and Antrim.....			428,893 20	412,581 90	316,696 26
Cornwall.....	79,315 22	87,636 78	76,839 61	56,815 15	47,438 01
Cumberland Valley.....	557,639 43	581,064 57	614,184 99	603,310 05	526,076 14
Danville, Hazleton and Wilkesbarre.....	28,530 10	10,368 20			
Delaware and Hudson Canal.....	72,716 50	100,120 56	125,656 34	120,549 49	1,050,686 25
Delaware, Lackawanna and Western.....	3,351,484 36	4,746,677 70	6,248,465 33	5,347,725 51	6,282,107 90
Dillsburg and Mechanicsburg.....			4,936 15	16,113 93	20,659 65
Dunkirk, Allegheny Valley and Pittsburg.....			135,600 29	358,457 43	350,147 21
Dunkirk, Warren and Pittsburg.....	109,262 45		31,444 45		
East Broad Top.....					67,618 63
East Mahanoy.....				25,298 74	
Edgewood.....					3,409 38
Elmira and Williamsport.....	541,297 63	580,299 79	698,203 53	623,003 87	649,160 00
Erie.....	17,168,005 16	18,305,027 41	20,012,606 51	18,598,898 76	17,677,746 49
Erie and Pittsburg.....		1,199,112 32	1,166,423 50	870,703 00	519,313 52
Frankford and Holmesburg.....	10,620 72				
Hanover Branch.....	76,385 84	82,387 91	106,363 76	91,137 58	
Hanover Junction, Hanover and Gettysburg.....					79,808 25
Harrisburg and Potomac.....					9,822 98
Huntingdon and Broad Top Mountain.....	378,688 79	310,914 54	431,107 47	284,720 68	325,011 36
Ironton.....	34,291 66	48,864 82		33,206 70	28,998 09

SECRETARY OF INTERNAL AFFAIRS.

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Jamestown and Franklin Junction.....	\$251,185 79	\$270,764 55	\$282,964 45	\$228,892 11	\$228,847 11
Lackawanna and Bloomsburg.....	127,843 06	132,384 33	151,133 08	148,623 12	168,200 83
Lake Shore and Michigan Southern.....	874,410 28	1,083,505 27			
Lawrence.....	14,797,975 07	17,591,629 46	19,289,395 84	17,146,130 76	14,434,198 76
Lawrenceville and Evergreen.....	56,617 95	157,653 37	189,361 44	174,408 83	174,257 13
Lehigh and Lackawanna.....				2,383 87	3,504 55
Lehigh and Susquehanna.....	2,398,245 00	35,141 66	42,356 93	43,839 18	39,873 96
Lehigh Valley.....		2,431,291 46	3,447,816 79	3,385,301 47	3,178,646 00
Little Saw Mill Run.....	5,290,724 65	5,982,949 48	6,710,564 57	6,759,391 02	6,046,495 44
Littlestown.....	55,447 47	53,523 49	55,228 13	100,654 25	43,147 34
Little Schuylkill Navigation.....	10,545 87	11,185 31	17,031 76	16,763 95	
M'Kean and Buffalo.....		271,435 90			25,819 19
Monongahela Inclined Plane.....					24,721 72
Mont Alto.....			9,099 00	8,109 94	11,444 62
Montrose.....					22,449 54
Mount Oliver Incline.....			12,234 02	12,833 36	9,353 20
Muncy Creek.....		7,493 33	10,032 86	10,291 54	
New Castle and Beaver Valley.....		339,470 66	349,978 40	353,073 18	357,181 45
New Castle and Franklin.....				19,093 27	39,925 70
North-East Pennsylvania.....			13,540 47	18,149 62	24,645 00
North Pennsylvania.....	1,178,200 23	1,336,933 36	1,477,540 08	1,424,463 18	1,417,734 61
Northern Central.....	2,976,047 44	3,095,602 50	3,230,722 87	3,266,970 99	3,246,348 45
Oil Creek and Allegheny River.....	1,675,008 66	1,285,554 40	1,067,733 96	846,851 72	809,796 01
Parker and Karns City.....					102,332 92
Pennsylvania.....	18,719,836 85	22,012,525 27	24,886,008 90	22,642,371 35	20,493,251 97
Pennsylvania Coal.....		23,033 14	28,501 43	23,764 20	22,119 85
Pennsylvania and New York Canal and Peoples'.....	1,271,225 89	1,608,286 97	1,485,806 83	1,481,251 39	1,480,269 67
Perkiomen.....				15,296 58	22,297 05
Philadelphia and Baltimore Central.....	271,205 54	295,594 18	303,221 09	296,614 57	2,284,027 84
Philadelphia and Erie.....	3,542,263 73	3,980,752 87	3,842,067 20	3,506,919 28	3,865,897 24
Philadelphia, Germantown and Norristown.....	408,798 47	287,816 30	278,759 01	331,324 29	278,073 66
Philadelphia and Reading.....	12,562,843 49	12,125,038 11	14,832,660 68	14,452,131 18	15,002,817 81
Philadelphia and Trenton.....	1,308,498 00	1,759,758 14	1,995,605 98	1,914,346 16	1,942,922 40
Philadelphia, Wilmington and Baltimore.....	2,678,865 06	2,734,133 99	2,992,023 67	2,801,634 89	2,849,553 60
Pickering Valley.....		4,281 72		4,943 84	4,503 45

Pithole Valley.....	14,157 13	20,483 36	7,695 04	5,815 59	.....
Pittsburg and Castle Shannon.....					975,930 47
Pittsburg, Cincinnati and St. Louis.....	3,234,148 94	3,856,648 72	3,836,598 00	3,573,816 41	3,175,970 00
Pittsburg and Connellsville.....	964,989 13	1,437,391 66	1,564,993 31	1,526,124 80	1,480,784 66
Pittsburg, Ft. Wayne and Chicago.....	8,487,822 05	9,780,310 35	9,605,707 14	8,597,468 90	7,925,830 80
Pittsburg, Virginia and Charleston.....		842 95	67,137 11	127,701 29	123,593 80
Reading and Columbia.....	237,346 64	260,606 47	310,517 01	309,251 32	290,299 68
Shamokin Valley and Pottsville.....	334,066 94	309,361 86	350,487 11	324,266 69	410,022 98
Sharpsville, Wheatland, Sharon and Greenfield.....					2,025 85
Shenango and Allegheny.....	51,207 75	58,850 02	157,300 51	228,420 85	201,039 88
Somerset and Mineral Point.....		12,055 15	15,617 09	12,847 08	12,671 94
South Mountain Iron Company's.....	36,463 61	37,826 65	43,819 92	29,300 89	15,146 01
Southern Pennsylvania Railway and Mining Co.....			31,944 58	33,701 89	23,231 17
Stony Creek.....				16,632 35	15,970 42
Sullivan and Erie.....		37,180 78	18,044 69		
Summit Branch.....	323,682 69	322,986 00	324,313 73	310,036 43	349,117 30
Susquehanna, Gettysburg and Potomac.....	35,766 46	31,110 09	31,079 52	33,320 46	
Tioga.....	455,949 37	468,322 69	506,119 43	388,464 37	286,660 28
West Chester and Philadelphia.....	326,127 70	336,939 07	362,789 43	350,164 26	350,540 92
Western Maryland.....					293,718 04
Wheeling, Pittsburg and Baltimore.....		48,164 58	47,364 79	49,888 96	48,321 48
Wilmington and Reading.....	187,791 97	228,773 25	251,496 68	193,825 62	197,776 39
Wilmington and Western.....		5,892 47	35,219 24	31,871 15	40,277 25
Total.....			148,008,032 83	137,446,345 16	131,787,375 69

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1871.		1872.		1873.		1874.		1875.	
	Killed.....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...
Allegheny Valley	11	11	14	47	13	44	19	32	10	39
Atlantic and Great Western	27	103	7	21	9	33	11	19	5	29
Barclay Coal Company							12			1
Bellefonte and Snow Shoe			2	1	1					
Bell's Gap					1	2		2	1	1
Berks County							1			
Buffalo, Corry and Pittsburg	1									
Buffalo, New York and Philadelphia					3	19	3	3		
Catawissa	1	2	2	2		1				
Chartiers						1			2	1
Cleveland and Pittsburg	3	3	5	7	3	5	1	5	11	3
Corning, Cowanesque and Antrim					1	3	2	1	1	
Cumberland Valley	2	1	3	6	3	6		2	2	1
Delaware and Hudson Canal	10	4	15	10	11	8	15	12	12	15
Delaware, Lackawanna and Western	6	2	20	29	23	17	16	7	22	17
Dunkirk, Warren and Pittsburg			1	3			2			
Dunkirk, Allegheny Valley and Pittsburg									4	6
East Broad Top										3
Elmira and Williamsport	1	2	5	4		6	3	8	3	15
Erie	82	131	70	81	53	119	98	345	106	203
Erie and Pittsburg			4	12	6	15	5	11	1	6
Hanover Junction, Hanover and Gettysburg			1	1	1			3		1
Huntingdon and Broad Top Mountain	1		8	1	3	16	1	6	1	
Ironton								1		
Jamestown and Franklin	2	1	4		3	6	1	4		
Jefferson									1	3
Junction	1	3							2	
Lackawanna and Bloomsburg	7	1	12	4						
Lake Shore and Michigan Southern	2	7	9	6	7	29	8	20	7	7
Lawrence				1			1			1
Lehigh and Lackawanna									1	

Lehigh and Susquehanna.....	83	28	17	44	15	8	15	5	12	7
Lehigh Valley.....			40	48	34	37	28	31	28	25
Lewisburg, Centre and Spruce Creek.....										1
Little Saw Mill Run.....	1	1			1					8
Montrose.....					1					
Muncy Creek.....					1					
New Castle and Beaver Valley.....			4	1	2	24	2	6	2	7
Northern Central.....	9	15	19	23	9	24	14	30	17	34
North Pennsylvania.....	4	2	11	4	12	3	10	5	9	2
New Castle and Franklin.....								1	1	2
Oil Creek and Allegheny River.....	9	7	6	17	2	7	7	9	3	19
Parker and Karns City.....										1
Pennsylvania.....	113	167	146		156	355	129	293	119	359
Pennsylvania Coal.....			2	2	4	5	2	2	9	9
Pennsylvania and New York Canal and.....	4	2	10	17	1	5	6	11	5	17
Philadelphia and Baltimore Central.....	4	9	3	5	4	1	1	3	3	
Philadelphia and Erie.....	21	81	23	71	30	79	9	59	18	50
Philadelphia, Germantown and Norristown.....	8	3								
Philadelphia and Reading.....	38	26	34	53	60	74	42	60	52	81
Philadelphia and Trenton.....	7	13			11	26	13	36	19	37
Philadelphia, Wilmington and Baltimore.....	14	15	19	9	21	27	15	11	13	10
Pithole Valley.....				2						
Pittsburg, Cincinnati and St. Louis.....	10	27	11	52	21	26	15	9	10	13
Pittsburg and Connellsville.....	15	22	16	15	18	35	18	36	15	20
Pittsburg, Ft. Wayne and Chicago.....	28	51	9	20	11	32	14	33	26	40
Pittsburg, Virginia and Charleston.....				1	3	1	1			
Pittsburg and Castle Shannon.....						1	2			
Reading and Columbia.....	3	4		7	2	2	3	1		2
Shamokin Valley and Pottsville.....	1	4		1	1		1	6		13
Shenango and Allegheny.....					1	3	1	2	1	4
South Mountain Iron Company's.....				1	2					
Summit Branch.....		1	1	1	1			1	1	2
Susquehanna, Gettysburg and Potomac.....						1		1		
Tioga.....	1	1	2		3	1				
West Chester and Philadelphia.....			1	2	2		2			3
Western Maryland.....							2			2
Wheeling, Pittsburg and Baltimore.....									1	
Wilcox and Howard Hill Improvement Company.....									1	2
Wilmington and Reading.....	1	4	1	7	3	9		7		
Wilmington and Western.....				1		1				
Total.....					576	1,112	540	1,142	562	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 amount now paid in of capital stock.....	Total amount now of floating and funded debt.....	Rate per cent. on funded debt.....	Rate per cent. of dividend.....
Allentown.....	Unlimited.	\$45,260 00	\$45,260 00	\$12,746 35	7	
Central, Pittsburg.....	\$30,000 00	30,000 00	27,450 00	12,775 00	6	
Central, Reading.....	50,000 00	50,000 00		15,850 00	7	
Citizens', Philadelphia.....	500,000 00	500,000 00	192,750 00			9
Citizens', Pittsburg.....	200,000 00	100,000 00	184,000 00	52,800 00	7 ¹ / ₂	7 ¹ / ₂
*Coalville.....	50,000 00	62,675 00	61,675 00	20,129 55	8 ¹ / ₂	
Continental.....	600,000 00	600,000 00	120,000 00			
Easton and South Easton.....	75,000 00	29,562 50	29,562 50			2
Empire.....	600,000 00	600,000 00		202,482 26	7	
Erie City.....	100,000 00	50,000 00	49,750 00			5
Federal Street and Pleasant Valley.....	100,000 00	88,850 00	100,000 00	76,750 00	7 3-10	9
Frankford and Southwark, Philadelphia.....	750,000 00	600,000 00	600,000 00	216,000 00	7	10
Germantown.....	1,500,000 00	1,464,700 00	537,760 00	137,678 51	7	6
Green and Coates Street, Philadelphia.....	500,000 00	150,000 00	150,000 00	100,000 00	7	4
Harrisburg City.....	Unlimited.	Valued 41,150 00	41,150 00			3
Hestonville, Mantua and Fairmount.....	2,050,000 00	2,050,000 00	299,381 36	412,499 79	6 & 7	1
Lombard and South Street.....	500,000 00	325,000 00	195,000 00	62,500 00	7	6
People's, Philadelphia.....	500,000 00	275,000 00	62,500 00	90,000 00	7	
*People's Street, Luzerne County.....	80,000 00	150,000 00	150,000 00	11,000 00		
Philadelphia City.....	1,000,000 00	1,000,000 00	475,000 00	300,000 00	6 & 7	5
Philadelphia and Darby.....	1,000,000 00	200,000 00		100,000 00	7	2
Philadelphia and Gray's Ferry.....	1,000,000 00	290,200 00	291,800 00	34,000 00	7	4 ¹ / ₂
Pittsburg, Allegheny and Manchester.....	300,000 00	300,000 00	300,000 00	105,000 00	8	8
Pittsburg and Birmingham.....	200,000 00	200,000 00	150,000 00	42,100 00	7 3-10	
Pittsburg, Oakland and East Liberty.....	150,000 00	150,000 00	150,000 00	74,541 98		
*Pittston.....	25,000 00	20,675 00	17,975 00	7,000 00	7	
Reading City.....	50,000 00	41,550 00	41,550 00	3,262 44		
Ridge Avenue.....	750,000 00	750,000 00	420,000 00	65,482 66	6 & 7	3
Riverside.....	50,000 00	9,500 00	750 00	2,535 50		

Roxborough and Manayunk Inclined Plane.....	100,000 00	81,325 00	58,475 00	.....	.....	10
Schuylkill River.....	500,000 00	500,000 00	50,000 00	.....	.....	11
Second and Third Street.....	1,080,200 00	1,080,200 00	671,576 25	109,300 00	7	4
Seventeenth and Nineteenth Street.....	500,000 00	500,000 00	250,000 00	85,133 87	6	.....
South Side.....	85,000 00	41,050 00	41,050 00	21,893 87	.....	.....
Stroudsburg.....	20,000 00	20,000 00	20,000 00	5,600 00	7	10
Thirteenth and Fifteenth Street.....	1,000,000 00	1,000,000 00	334,529 44	70,500 00	7	4
Union, Philadelphia.....	1,250,000 00	1,250,000 00	425,000 00	565,000 00	8 & 7	8
Union Street, Warren.....	50,000 00	20,000 00	17,000 00	600 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	.....	.....	5
Williamsport.....	50,000 00	40,600 00	40,600 00	1,999 39	.....	.....
Total.....	17,905,200 00	15,167,297 50	7,101,544 55	3,117,160 97	.....	.....

* With privilege to increase.

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. of 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	\$36,204 29	3.44	4 ft. 8 $\frac{1}{2}$ "	19	2	1	6	1	1	16	\$25,000 00
Central, Pittsburg.....	77,939 35	2.20	5 ft. 2 $\frac{1}{2}$ "	45	1	1	8			23	
Central, Reading.....	58,856 99	2.75	5 ft. 2	38	1	2	8		2	56	10,000 00
Citizens', Philadelphia	256,957 05	9	5 ft. 2	45	2	1	50	4	3	330	130,315 07
Citizens', Pittsburg	184,354 40	5	5 ft. 2 $\frac{1}{2}$ "	43,45	5	2	31	7	2	206	75,304 48
Coalville	47,683 53	2.87	4 ft. 8 $\frac{1}{2}$ "	20,45	3	1	4			12	25,965 16
Continental	123,870 15	8.50	5 ft. 2	43,50							29,500 00
Easton and South Easton	25,962 50	1.37	5 ft. 2	43	1	1	3	2		12	3,600 00
Empire	106,000 00	7.75	5 ft. 2	45							
Erie City.....	41,685 23	2.14	4 ft. 8 $\frac{1}{2}$ "	30	2	1	8			28	6,000 00
Federal Street and Pleasant Valley	139,780 62	2.60	5 ft. 2 $\frac{1}{2}$ "	45	1	1	20		1	19	33,630 47
Frankford and Southwark, Philadelphia.....	967,430 02	16.75	5 ft. 2	43,47	9	3	75			513	150,000 00
Germantown.....	847,623 23	28	5 ft. 2	45,53	8	3	75	1		550	315,000 00
Green and Coates Street, Philadelphia.....	244,441 56	7	5 ft. 2	43	5	2	33	5	2	222	64,285 19
Harrisburg City	24,583 43	2.05	5 ft. 2 $\frac{1}{2}$ "	44,38		1	6		1	24	
Hestonville, Mantua and Fairmount.....	489,665 43	19	5 ft. 2	43	7	2	67	12		485	75,000 00
Lombard and South Street	261,485 55	8	5 ft. 2	45	4	2	33		4	183	50,000 00
People's, Philadelphia.....	181,939 26	5.50	5 ft. 2	43	1	1	16		1	126	14,000 00
Peoples' Street, Luzerne County.....	158,728 77	9.50	4 ft. 8 $\frac{1}{2}$ "	25	3	1	4	5	2	43	33,000 00
Philadelphia City	816,540 35	9.62	5 ft. 2 $\frac{1}{2}$ "	43,53	6	4	111			624	150,000 00
Philadelphia and Darby		5.05	5 ft. 2 $\frac{1}{2}$ "	42	3	1	15	2			
Philadelphia and Gray's Ferry.....	303,625 24	10.37	5 ft. 2	44	3	1	27			160	72,600 00
Pittsburg, Allegheny and Manchester.....	279,780 54	4.75	5 ft. 2	45	3	4	37		1	142	111,263 01
Pittsburg and Birmingham.....	142,941 69	3.25	5 ft. 2	45	3	2	18	2	2	112	52,381 67
Pittsburg, Oakland and East Liberty.....	177,157 15	6	5 ft. 2	43	3	2	26		3	126	38,171 30
Pittston.....	25,000 00	1.50	5 ft. 2	42 $\frac{1}{2}$ "	1		3				
Reading City.....	46,675 24	2 50			4	1	10			24	1,000 00
Ridge Avenue	431,777 34	15	5 ft. 1	45	1	3	45			280	142,000 00
Riverside.....	242 00		4 ft. 8 $\frac{1}{2}$ "	25							

Roxboro' and Manayunk Inclined Plane.....	56,128 17	5.50	5 ft. 2½	48	1	5	1	27			
Schuylkill River.....	47,463 54	3.11	5 ft. 2	44							
Second and Third Street.....	826,825 96	87	5 ft. 2½	43-55	7	2	95	9	11	600	160,000 00
Seventeenth and Nineteenth Street.....	205,238 28	7.50	5 ft. 2	43,55	4	2	88		3	304	151,907 34
South Side.....	81,851 18	2.21	5 ft. 2	30,38	8	1	16		1	64	20,000 00
Stroudsburg.....	22,429 72	1.37	6 ft.	28	1	1	1	1		5	3,000 00
Thirteenth and Fifteenth Street.....	281,011 86	10.50	5 ft. 2	43	3	2	23	16	11	260	130,000 00
Union, Philadelphia.....	1,393,864 86	41	5 ft. 2	43,53	7	4	96	53	9	886	389,292 23
Union Street, Warren.....	17,000 00	.56	4 ft. 8½	20	1			2		2	
West Philadelphia.....	647,921 50	16	5 ft. 2½	44	10	1	75		7	537	241,166 48
Wilkesbarre and Kingston.....	94,833 37	4.12	5 ft. 2	30,45	1	1	4	2		16	10,000 00
Williamsport.....	43,121 77	2.05	4 ft. 8½	16	1	1		5	4	17	
Total.....	10,216,596 07	332.38			120	60	1,087	134	72	7,039	2,713,882 40

5 RAILROAD REP.

SECRETARY OF INTERNAL AFFAIRS.

TABLE C.—TRANSPORTATION OF PASSENGRS AND EXPENSES.

NAME OF COMPANY.	Number of passen- gers (all classes) carried in cars.....	Of maintaining the road or real estate of the corporation,	Of operating the road.....	Total.....
Allentown.....	144,020	\$3,218 32	\$9,678 24	\$11,896 56
Central, Pittsburg.....	278,166	.....	20,569 75	20,569 75
Central, Reading.....	58,638	194 07	3,756 98	3,951 05
Citizens', Philadelphia.....	4,821,546	23,458 32	221,440 13	244,898 45
Citizens' Pittsburg.....	3,107,638	15,473 57	97,284 23	112,757 80
Coalville.....	103,114	1,323 90	12,117 92	13,441 82
Easton and South Easton.....	128,165	344 66	5,150 40	5,495 06
Empire.....	2,290,614	.....	.....	.....
Erie City.....	254,509	3,636 98	10,462 14	14,099 12
Federal Street and Pleasant Valley.....	993,993	550 04	39,938 10	40,488 14
Frankford and Southwark, Philadelphia.....	7,558,850	42,744 93	340,234 22	382,979 15
Germantown.....	2,247,247	20,175 50	237,946 35	258,121 85
Green and Coates Street, Philadelphia.....	3,151,825	12,486 40	129,000 82	141,486 72
Harrisburg City.....	232,365	1,202 47	13,942 13	15,144 60
Hestonville, Mantua and Fairmount.....	6,646,336	20,434 76	278,624 03	299,058 79
Lombard and South Street.....	1,518,900	5,668 77	79,616 93	85,285 70
Peoples', Philadelphia.....	2,567,551	.....	26,605 72	26,605 72
Peoples' Street, Luzerne County.....	416,066	2,802 90	24,690 09	27,492 99
Philadelphia City.....	8,619,357	27,896 35	343,268 27	371,164 62
Philadelphia and Gray's Ferry.....	2,651,765	6,953 98	87,490 05	94,444 03
Pittsburg, Allegheny and Manchester.....	2,857,850	10,467 41	107,834 84	118,302 25
Pittsburg and Birmingham.....	1,488,491	5,878 18	59,716 62	65,594 80
Pittsburg, Oakland and East Liberty.....	1,221,870	3,247 22	73,740 12	76,987 34
Pittston.....	.....	.....	22,600 00	22,600 00
Ridge Avenue.....	4,108,050	.....	192,529 35	192,529 35
Roxboro' and Manayunk Inclined Plane.....	181,944	617 05	13,440 67	14,057 72
Second and Third Street.....	8,757,115	25,803 61	349,936 15	375,739 76
Seventeenth and Nineteenth Street.....	3,207,433	10,819 54	163,800 18	174,619 72
South Side.....	584,647	2,999 72	26,278 50	29,209 22

Stroudsburg.....	38,805	104 89	3,938 92	4,133 81
Thirteenth and Fifteenth Street.....	3,929,259	11,228 07	145,811 76	156,537 83
Union, Philadelphia.....	10,635,818	42,846 19	480,880 35	523,778 54
West Philadelphia.....	8,498,721	25,157 26	299,714 96	324,872 22
Wilkesbarre and Kingston.....	266,180	1,125 00	12,271 72	13,396 72
Williamsport.....	218,639	118 66	11,078 76	11,197 42
Total.....	99,780,067	827,967 72	3,944,968 90	4,272,981 62

TABLE D.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown	\$11,296 13	\$950 00	\$229 10	.....	\$12,475 23
Central, Pittsburg	23,211 10	890 48	.....	\$743 80	24,845 38
Central, Reading	3,195 30	40 00	.....	25 00	3,260 30
Citizens', Philadelphia	239,292 86	4,021 00	.....	66,643 98	359,957 84
Citizens', Pittsburg	169,733 80	810 00	.....	3,255 57	174,094 62
Coalville	10,033 95	1,422 87	.....	37 50	11,766 27
Easton and South Easton	6,968 14	22 00	.....	39 00	7,146 84
Empire	137,436 96	.....	.....	.....	137,436 96
Erie City	12,279 40	78 80	.....	80 45	12,673 25
Federal Street and Pleasant Valley	53,880 70	380 00	.....	75 00	54,566 93
Frankford and Southwark, Philadelphia	472,428 49	102 00	.....	5,977 67	478,890 10
Germantown	412,363 18	.....	.....	4,750 16	419,851 84
Green and Coates Street, Philadelphia	187,090 26	.....	.....	2,319 98	189,416 74
Harrisburg City	12,780 09	.....	.....	6 00	16,970 17
Hestonville, Mantua and Fairmount	330,449 06	474 00	.....	3,883 66	794,206 25
Lombard and South Street	88,733 12	.....	.....	1,422 54	180,177 58
People's, Philadelphia	25,675 51	40 00	.....	569 25	26,792 61
People's Street, Luzerne County	32,182 36	10 00	.....	42 50	34,294 35
Philadelphia City	506,497 80	400 00	.....	6,712 68	514,128 74
Philadelphia and Gray's Ferry	120,534 35	500 00	.....	1,804 00	125,556 18
Pittsburg, Allegheny and Manchester	154,391 39	21 20	.....	345 00	159,807 59
Pittsburg and Birmingham	75,484 20	.....	.....	.....	75,484 20
Pittsburg, Oakland and East Liberty	83,808 09	.....	.....	96 50	86,348 63
Reading City	14,172 72	.....	.....	.....	14,709 65
Ridge Avenue	251,808 96	.....	.....	.....	251,808 96
Roxboro' and Manayunk Inclined Plane	14,469 87	.....	.....	460 34	14,930 21
Second and Third Street	538,355 91	.....	.....	8,206 80	546,780 68
Seventeenth and Nineteenth Street	175,105 04	.....	.....	3,040 18	241,650 21
South Side	20,232 37	73 75	.....	75 00	31,695 93
Stroudsburg	2,522 16	48 00	.....	.....	6,033 86
Thirteenth and Fifteenth Street	213,402 08	2,453 85	.....	420 23	216,276 16
Union, Philadelphia	695,148 27	33 55	.....	5,876 97	701,057 79
West Philadelphia	424,686 82	500 00	.....	4,819 48	431,897 96
Wilkesbarre and Kingston	21,183 37	.....	.....	610 00	21,793 37
Williamsport	10,933 44	.....	.....	.....	10,933 44
Total	5,610,767 25	13,271 50	51,144 24	714,531 83	6,389,714 82

TABLE E.—ACCIDENTS.

NAME OF COMPANY.	PASS'GERS.		EMPL'YEEs.		OTHERS.		TOTAL.	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Citizens', Philadelphia.....						1		1
Citizens', Pittsburg.....		2						2
Empire.....					2		2	
Frankford and Southwark, Philadelphia.....	5	20			1		6	20
Harrisburg City.....		1				1		2
Hestonville, Mantua & Fairmount, Lombard and South Street.....		1		1		3		5
Philadelphia City.....	2	1					2	1
Pittsburg, Oakland and East Liberty.....			1				1	
Ridge Avenue.....						1		1
Second and Third Street.....						3		3
South Side.....					1		1	
West Philadelphia.....		2						2
Wilkesbarre and Kingston.....					1	1	1	1
Total	7	28	1	1	5	10	13	39

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allentown.....	\$30,600 00	\$36,600 00	\$45,260 00	\$45,260 00	\$45,260 00
Central.....				27,450 00	27,450 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	184,000 00
Coalville.....	30,254 94	53,000 00	54,900 00	59,675 00	61,675 00
Continental.....				60,000 00	120,000 00
Easton and South Easton.....	29,562 50	29,562 50	29,562 50	29,562 50	29,562 50
Erie City.....	19,807 00	19,807 00	24,807 00	33,300 00	49,750 00
Federal Street and Pleasant Valley.....	68,000 00	66,250 00	66,250 00	77,825 00	100,000 00
Frankford and Southwark, Philadelphia.....	491,750 00	498,200 00	600,000 00	600,000 00	600,000 00
Germantown.....	307,545 00	307,545 00	307,545 00	537,560 00	537,760 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	41,904 77	16,500 00	41,150 00
Hestonville, Mantua and Fairmount.....	299,423 61	299,423 61	299,423 61	299,423 61	299,381 86
Lombard and South Street.....	105,600 00	105,000 00	105,000 00	105,000 00	195,000 00
Penn Street.....				18,435 00	
People's, Philadelphia.....					62,500 00
People's Street, Luzerne County.....	125,500 00	125,500 00	125,500 00	149,000 00	150,000 00
People's, Schuylkill County.....		45,830 00	50,000 00	89,250 00	
Philadelphia City.....	225,000 00	225,000 00	225,000 00	475,000 00	475,000 00
Philadelphia and Darby.....	200,000 00	200,000 00	200,000 00	200,000 00	
Philadelphia and Gray's Ferry.....	290,175 00	290,175 00	290,175 00	290,200 00	291,800 00
Pittsburg, Allegheny and Manchester.....	140,000 00	200,000 00	200,000 00	300,000 00	300,000 00
Pittsburg and Birmingham.....	100,000 00	120,000 00	146,050 00	150,000 00	150,000 00
Pittsburg, Oakland and East Liberty.....	130,000 00	130,000 00	130,000 00	150,000 00	150,000 00
Pittston.....		100,000 00	98,765 00	17,300 00	17,975 00
Reading City.....				41,250 00	41,550 00
Ridge Avenue.....	158,100 00	336,000 00	336,000 00	420,000 00	420,000 00
Riverside.....					750 00
Roxborough and Manayunk Inclined Plane.....				50,405 00	58,475 00
Schuylkill River.....	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Second and Third Street.....	573,417 25	621,576 25	671,576 25	671,576 25	671,576 25
Seventeenth and Nineteenth Street.....	160,000 00	160,000 00	160,000 00	160,000 00	250,000 00
South Side.....				41,050 00	41,050 00
Stroudsburg.....				20,000 00	20,000 00

Thirteenth and Fifteenth Street.....		334,520 44	334,520 44	334,520 44	334,520 44
Union, Philadelphia.....	400,000 00	400,000 00	400,000 00	425,000 00	425,000 00
Union Street, Warren.....		18,187 08	17,000 00	17,000 00	17,000 00
West Philadelphia.....	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Wilkesbarre and Kingston.....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Williamsport.....	15,600 00	40,600 00	40,600 00	40,600 00	40,600 00
Total			6,076,888 57	7,028,901 80	7,101,544 55

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allentown.....	\$10,000 00	\$10,000 00	\$8,500 00	\$10,500 00	\$12,746 85
Central Pittsburg.....					12,775 00
Central Reading.....				13,445 58	15,850 00
Citizens' Pittsburg.....	57,700 00	54,000 00	50,000 00	54,000 00	52,800 00
Coalville.....	15,000 00	1,000 00	15,000 00	15,304 74	20,129 55
Empire.....	83,000 00	153,000 00	190,000 00	200,000 00	202,482 28
Erie City.....	20,457 73	22,341 73	12,500 00	10,400 00	
Federal Street and Pleasant Valley.....	25,000 00	80,000 00	86,904 12	84,000 00	76,750 00
Frankford and Southwark, Philadelphia.....	307,000 00	290,500 00	219,500 00	211,500 00	216,000 00
Germantown.....	350,000 00	350,000 00	370,000 00	97,500 00	137,678 51
Green and Coates Street, Philadelphia.....	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Harrisburg City.....	14,104 75	14,104 75	17,864 44		
Hestonville, Mantua and Fairmount.....	133,100 00	127,100 00	127,100 00	125,833 16	412,499 79
Lombard and South Street.....	62,500 00	62,500 00	62,500 00	62,500 00	62,500 00
Penn Street.....				19,125 37	
People's, Philadelphia.....					90,000 00
People's, Schuylkill County.....		37,868 76	66,917 19	32,239 21	
People's Street, Luzerne County.....				1,500 00	11,000 00
Philadelphia City.....	225,236 79	229,397 00	249,735 40	274,136 05	300,000 00
Philadelphia and Darby.....	57,000 00		100,000 00	100,000 00	100,000 00
Philadelphia and Gray's Ferry.....	6,500 00	6,500 00	6,500 00	29,100 00	34,000 00
Pittsburg, Allegheny and Manchester.....	23,000 00	48,336 00	49,608 45	100,000 00	105,000 00
Pittsburg and Birmingham.....	67,854 38	61,549 55	50,789 13	45,584 36	42,100 00
Pittsburg, Oakland and East Liberty.....	72,275 01	72,636 60	70,525 00	73,536 80	74,541 98
Pittston.....		41,616 53	55,312 80	7,700 00	7,000 00
Reading City.....				4,599 00	3,262 44
Ridge Avenue.....	68,300 00	89,772 00	87,305 98	58,400 00	65,482 66
Riverside.....					2,535 50
Roxboro' and Manayunk Inclined Plane.....				8,100 00	
Second and Third Street.....	109,300 00		109,300 00	109,300 00	109,300 00
Seventeenth and Nineteenth Street.....	121,220 51	110,306 73	94,515 00	61,577 36	85,133 87
South Side.....				21,020 55	21,893 67
Stroudsburg.....				5,600 00	5,600 00
Thirteenth and Fifteenth Street.....			54,000 00	70,500 00	70,500 00
Union, Philadelphia.....	500,000 00	500,000 00	500,000 00	567,000 00	565,000 00

Union Street, Warren.....	100,000 00	100,000 00	100,000 00	500 00	600 00
West Philadelphia.....	26,212 87	100,000 00	100,000 00	1,409 12	100,000 00
Williamsport.....		5,705 81	1,441 48		1,998 39
Total.....		2,856,798 99	2,676,121 48		9,117,160 87

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.				
	1871.	1872.	1873.	1874.	1875.	1871.	1872.	1873.	1874.	1875.
Allentown.....		6			7	\$20 00	6	10		
Citizens', Philadelphia.....						\$7 00	\$7 00	\$7 00	\$8 50	\$9 00
Citizens', Pittsburg.....		7	7		7½	22	5, 6	16	20	7 50
Coalville.....					8	\$10 00		8	1	
Central, Reading.....					7					
Central, Pittsburg.....					6					
Easton and South Easton.....						5	5		7	2 00
Empire.....			7		7					
Erie City.....	7		7				7			5 00
Federal Street and Pleasant Valley.....			7 3-10		7 3-10				16½	9 00
Frankford and Southwark, Philadelphia.....	7		7		7		7	10	10	10 00
Germantown.....	7		7		7	\$3 00	6	6	6	6 00
Green and Coates Street, Philadelphia.....	7		7		7	\$4 00	\$4 00	\$4 00	\$4 00	4 00
Harrisburg City.....	7		7							8 00
Hestonville, Mantua and Fairmount.....	7		7		6, 7	\$1 10	\$1 10	90	\$1 50	1 00
Lombard and South Street.....	7		7		7	11, 9		\$1 25	\$1 50	6 00
People's, Philadelphia.....					7					
People's Street, Luzerne county.....						2½	2½	4	8	
People's, Schuylkill county.....			6							
Philadelphia City.....	6		6		6, 7	\$3 00	\$4 00	\$5 00	\$5 00	5 00
Philadelphia and Darby.....	7		7		7	4	8	8	8	2 00
Philadelphia and Gray's Ferry.....	7		7		7	\$2 25	\$2 25	\$2 50	\$2 50	4 50
Pittsburg, Allegheny and Manchester.....	7		7		8	20		10	6	8 00
Pittsburg and Birmingham.....	7		7, 7 3-10		7 3-10					
Pittsburg, Oakland and East Liberty.....			7							
Pittsburg and Ormsby.....			7							
Reading City.....					7					
Ridge Avenue.....	6, 7		6, 7		6, 7		\$4 00	\$1 50	\$3 00	8 00
Schuylkill River.....								10	10	10 00
Second and Third Street.....	7		7		7	6	10	10	10	11 00
Seventeenth and Nineteenth Street.....					6			\$2 00	\$2 00	4 00
Stroudsburg.....					7				7	10 00
Thirteenth and Fifteenth Street.....			7		7	5½	\$1 50	\$1 50	\$1 75	4 00
Union, Philadelphia.....	6, 7		6, 7		6, 7	\$4 00	\$5 00	\$6 00	\$8 25	8 00
West Philadelphia.....	7		7		7	10	15	16	\$9 50	10 00
Wilkesbarre and Kingston.....						5		8	9	5 00

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allentown.....	\$31,452 89	\$33,427 88	\$36,095 74	\$36,305 74	\$36,204 29
Central, Reading.....				56,492 70	58,856 99
Central, Pittsburg.....					77,939 85
Citizens', Philadelphia.....	212,320 14	212,320 42	220,319 42	232,467 28	256,957 05
Citizens', Pittsburg.....	249,894 90	270,670 80	184,333 07	179,870 45	184,354 40
Coalville.....	45,039 41	45,436 41	46,091 50	47,636 53	47,683 53
Continental.....				728 75	123,870 15
Easton and South Easton.....	25,962 50	25,962 50	25,962 50	25,962 50	25,962 50
Empire.....	97,000 00	102,000 00	106,000 00	106,000 00	106,000 00
Erie City.....	36,957 47	36,996 98	36,996 98	36,996 98	41,685 23
Federal Street and Pleasant Valley.....		132,842 02	123,171 15	124,450 91	139,760 62
Frankford and Southwark, Philadelphia.....	830,364 04	844,971 55	864,113 26	914,714 64	967,430 02
Germantown.....	562,270 00	562,270 00	723,839 30	765,838 55	847,623 23
Green and Coates' Street, Philadelphia.....	244,441 56	244,441 56	244,441 56	244,441 56	244,441 56
Harrisburg City.....	60,249 55	60,249 55	60,249 55	17,989 29	24,583 43
Hestonville, Mantua and Fairmount.....	388,016 69	388,466 69	391,786 69	386,829 07	489,665 43
Lombard and South Street.....	170,180 86	170,402 57	173,958 98	174,008 98	261,465 55
Penn Street.....				35,179 61	
People's, Philadelphia.....					181,939 26
People's Street, Luzerne County.....	138,250 49	140,387 29	142,121 03	158,728 77	158,728 77
People's, Schuylkill County.....		85,724 94	113,402 10	114,523 86	
Philadelphia City.....	450,236 79	654,397 11	517,735 40	789,136 05	816,540 35
Philadelphia and Darby.....	257,000 00	257,000 00	321,058 48	321,058 48	
Philadelphia and Gray's Ferry.....	299,126 68	299,126 68	299,126 68	299,126 68	303,625 24
Pittsburg, Allegheny and Manchester.....	146,201 97	161,752 24	170,308 49	278,090 54	279,780 54
Pittsburg and Birmingham.....	135,913 53	136,239 61	143,514 69	143,436 69	142,941 69
Pittsburg, Oakland and East Liberty.....	121,805 25	125,448 81	125,548 81	167,289 82	177,157 15
Pittston.....		83,487 08	81,851 13	25,000 00	25,000 00
Reading City.....				45,294 20	46,675 24
Ridge Avenue.....	223,615 29	414,512 12	414,834 10	418,810 69	431,777 34
Riverside.....					242 00
Roxboro' and Manayunk Inclined Plane.....				43,724 32	56,123 17
Schuylkill River.....	47,463 54	47,463 54	47,463 54	47,463 54	47,463 54
Second and Third Street.....	695,223 00	706,254 95	787,203 10	814,249 88	826,825 96
Seventeenth and Nineteenth Street.....	186,402 95	186,693 64	191,656 85	204,973 80	205,238 23
South Side.....				81,851 13	81,851 13
Stroudsburg.....				22,429 72	22,429 72

SECRETARY OF INTERNAL AFFAIRS.

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Thirteenth and Fifteenth Street.....		\$227, 326 35	\$250, 174 58	\$268, 860 60	\$291, 011 86
Union, Philadelphia.....	\$998, 035 82	1, 032, 518 66	1, 032, 514 66	1, 301, 804 13	1, 398, 864 86
Union Street, Warren.....		16, 187 03	17, 000 00	17, 000 00	17, 000 00
West Philadelphia.....	584, 898 36	591, 348 36	595, 848 36	609, 925 66	647, 921 50
Wilkesbarre and Kingston.....	94, 633 37	94, 833 37	94, 833 37	94, 833 37	94, 833 37
Williamsport.....	38, 625 33	41, 452 21	41, 715 35	42, 818 20	48, 121 77
			8, 645, 270 42	9, 695, 843 57	10, 216, 506 07

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allentown.....	116,910	131,249	121,346	161,010	144,020
Central, Pittsburg.....				518,800	278,168
Central, (formerly Penn Street,) Reading.....					58,638
Citizens, Philadelphia.....	5,092,222	4,089,857	4,417,637	4,925,115	4,821,546
Citizens, Pittsburg.....	2,816,073	3,232,343	2,881,428	3,237,314	3,107,638
Coalville.....	101,402	99,235	109,409	112,451	103,114
Easton and South Easton.....	170,757	179,991	166,377	143,730	128,165
Empire.....		1,712,404	3,014,662	2,320,931	2,290,614
Erie City.....	236,743	242,011	316,689	291,647	254,509
Federal Street and Pleasant Valley.....	823,334	715,363	925,990	1,083,325	993,993
Frankford and Southwark, Philadelphia.....	4,964,179	5,421,326	6,084,421	6,609,848	7,558,850
Germantown.....	5,090,000	5,065,044	1,225,383	6,572,720	8,247,247
Green and Coates Street, Philadelphia.....		2,723,251	2,905,989	2,975,556	3,151,825
Harrisburg City.....	129,785	143,703		132,651	232,365
Hestonville, Mantua and Fairmount.....	4,156,007	4,228,444	5,266,951	6,057,405	6,646,336
Lombard and South Street.....	1,450,000	1,450,800	1,578,000	1,492,000	1,518,900
Penn Street, Reading.....				86,210	
People's, Philadelphia.....					2,567,551
People's Street, Luzerne County.....	402,922	433,662	418,600	496,076	416,066
People's, Schuylkill County.....		197,281	338,692	129,097	
Philadelphia City.....	5,350,979	5,289,426	5,692,515	7,132,922	8,619,357
Philadelphia and Gray's Ferry.....	2,500,000	2,600,000	2,648,477	2,723,633	2,651,765
Pittsburg, Allegheny and Manchester.....	2,383,822	2,630,442	2,949,642	3,054,762	2,857,850
Pittsburg and Birmingham.....	1,401,812	1,250,024	1,310,329	1,401,990	1,488,491
Pittsburg, Oakland and East Liberty.....	699,085	565,404	340,406	799,104	1,221,870
Pittsburg and Ormsby.....		641,888	614,466		
Ridge Avenue.....		3,850,000	4,100,000	4,200,000	4,108,050
Roxboro' and Manayunk Inclined Plane.....				19,104	181,944
Second and Third Street.....	7,261,417	7,653,120	8,200,010	8,357,565	8,757,115
Seventeenth and Nineteenth Street.....	2,272,609	2,342,373	2,707,401	2,996,887	3,207,433
South Side.....				433,802	584,647
Stroudsburg.....				51,198	38,395
Thirteenth and Fifteenth Street.....	3,167,312	2,816,590	3,272,563	3,756,938	3,929,259
Union, Philadelphia.....	8,677,252	9,741,579	10,357,196	10,535,577	10,635,818
West Philadelphia.....	7,100,000	7,800,000	8,300,000	7,832,000	8,493,721

SECRETARY OF INTERNAL AFFAIRS.

COMPARATIVE STATEMENT OF NUMBER OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS—*Continued.*

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Wilkesbarre and Kingston.....	304,292	307,550	311,500	323,300	266,130
Williamsport.....		276,809	277,387	271,798	218,669
Total			79,854,256	91,036,500	99,780,057

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allentown.....	\$7,228 10	\$6,842 44	\$12,958 40	\$15,599 59	\$11,896 58
Central, Pittsburg.....				24,497 75	20,569 75
Central, Reading.....					3,951 05
Citizens', Philadelphia.....	204,670 18	196,245 13	204,260 75	248,977 58	244,898 45
Citizens', Pittsburg.....	95,164 48	105,933 46	107,751 56	140,135 18	112,757 80
Coalville.....	9,660 27	7,645 42	7,615 39	9,716 82	13,441 82
Easton and South Easton.....	8,221 04	8,508 41	7,894 76	6,101 71	5,495 06
Empire.....		89,583 63	102,732 14		
Erie City.....	11,209 92	11,103 01	11,839 28	12,304 97	14,099 12
Federal Street and Pleasant Valley.....	33,662 15	36,645 74	37,587 83	41,884 81	40,488 14
Frankford and Southwark, Philadelphia.....	243,030 88	276,997 08	320,849 14	341,123 71	382,979 15
Germantown.....	218,240 78	246,606 12	307,729 98	291,189 33	258,121 85
Green and Coates Street, Philadelphia.....	128,169 25	136,568 12	135,496 21	141,554 69	141,486 72
Harrisburg City.....	5,922 00	7,629 81	6,325 28	8,759 85	16,144 60
Hestonville, Mantua and Fairmount.....	194,785 96	201,168 89	225,965 32	271,626 02	299,058 79
Lombard and South Street.....	61,033 41	63,199 74	68,118 67	67,796 25	85,285 70
Penn Street.....				5,187 95	
People's, Philadelphia.....					26,605 72
People's Street, Luzerne County.....	24,433, 44	23,045 63	29,304 52	31,282 02	27,492 99
People's, Schuylkill County.....		17,068 90	18,494 82	16,591 82	
Philadelphia City.....	248,179 44	239,650 64	243,416 12	328,441 94	371,164 62
Philadelphia and Darby.....		3,990 00			
Philadelphia and Gray's Ferry.....	82,851 88	85,722 05	88,205 28	89,622 98	94,444 03
Pittsburg, Allegheny and Manchester.....	91,981 24	94,845 43	112,300 36	121,844 68	118,302 25
Pittsburg and Birmingham.....	75,369 72	70,412 41	75,597 40	67,673 47	65,594 80
Pittsburg, Oakland and East Liberty.....	43,182 33	36,236 94	27,911 09	112,226 18	76,987 34
Pittston.....		44,537 94	47,353 33		22,600 00
Ridge Avenue.....	81,422 20	179,174 19	234,006 93	202,847 13	192,529 35
Roxborough and Manayunk Inclined Plane.....				1,062 79	14,057 72
Second and Third Street.....	315,908 04	363,271 63	374,594 14	380,907 69	375,739 76
Seventeenth and Nineteenth Street.....	91,189 87	115,989 38	133,527 67	167,666 96	174,619 72
South Side.....				25,700 00	29,209 22
Stroudsburg.....				3,574 68	4,133 81
Thirteenth and Fifteenth Street.....	128,675 11	113,096 24	140,420 10	157,809 38	156,537 83
Union, Philadelphia.....	865,848 87	597,301 96	444,841 00	461,339 02	523,776 54

SECRETARY OF INTERNAL AFFAIRS.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—Continued.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Union Street, Warren.....			\$1,700 00	\$2,152 00	
West Philadelphia.....	\$294,692 39	\$341,188 18	332,269 13	330,161 77	\$324,872 22
Wilkesbarre and Kingston.....	14,932 00	14,617 00	13,667 00	13,340 00	13,896 72
Williamsport.....	7,578 75	8,616 91	10,192 36	8,902 56	11,192 42
Total.....			3,884,929 96	4,149,553 68	4,272,931 62

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

6 RAILROAD REP.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Allentown.....	\$10,800 00	\$11,589 85	\$11,625 45	\$13,781 90	\$12,475 23
Central, Pittsburg.....					24,845 38
Central, Reading.....				28,310 11	3,260 30
Citizens', Philadelphia.....	313,002 05	281,024 44	300,144 88	363,450 95	359,957 84
Citizens', Pittsburg.....	167,771 23	184,298 81	173,958 13	192,300 73	174,094 62
Coalville.....	11,157 75	10,993 31	11,463 46	12,664 25	11,766 27
Easton and South Easton.....	9,757 14	10,946 54	9,560 35	7,999 79	7,146 84
Empire.....		102,704 21	120,971 20	139,835 79	137,436 96
Erie City.....	14,171 55	13,288 31	16,395 13	14,598 04	12,673 25
Federal Street and Pleasant Valley.....	41,116 71	45,737 22	52,160 14	60,990 40	54,566 93
Frankford and Southwark, Philadelphia.....	335,899 28	368,134 69	412,324 84	447,500 86	478,890 10
Germantown.....	363,585 63	370,775 26	405,613 75	422,985 66	419,851 84
Green and Coates Street, Philadelphia.....	172,537 09	180,268 30	189,824 95	189,186 71	189,416 74
Harrisburg City.....	6,489 31	7,185 35	5,425 18	8,731 96	16,970 17
Hestonville, Mantua and Fairmount.....	310,958 48	272,610 28	295,548 56	328,536 51	794,206 25
Lombard and South Street.....	93,950 47	90,104 15	109,369 47	87,142 86	180,177 58
Penn Street.....				4,310 61	
People's, Luzerne County.....	33,073 16	36,447 61	32,841 74	36,116 20	34,294 35
People's, Philadelphia.....					26,792 61
People's Street, Schuylkill County.....		9,095 72	23,723 08	20,905 36	
Philadelphia City.....	346,982 14	347,283 96	362,109 13	443,737 87	514,126 74
Philadelphia and Gray's Ferry.....	120,304 95	124,472 89	125,257 06	126,327 08	125,556 18
Pittsburg, Allegheny and Manchester.....	139,376 72	149,066 14	157,990 30	165,335 77	159,807 59
Pittsburg and Birmingham.....	84,896 44	71,132 16	99,630 01	73,812 86	75,494 20
Pittsburg, Oakland and East Liberty.....	49,097 87	42,598 85	22,196 11	49,790 51	86,348 63
Pittsburg, and Ormsby.....		57,238 42	33,880 47		
Reading City.....					14,709 65
Ridge Avenue.....	83,434 02	244,658 90	255,077 96	248,261 84	251,808 96
Roxboro' and Manayunk Inclined Plane.....				1,608 94	14,930 21
Second and Third Street.....	484,034 28	506,545 10	544,219 42	552,626 78	546,780 68
Seventeenth and Nineteenth Street.....	134,743 74	152,406 19	181,112 15	241,650 84	241,650 21
South Side.....				36,371 31	31,695 93
Stroudsburg.....				5,434 96	6,033 86
Thirteenth and Fifteenth Street.....	173,479 40	155,697 64	175,084 61	206,372 65	216,276 16
Union, Philadelphia.....	565,478 35	622,508 73	682,773 24	808 356 23	701,057 79

SECRETARY OF INTERNAL AFFAIRS.

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Union Street, Warren.....			\$1,565 87	\$1,571 86	.....
West Philadelphia.....	\$415,795 70	\$443,477 37	462,920 06	448,865 79	\$431,897 96
Wilkesbarre and Kingston.....	23,600 00	23,551 46	24,784 06	25,925 51	21,793 37
Williamsport.....	10,435 93	13,836 55	13,869 42	13,340 78	10,993 44
Total.....			5,313,420 18	5,828,690 27	6,389,714 82

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1871.		1872.		1873.		1874.		1875.	
	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...	Killed....	Injured...
Central.....								1		
Citizens', Philadelphia.....	2		1	1	2		1			
Citizens', Pittsburg.....			1	3	1	1				
Coalville.....							2			
Empire.....					1					
Erie City.....					1					
Federal Street and Pleasant Valley.....		2			1					
Frankford and Southwark, Philadelphia.....		3	2	6	5	3	2	3		
Germantown.....					2					
Green and Coates Street, Philadelphia.....					1		1			
Hestonville, Mantua and Fairmount.....				1	2					
Lombard and South Street.....	1	2								
People's, Schuylkill County.....								2		
Philadelphia City.....	1	3	1	5		2	2	4		
Philadelphia and Gray's Ferry.....	1	1	1		1	1				
Pittsburg, Allegheny and Manchester.....		2		1		1				
Pittsburg and Birmingham.....	1		1	2		1	1			
Pittsburg, Oakland and East Liberty.....	1							1		
Pittsburg and Ormsby.....			1							
Ridge Avenue.....			2	1			1			
Second and Third Street.....		7	4	4	1	3		4		
Seventeenth and Nineteenth Street.....								2		
South Side.....								1		
Stroudsburg.....	2	3	2	1				1		
Union, Philadelphia.....							3			
West Philadelphia.....	1	2			2	1				
Total.....					20	13	13	26		

SECRETARY OF INTERNAL AFFAIRS.

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A.—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as au- thorized by law....	Total amount now paid in of capital stock.....	Total amount of funded debt.....	Total amount of floating debt.....	Total amount of funded and floating debt.....
Delaware and Hudson.....	Unlimited.	\$20,000,000 00	\$15,116,000 00	.....	\$15,116,000 00
Delaware Division.....	\$2,400,000 00	1,683,350 00	800,000 00	.....	800,000 00
Lehigh Coal and Navigation	Unlimited.	10,248,550 00	14,825,792 77	.....	14,825,792 77
Monongohela Navigation.....	1,004,300 00	1,004,300 00	103,000 00	\$5,778 17	108,778 17
Muncy.....	Unlimited.	2,625 00	.....	.....	.....
Pennsylvania.....	5,000,000 00	.....	3,090,000 00	.....	3,090,000 00
Schuylkill Navigation.....	Unlimited.	4,105,398 00	8,526,255 86	226,081 79	8,752,337 65
Susquehanna.....	Unlimited.	2,002,706 00	2,895,310 58	31,333 23	2,926,698 81
Union.....	2,907,850 00	2,907,850 00	3,000,000 00	59,900 00	3,059,900 00
Total.....	11,812,150 00	41,904,779 00	48,356,359 21	323,138 19	48,679,497 40

TABLE B—CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.....	Length of main line of the canal.....	Number 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 co., exclusive of canal...
Delaware and Hudson.....	\$6,686,348 36	108	.....	48	32	6	1	132	2	136	40	3	900	\$52,562 83
Delaware Division.....	2,433,350 00	60	.....	44	26	6	.....	32	1	88	2	.....	.....	5,000 00
Lehigh Coal and Navigation.....	3,000,000 00	48	1	60	45	6	5	57	1	10	9	12	.....	200,000 00
Monongahela Navigation.....	1,151,904 00	85	.....	.....	.....	.....	6	8	.....	.....	6	.....	4	23,095 00
Muncy.....	6,875 18	.....	.....	40	25	4½	1	.....	.....	3	.....	.....	.....	.....
Pennsylvania.....	.....	338	2	55	40	6	60	136	4	467	19	11	264	.....
Schuylkill Navigation.....	12,729,905 86	108	1	60	45	6	19	89	.....	124	31	50	531	.....
Susquehanna.....	4,677,511 48	45	.....	50	30	5	2	43	1	18	4	2	20	.....
Union.....	5,907,850 00	77	1	43	28	4½	8	91	2	79	16	5	.....	25,000 00
Total.....	36,593,744 86	869½	5	.....	.....	.....	102	588	11	925	127	83½	1,719	305,658 83

TABLE C.—TONNAGE, EXPENSES AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.			RECEIPTS.
	No. of tons of through freight on main line.	Gross amt of tonnage, including branches and leased canals...	Maintaining the canal or real estate of the corporation.....	Operating the canal ..	Total.....	Total.....
Delaware and Hudson		1,806,294	\$196,410 01	\$105,663 63	\$302,073 64	\$67,983 46
Lehigh Coal and Navigation.....	957,200	957,200	118,996 53	67,747 75	186,744 28	484,753 31
Monongahela Navigation.....			35,617 62	44,870 20	80,487 82	196,576 99
Muncy.....	3,487	3,487	2,154 00			23,500 00
Pennsylvania.....		781,708	213,024 20	27,603 02	240,637 22	444,669 00
Schuylkill Navigation.....	979,810	979,810	131,460 18	66,331 66	197,791 84	737,659 56
Susquehanna.....	430,846	430,846	65,322 43	19,573 81	84,896 24	95,839 79
Union.....	58,499	58,499	13,944 69	15,739 56	29,684 25	31,596 43
Total.....	2,429,842	5,017,844	776,929 66	347,529 63	1,122,315 29	2,082,528 63

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

NAME OF COMPANY.	Lumber.....	Shingles.....	COAL.		IRON.		Other iron or castings....
			Anthracite...	Bituminous....	Pig.....	Railroad	
Delaware and Hudson.....	19, 146		1, 602, 948	1, 174			1, 484
Lehigh Coal and Navigation.....	34, 831		717, 724	3, 342	20, 723		418
Monongahela Navigation.....				2, 333, 452	476		
Muncy.....	110		3, 234				
Pennsylvania.....	208, 259		465, 689	10, 022			
Schuylkill Navigation.....	13, 871		822, 863	3, 127	42, 624		4, 512
Susquehanna.....	66, 719		289, 861	436	5, 165		8, 200
Union.....	23, 630		21, 240	92	392		291
Total.....	366, 566		3, 923, 559	2, 351, 645	69, 380		14, 855

TABLE D.—Continued.

NAME OF COMPANY.	Iron and other ores.....	Lime & limestone.....	Agricultural products...	Manufactures & merchandise.....	Live stock..	Other articles
Delaware and Hudson.....	173	1, 487		103, 423		48, 390
Lehigh Coal and Navigation.....	36, 820	102, 368	10, 303	4, 410		26, 257
Monongahela Navigation.....	20, 176			*17, 442		†19, 724 [‡]
Muncy.....	3					140
Pennsylvania.....						97, 787
Schuylkill Navigation.....		65, 409	8, 054	2, 186		17, 184
Susquehanna.....	8, 207	25, 357	22, 451	141		4, 309
Union.....	410	10, 616	715	104		1, 005
Total.....	65, 789	205, 237	41, 523	127, 686		214, 665 [‡]

* Classified freight.

† Whisky, brick, stone and fire-clay.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Delaware and Hudson.....	\$15,000,000 00	\$15,000,000 00	\$19,589,485 68	\$20,000,000 00	\$20,000,000 00
Delaware Division.....	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation.....	8,739,800 00	8,784,850 00	9,390,850 00	9,949,900 00	10,248,550 00
Monongahela Navigation.....	1,003,500 00	1,004,150 00	1,004,300 00	1,004,300 00	1,004,300 00
Muncy.....	2,625 00	2,625 00	2,625 00	2,625 00	2,625 00
Pennsylvania.....	4,457,150 00	4,457,150 00	4,457,150 00	4,477,700 00	4,477,700 00
Schuykill Navigation.....	4,797,184 75	4,385,798 00	4,260,448 00	4,129,198 00	4,105,898 00
Susquehanna.....	2,002,746 00	2,002,746 00	2,002,706 00	2,002,706 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	.....	.....	.....
Total.....	.....	.....	.....	46,107,629 00	46,382,479 00

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Delaware and Hudson.....	\$8,500,000 00	.....	\$13,842,000 00	\$1,237,700 00	\$15,116,000 00
Delaware Division.....	800,000 00	\$800,000 00	800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation.....	15,038,655 88	15,767,655 88	15,937,655 88	15,070,170 02	14,825,792 77
Monongahela Navigation.....	118,178 97	188,053 76	118,053 76	110,273 17	108,773 17
Muncy.....	50 45	.....	.....	.....	.....
Pennsylvania.....	3,274,600 00	3,636,200 00	106,200 00	3,147,756 85	3,090,000 00
Schuykill Navigation.....	8,703,793 66	8,843,530 39	8,783,687 89	8,758,675 20	8,752,337 65
Susquehanna.....	2,906,815 83	2,923,121 18	2,915,725 27	2,920,397 88	2,926,693 81
Union.....	3,000,000 00	3,035,000 00	3,036,800 00	3,055,000 00	3,059,900 00
West Branch and Susquehanna.....	848,728 40	1,043,218 82	.....	.....	.....
Total.....	.....	.....	.....	.....	48,679,497 40

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Delaware and Hudson	\$7,164,420 14	\$7,064,791 17	\$6,839,210 49	\$6,843,910 76	\$6,696,348 36
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	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
Monongahela Navigation.....	1,132,452 00	1,146,038 69	1,151,904 00	1,151,904 00	1,151,904 00
Muncy.....	6,795 46	6,831 52	6,846 18	6,853 04	6,875 18
Schuylkill Navigation	13,207,752 17	10,587,125 74	12,903,247 11	12,758,715 86	12,729,905 86
Susquehanna.....	4,857,104 80	4,857,104 80	4,797,471 27	4,714,143 88	4,677,511 46
Union.....	5,907,850 00	5,907,850 00	5,907,850 00	5,907,850 00	5,907,850 00
Total.....					36,593,744 86

COMPARATIVE STATEMENT OF GROSS AMOUNT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Delaware and Hudson.....	1,428,755	1,869,557	1,605,959	1,707,143	1,778,094
Lehigh Coal and Navigation.....	982,188	1,041,891	993,390	1,179,281	957,196
Monongahela Navigation.....	1,901,473	9,262		2,625,973	291,270
Muncy.....	4,213			3,625	3,347
Pennsylvania.....	1,029,286	967,574	870,121	871,358	781,707
Schuylkill Navigation.....	1,388,681	1,200,181	1,113,100	1,040,995	979,810
Susquehanna.....	501,674	426,393	325,083	420,156	430,846
Union.....	127,287	124,961	119,306	77,352	58,495
Total.....				7,925,883	5,280,765

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

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Delaware and Hudson	\$280,611 53	\$326,383 85	\$330,310 46	\$306,097 42	\$302,073 64
Lehigh Coal and Navigation	220,407 11	213,239 60	255,071 53	202,547 84	186,744 28
Monongahela Navigation	62,630 57	53,726 58	83,382 56	77,502 03	80,487 82
Muncy	284 89	54 56	68 40	17 46	.....
Pennsylvania	591,711 42	696,598 16	706,787 76	249,859 00	240,637 22
Schuylkill Navigation	330,437 69	299,836 97	247,554 17	231,043 10	197,791 84
Susquehanna	56,795 57	47,910 86	162,284 25	79,657 98	84,896 24
Union	36,766 74	37,741 06	39,455 84	33,165 92	29,684 25
Total				1,179,890 75	1,122,315 29

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Delaware and Hudson	\$111,361 38	\$86,970 51	\$75,374 05	\$66,593 86	\$67,933 46
Lehigh Coal and Navigation	578,462 12	506,059 99	580,224 79	609,759 62	484,753 31
Monongahela Navigation	175,119 70	196,149 18	207,456 55	216,709 92	196,576 99
Muncy	223 44	217 96	60 00	100 00	23,500 00
Pennsylvania	649,597 72	556,163 84	559,557 28	555,524 20	444,689 09
Schuylkill Navigation	1,077,079 12	661,540 41	789,199 34	705,047 40	737,659 56
Susquehanna	144,098 64	99,151 20	87,697 41	101,797 49	95,839 79
Union	58,590 33	44,861 76	43,348 60	83,692 06	81,596 43
Total				2,289,824 55	2,082,528 63

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 amt't now paid of capital stock.....	Total amt't of floating & funded debt...	Rate per ct. of interest on funded debt,	Rate per ct. of dividends.....
American District	\$400,000 00	\$400,000 00	\$400,000 00	\$10,901 30	.....	.....
Atlantic and Ohio.....	650,000 00	650,000 00	650,000 00	.....	.....	.....
Erie County.....	25,000 00	25,000 00	25,000 00	.....	.....	.....
Pacific and Atlantic.....	2,000,000 00	400,000 00	2,000,000 00	.....	.....	.....
Philadelphia Local	25,000 00	400,000 00	400,000 00	.....	.....	4 1/2
Philadelphia, Reading and Pottsville.....	50,000 00	30,000 00	20,000 00	225,532 24	.....	.....
Rock Hill.....	8,000 00	300 00	300 00	4,204 48	.....	.....
Western Union	41,073,410 00	250,000 00	.....	6,499,160 00	6,7	4
	44,226,410 00	2,145,300 00	1,495,300 00	6,739,798 02	.....	.....

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 and operating entire line.			No. of persons employed in maintaining and operating line in Penn'a.			No. of messages sent during the year, entire line.....	No. of messages received during the year, entire line.....	No. of messages received during the year in Pennsylvania.....
								Male....	Female,	Total ...	Male....	Female,	Total ...			
American District....	\$34,910 14	74	74	14	14	1,182	1,182	223	...	223	...	223	...	162,717	162,717	162,717
Erie County.....		73	73	2	2	2	2	...	...	5	...	5	...	7,000	7,000	7,000
Pacific and Atlantic..	2,058,641 26	.....	.....	.....	.....	.....	.....	80	40	120	80	40	120	304,000	384,000	384,000
Philadelphia Local...	400,000 00	.....	.....	128	128	336	336	80	40	120	80	40	120	304,000	384,000	384,000
Philadelphia, Reading and Pottsville..	219,528 58	101	879.05	205	205	571	571	452	8	460	452	8	460	160,323	160,323	160,323
Rockhill.....	4,204 48	30	30	3	3	3	3	4	.....	.....	4	.....	4	350	350	350
Western Union.....	.....	72,833	5,400	6,565	716	10,443	.....	.....	.....	10,120	.....	.....	1,150	17,153,510	.....	.....
Total.....	2,717,284 46	73,111	6,456	7,007	1,158	12,537	2,094	759	48	10,928	536	53	1,957	17,618,183	714,390	714,390

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses entire line	Gross exp'ses in Pennsylvania..	Gross receipts in the State	Gross receipts in Pennsylvania..
American District.....	\$60,845 13		\$41,102 68	\$41,102 68
Erie County	1,762 08	\$1,762 08	1,904 52	1,904 52
Philadelphia Local	157,133 99	157,133 99	157,133 99	157,133 99
Philadelphia, Reading and Pottsville.....	61,050 07	61,050 07	54,745 38	54,745 38
Rockhill	61 71	61 71	103 92	103 92
Western Union	6,335,414 77		9,564,574 60	
Total	6,616,267 75	220,007 85	9,819,565 09	254,990 49

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
Atlantic and Ohio.....		\$650,000 00	\$650,000 00	\$650,000 00	\$650,000 00
American District			400,000 00	400,000 00	400,000 00
Erie County			25,000 00	25,000 00	25,000 00
Pacific and Atlantic	\$1,949,025 00	1,982,900 00	1,987,750 00	2,000,000 00	2,000,000 00
Philadelphia Local		400,000 00	400,000 00	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
Rockhill.....				300 00	300 00
Western Union	41,074,710 00	41,074,700 00	41,073,400 00	41,073,400 00	41,073,410 00
Total	43,043,735 00	44,127,600 00	44,556,150 00	44,568,700 00	44,568,710 00

PA Internal Affairs 1875

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

7 RAILROAD REP.	NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
	American District.....			\$7,846 62	\$3,840 88	\$10,901 30
	Automatic.....				200,000 00	
	Pacific and Atlantic.....			69,206 29	69,206 29	
	Philadelphia, Reading and Pottsville.....	\$78,878 17	\$106,832 62	148,705 20	192,374 26	225,532 24
	Rockhill.....				2,498 78	4,204 48
	Western Union.....				5,946,900 00	6,499,160 00
	Total.....	78,878 17	106,832 62	225,258 11	6,411,819 66	6,739,798 02

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
American District.....			22,599	65,087	162,717
Erle County.....			4,000	2,500	7,000
Franklin.....	88,412	80,001	83,938	82,897	
Pacific and Atlantic.....	286,807	256,631	222,875		
Philadelphia Local.....			180,700	210,000	884,000
Philadelphia, Reading and Pottsville.....	106,418	137,563	161,795	164,788	160,323
Western Union.....	9,902,610	11,516,500	13,360,000		17,153,510
Total.....	10,364,247	11,990,695	14,025,907	515,252	17,867,550

SECRETARY OF INTERNAL AFFAIRS.

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
American District.....				65,087	
Erie County.....				2,500	7,000
Franklin.....	45,719	72,305	64,550	63,920	
Pacific and Atlantic.....	220,825	299,035	280,168		
Philadelphia Local.....			240,916	300,000	384,000
Philadelphia, Reading and Pottsville.....	106,418	137,563	151,795	154,768	160,323
* Western Union.....	9,902,610	11,516,500	13,380,000		17,153,510
Total.....	10,275,372	12,025,403	14,077,427	586,275	17,704,833

* Total messages sent.

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
American District.....			6,513 77	22,747 84	41,102 88
Erie County.....			2,146 27	1,398 18	1,904 52
Franklin.....	22,903 12	22,800 00	22,900 00	24,197 05	
Philadelphia Local.....			126,782 00	150,458 14	157,183 99
Philadelphia, Reading and Pottsville.....	35,124 87	41,517 58	44,331 05	55,037 46	54,745 35
Western Union.....		613,098 17	9,357,009 73		9,564,574 60
Total.....	58,027 99	678,015 75	9,559,772 82	253,888 67	9,819,461 04

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1871.	1872.	1873.	1874.	1875.
American District			\$25,082 12		\$60,845 13
Erie County				\$1,398 72	1,762 08
Franklin	\$22,903 12	\$21,000 00	21,500 00	20,268 50	
Philadelphia Local			117,784 29	147,528 88	157,138 99
Philadelphia, Reading and Pottsville	37,334 72	51,290 48	52,205 82	68,039 62	61,050 07
Western Union		524,190 98	6,968,175 79		
Total	60,237 84	596,481 41	7,184,747 52	237,228 72	280,791 27

SECRETARY OF INTERNAL AFFAIRS.

REPORTS OF COMPANIES.

REPORTS OF COMPANIES.

ALLEGHENY VALLEY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared John Scott, president, and Thomas R. Robinson, treasurer *pro tem.*, 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 November 1, 1875, are true to the best of their knowledge and belief.

(Signed) JOHN SCOTT, *President,*
 THOMAS R. ROBINSON, *Treasurer pro tem.*

Sworn and subscribed before me, this }
 22d day of February, 1876. }

E. V. M'CANDLESS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,000,000 00
Amount of stock subscribed.....	2,166,500 00
Amount paid in as by last report.....	2,256,400 00
Total amount now paid in of capital stock.....	2,166,500 00
Funded debt as per last report.....	17,461,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, River Division, (date of maturity, October 1, 1893,).....	\$2,000 00
2d mortgage bonds, River Division, date of maturity, March 1, 1896,).....	4,000,000 00
Income bonds, (date of maturity, October 1, 1894,).....	3,365,900 00
1st mortgage bonds, Bennett's Branch, (date of maturity, April 1, 1910,)....	10,000,000 00
2d mortgage bonds, Bennett's Branch, (\$100,000 payable annually, dating from January 1, 1875,).....	3,400,000 00
	20,767,900 00

ALLEGHENY VALLEY

Floating debt as per last report.....	\$6,761,322 93
The amount now of floating debt.....	3,695,936 91
Total amount now of floating and funded debt.....	24,463,836 91
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; second mortgage, $7\frac{1}{8}$ per cent.; income bonds, 7 per cent.; on 1st mortgage, Bennett's Branch, 7 per cent.; on 2d mortgage, Bennett's Branch, 5 per cent.	
Date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	42,333
Par value of each share.....	\$50 00
Average market value during the year.....	5 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared: None declared.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, total cost,	\$24,636,755 25	\$23,750,028 79

CHARACTERISTICS OF ROAD.

Length of main line of road: From Pittsburg to Oil City, 132 miles; from Redbank to Driftwood, 110 miles; total,	242 miles.
Length of main line of road laid.....	242 "
Length of main line of road laid in Pennsylvania.....	242 "
Length of double track of road.....	12 "
Length of sidings.....	65.3 "
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard: On River Division, 60 pounds; on Low Grade Division, 64 pounds.	
Branch roads owned by the company and their length, viz: Sligo Branch, 10½ miles; Plum Creek Branch, 8 miles.	
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	6
Number of engines.....	71
Number of first-class passenger cars, (average cost of each, \$5,000,).....	19
Number of second-class passenger cars: Pay car, 1; (average cost of each, \$3,000,).....	12
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	10

RAILROAD REPORT.

105

Number of freight cars: House cars, (average cost of each, \$740,) 293; trucks, (average cost of each, \$575,) 1,164; total.....	1,462
Number of oil and stone cars: Oil, (average cost of each, \$1,000,) 415; stone, (average cost of each, \$575,) 80; total.....	495
Number of caboose cars, (average cost of each, \$700,)...	31
Number of iron bridges, (total length in feet, 1,456,)....	10
Number of wooden bridges, (total length in feet, 8,265, and 2,440 trestle work,).....	63
Number of stone bridges, (total length in feet, 4,822,)....	42
Number of culverts, (total length in feet, 4,821,).....	181
Number of railroads crossed.....	1
Number of stations on main road: Passenger, River Division, 32; Low Grade Division, 8; freight, River Division, 32; Low Grade Division, 8; total.....	80
Number of wood and water stations on main road, 15; on Low Grade, 13; total.....	28
Number of tunnels, (length of each, 663 feet, 511 feet, 753 feet, 1,950 feet, 424 feet, 4,301).....	5
How is track laid and on what foundation? Splice and angle bar joints; broken stone ballast.	
Length in miles laid with steel rail.....	27

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

Number of miles run by passenger trains.....	461,942
Number of miles run by freight trains.....	984,473
Number of miles run by coal trains.....	11,666
Number of through passengers for the year on main road,	11,758
Number of passengers (all classes) carried in cars.....	694,858
Number of tons of 2,000 lbs. of through freight for the year on main road.....	59,342
Number of passengers carried one mile.....	12,448,965
Number of tons of freight carried one mile.....	95,859,906
Number of passengers carried one mile in the State of Pennsylvania.....	12,448,965
Number of tons of freight carried one mile in the State of Pennsylvania.....	95,859,906
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,054,995

ALLEGHENY VALLEY

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.....	33 tons.
Weight of freight engines.....	33 to 35 "

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

November, 1874.....	58,594	May, 1875.....	59,990
December, 1874.....	56,782	June, 1875.....	57,777
January, 1875.....	45,663	July, 1875.....	66,927
February, 1875.....	40,562	August, 1875.....	63,624
March, 1875.....	51,120	September, 1875.....	65,245
April, 1875.....	64,122	October, 1875.....	64,452

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	2,992	Stone and lime.....	62,874
Bituminous coal.....	710,481	Agricultural products.....	31,445
Petroleum and other oils.....	850,467	Merchandise and manufactures..	171,154
Pig iron.....	41,210	Live stock.....	1,057
Railroad iron.....	4,067	Lumber.....	78,119
Other iron or castings.....	19,693	Other articles.....	15,248
Iron and other ores.....	66,188		

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

For first-class through passengers.....	2 $\frac{3}{10}$ cents.
For first-class way passengers.....	3 $\frac{1}{2}$ "
For second-class through and way passengers.....	Have none.

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

For through freight, per ton per mile.....	1 $\frac{89}{100}$ cents.
For through coal, per ton per mile.....	1 $\frac{13}{100}$ "
For local freight, per ton per mile.....	2 $\frac{11}{100}$ "
For local coal, per ton per mile.....	1 $\frac{25}{100}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$470,308 47	\$141,092 54	\$329,215 93
Taxes on real estate.....	7,208 04	2,102 41	5,045 63
Total.....	477,516 51	143,254 95	334,261 56
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$91,467 63	\$30,290 33	\$61,177 30
Repairs of passenger and baggage cars.....	23,730 63	23,730 63	.....
Repairs of freight cars.....	97,793 23	.....	97,793 22
Repairs of tools and machinery in shops.....	5,398 62	1,619 58	3,779 04
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	55,913 07	16,773 92	39,139 15
Total.....	274,303 17	72,414 46	201,888 71
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$17,788 34	\$6,390 17	\$11,398 17
Agents and clerks.....	85,410 16	26,388 10	59,022 06
Labor—loading and unloading freight.....	12,997 71	.....	12,997 71
Porters, watchmen and switch tenders.....	34,463 50	10,457 41	24,006 09
Car cleaning and inspecting, furniture and fixtures.....	22,714 09	9,834 09	12,880 00
Wood and water station attendance.....	5,929 65	1,778 90	4,150 75
Conductors, baggagemasters and brakemen.....	127,399 34	36,537 75	90,861 59
Engineers and firemen.....	88,537 83	25,999 94	62,537 89
Fuel and cost of preparing for use.....	70,154 31	23,918 84	46,235 47
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	19,992 91	6,005 53	13,987 38
Telegraph, mail and station expenses.....	50,170 59	23,234 55	26,936 04
Loss and damage of goods and baggage.....	5,117 77	373 97	4,743 80
Shoveling snow.....	6,374 89	1,912 47	4,462 42
Damage for injury of persons.....	9,450 14	4,379 13	5,071 01
General superintendence.....	52,741 39	17,703 10	35,038 29
Contingencies.....	34,555 10	13,065 20	21,489 90
Total.....	643,797 72	207,979 15	435,818 57
Aggregate.....	1,395,617 40	423,648 56	971,968 84

ALLEGHENY VALLEY

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources None.

RECEIPTS.

MONTHS.	Passenger.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
November, 1874,	\$36,921 15	\$143,729 46	\$2,104 88	\$5,076 13	\$387 99	\$188,219 61
December, 1874,	34,933 65	110,433 97	2,124 84	1,438 72	1,587 99	150,469 17
January, 1875...	27,140 05	119,432 56	7,851 79	1,339 89	1,005 25	156,769 54
February, 1875...	23,916 55	109,932 37	2,690 10	624 44	626 00	137,789 46
March, 1875.....	30,770 81	155,453 83	6,362 48	1,337 34	1,568 45	195,492 91
April, 1875.....	44,091 74	164,825 90	2,833 41	6,028 64	819 52	218,599 21
May, 1875.....	37,219 03	169,256 09	2,881 82	2,421 05	1,386 78	213,164 77
June, 1875.....	35,606 27	182,863 29	2,872 20	843 19	729 34	222,914 29
July, 1875.....	39,085 27	180,481 14	2,933 33	3,900 62	1,512 32	227,912 68
August, 1875.....	39,271 12	163,285 74	2,886 92	2,150 79	592 50	208,187 07
September, 1875,	39,413 86	200,948 41	2,898 52	2,273 98	919 68	246,454 45
October, 1875....	33,703 25	182,142 18	2,811 07	1,796 78	914 81	226,368 09
Total	427,072 75	1,882,784 94	41,251 36	29,231 57	12,000 63	2,392,341 25

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$357,119 05
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,395,617 40
For dividends.....	None.
For interest.....	666,815 56
For miscellaneous: Included in maintaining the road.	
Surplus fund.....	None.
Municipal taxes, State taxes and United States taxes: Included in maintaining the road.	
Total	2,419,552 01

Cost of transportation:

Cost per passenger per mile, proximate average.....	3.40 cents.
Cost per ton freight per mile, proximate average.....	1.01 "

What express companies run on your road, and on what terms? The Union express company, over River Division, on payment of \$15,000 per annum; and the Adams express company, over Low Grade Division, at average rate of \$1,958 90 per annum.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured
Passengers .....	..	2
Employees.....	8	30
Others.....	2	7
Total.....	10	39

1874.

December 2. Between Rosston and Manorville, Thomas Mahoney, brakeman, fell from train; shoulder blade broken and shoulder dislocated; recovered.

1875.

January 4. Foxburg. J. M. Justice, passenger, attempting to jump off train in motion; calf of leg torn off; recovered.

January 29. Pittsburg yard. Wm. Corbin, brakeman; coupling cars; injured in back, not seriously; recovered.

January 29. Oil City yard. C. Jacobs, brakeman; fell from train; injured in thigh and abdomen; recovered.

February 6. Pittsburg yard. W. H. Stephens, brakeman; coupling cars; fatally injured.

February 12. Brandon's Ferry. B. F. Barras, brakeman; coupling cars; arm caught between dead woods; recovered.

March 3. St. George's. J. Gallagher, brakeman; head slightly cut; train off track; recovered.

March 19. Sarah Furnace. Chas. Stonick, brakeman; coupling cars; collar bone injured, not seriously; recovered.

March 23. Sandy Creek. Gasper Carfman, passenger; jumping from train in motion; injured in head; recovered.

March 24. Brady's Bend. L. R. Smith, brakeman; arm bruised uncoupling cars; recovered.

March 26. St. George's. E. C. Ball, freight conductor; rear end collision; killed.

March 26. St. George's. H. A. Green, freight flagman; rear end collision; badly injured.

April 2. Clarion. J. English, walking on track, under influence of liquor; struck by engine; leg broken; cut above the eye; recovered.

April 3. E. G. Bishop, brakeman; collar bone broken one-fourth mile east of Reynoldsville.

April 3. Reynoldsville. A. H. Parsons, fireman; back sprained, caused by engine 66 jumping track.

April 6. Rennerton. William M'Kee, engineer; train thrown from track by striking rock; killed.

April 6. Oil City yard. Jeremiah Taylor, brakeman; fell between cars and run over; killed.

April 12. Pittsburg yard. Jos. Kern; walking on track; struck by train; shoulder and side bruised; recovered.

April 14. Catfish. Wm. Luper, brakeman; coupling cars; hand slightly injured.

April 24. Red Bank. S. A. Shiffer, flagman; uncoupling cars; injured about head by projecting timber; recovered.

April 27. D. Hagley; heel and leg bruised; train thrown from track at Dotters; recovered.

April 27. F. Steward; right arm and heel bruised; train thrown from track at Dotters; recovered.

May 8. Brady's Bend. John Myers, brakeman; coupling cars; two fingers crushed.

May 24. West Penn Junction. Brakeman injured about hip and back; cars thrown from track; recovered.

May 20. Martin Henry, hand brakeman; James Gardner, Edward Shea, D. Wyant, Thos. Egan, John M'Mahen, Daniel Stokes and J. M'Donough, laborers, burnt on face and hands, caused by explosion of oil tank rear West of Fullers.

June 10. Pittsburg yard. Edward Hughes, fireman; run over while sleeping on track; arm crushed; recovered.

June 17. M'Laughlin Station. James Kennedy, intoxicated, fell on track while train was passing; hand crushed; recovered.

June 29. Bridge No. 3, (Low Grade Division.) Wm. M. Shroades, conductor, instantly killed; struck on head by bridge while leaning over engine.

June 30. James Osborn; near Bell's siding; killed; caused by wreck of train, No. 57.

June 30. Frank Hamilton, brakeman; shoulder badly bruised while making coupling; Phillipsburg station.

July 8. Kelly station. Robt. Ritchie, brakeman; coupling cars; finger slightly bruised.

July 23. Lower Hillville. Michael Macken, track switchman; asleep on track; run over by train; arm crushed and skull fractured; recovered.

July 31. Verona Junction. John Avery, trespassing on freight train; caught between cars; ankle bruised.

August 12. Oil City yard. Ephriam Heigley, flagman; knocked off train and run over; instantly killed.

August 30. Pine Creek. Wm. Starr, brakeman; coupling cars; two fingers crushed.

August 30. Red Bank. Fritz Bonnett; insane; walking on track; struck by engine; slightly injured on head.

September 9. Pittsburg yard. Thomas Flinn, a little boy, playing around train; foot run over; amputation necessary.

September 15. Rosston. W. F. Russel, brakeman; killed by being crushed between engine and cars.

September 25. Pittsburg yard. Henry Miller, a boy; trespassing on train; fell off and was run over, dying shortly after.

September 29. Aladdin. Frank Stomck, brakeman; slipped getting on train in motion and was run over; leg crushed, requiring amputation; recovered.

October 2. Pittsburg yard. Frank Robinson, boy; trespassing on train; fell off and had both legs run over, sustaining fatal injuries.

October 10. Scrubgrass. Maurice Quinlan; cheeks laid open; was on hand car; car run into train.

October 30. Pittsburg yard. John Browning, boy; trespassing on train; had foot and ankle crushed between bumpers.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
John Scott.....	Pittsburg, Pa.
Wm. M. Lyon.....	Pittsburg, Pa.
J. Patton Lyon.....	Sligo, Pa.
B. F. Jones.....	Pittsburg, Pa.
Felix R. Branot.....	Pittsburg, Pa.
James Park, Jr.....	Pittsburg, Pa.
D. A. Stewart.....	Pittsburg, Pa.
Wm. P. Shinn.....	Pittsburg, Pa.
John Scott, President.....	Pittsburg, Pa.
T. R. Robison, Secretary.....	Pittsburg, Pa.
Ferd. E. Valz, Treasurer.....	Pittsburg, Pa.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this {
 27th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

ALLENTOWN

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
The amount now of funded debt.....	Nothing.
Floating debt as per last report.....	687,009 47
The amount now of floating debt.....	728,580 22
Total amount now of floating and funded debt.....	728,580 22
Date and rate per cent. per annum of dividend or dividends,	None declared.
Number of shares of stock issued, full paid.....	8,917
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share issued.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,078,638 82	\$1,084,202 19

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 of road laid.....	4.5 "
Length of main line of road laid in Pennsylvania.....	4.5 "
Length of double track of road.....	None.
Length of sidings.....	.3 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 18,)....	1
Number of culverts, (total length in feet, 505,).....	7
Number of railroads crossed.....	None.
Number of stations on main road (passenger and freight)..	1
Number of wood and water stations on main road.....	None.
Value of real estate held by the company, exclusive of road- way.....	\$23,709 43
Number of tunnels.....	None.
How is track laid and on what foundation? Wooden cross- ties and stone ballast.	
Length in miles laid with steel rails.....	None.

RAILROAD REPORT.

113

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

MONTHS.	Passengers.	Freight.	Coal.	Miscellaneous.	Total.
December, 1874.....	\$81 44	\$96 17	\$69 08	\$26 25	\$272 94
January, 1875.....	73 04	95 36	2 42	9 25	180 07
February, 1875.....	58 22	67 09	10 78	24 25	160 34
March, 1875.....	87 30	36 19	17 94	14 25	155 68
April, 1875.....	105 28	31 98	36 37	9 25	182 88
May, 1875.....	93 09	38 62	36 46	21 75	189 92
June, 1875.....	94 92	53 84	25 42	12 25	186 43
July, 1875.....	84 89	38 46	36 51	45 25	205 11
August, 1875.....	90 97	69 29	99 63	21 25	281 14
September, 1875.....	74 23	56 23	69 59	9 25	209 30
October, 1875.....	184 49	44 63	87 19	9 25	325 56
November, 1875.....	70 50	33 09	47 14	31 25	181 98
Total.....	1,098 37	660 95	538 53	233 50	2,531 35

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$5,563 37
For discount and interest.....	41,296 73
For miscellaneous.....	1,220 43
For State taxes.....	201 02
Total.....	<u>48,281 55</u>

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

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
H. Pratt M'Kean.....	Philadelphia.
A. E. Borie.....	Philadelphia.
R. B. Cabsen.....	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.

ATLANTIC AND GREAT WESTERN.

STATE OF OHIO, }
Cuyahoga County, } ss:

Personally appeared J. H. Deveraux, Receiver, and F. E. Rittman, Treasurer, of the Atlantic and Great Western railroad company, and in due form of law made oath, that the statements in the within report, from December 10, 1874, to September 30, 1875, inclusive, are true to the best of their knowledge and belief.

(Signed)

J. H. DEVERAUX, *Receiver.*
 F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me, on part }
 of J. H. Deveraux, Receiver, this 10th }
 day of December, 1875.

W. E. THURBER, *Notary Public.*

STATE OF PENNSYLVANIA, }
Crawford County, } ss:

Sworn and subscribed before me, on the part of F. E. Rittman, Treasurer of the Atlantic and Great Western railroad company, this 13th day of December, A. D. 1875.

J. H. CULBERTSON,
Notary Public.

J. H. Deveraux was appointed Receiver of the property of the Atlantic and Great Western railroad company, on the 9th of December, 1874, and took charge of same on the 10th of same month. He was appointed Receiver by the court of common pleas of the county of Summit, State of Ohio, by the court of common pleas of the county of Philadelphia, State of Pennsylvania, and by the Supreme Court of Chatauqua county, State of New York, on application of the trustees of the first mortgage bondholders, the company having defaulted on two consecutive series of coupons of said mortgage.

Since above date the Receiver has operated the above railroad.

COST OF ROAD AND EQUIPMENT.

	By present report.
Additions	\$69,145 01
Equipment.....	3,442 20
Total cost.....	72,587 21

CHARACTERISTICS OF ROAD.

Length of main line of road from Salamanca, Ky., to Dayton, Ohio.....	387.50 miles.
Length of main line of road laid.....	387.50 "
Length of main line of road laid in Pennsylvania, (no double track on main line.).....	92.42 "
Length of sidings, main line.....	86.20 "
Gauge of road : 6 feet, 4 feet 9 $\frac{1}{4}$ inches and 4 feet 9 $\frac{3}{8}$ inches.	
Weight of rail per yard on main track : 56 to 68 pounds.	
Branch roads owned by the company, and their length, viz : Franklin Branch, 33.78 miles ; Silver Creek Branch, 1.55 miles.	
Roads worked or leased by the company, viz : Cleveland and Mahoning Valley railway, Sharon Branch railway, On the 12th of July, 1875, the Receiver, by order of the court of common pleas of Summit county, State of Ohio, surrendered to the Cleveland and Mahoning Valley railway company the Niles and New Lisbon, and Liberty and Vienna railroads.	
Number of engine houses and shops.....	14
Number of engines.....	169
Number of first class passenger cars, (average cost of each, \$3,500,).....	14
Number of second class passenger cars, (average cost of each, \$2,000,).....	26
Number of baggage, mail and express cars, (average cost of each, \$1,200,).....	28
Number of freight cars : House cars, (average cost of each, \$700,) 924 ; trucks, (average cost of each, \$350,) 1,771 ; total.....	2,695
Number of caboose cars, (average cost of each, \$700,)....	94
Number of iron bridges, (total length in feet, 641,).....	5
Number of wooden bridges, (total length in feet, 6,380,)..	58
Number of stone bridges, (total length in feet, 80,).....	3
Number of culverts, (total length in feet, 18,045,).....	662
Number of railroads crossed.....	34
Number of stations on main road : Passenger, 17 ; freight and passenger, 50 ; freight, 15 ; total..	82
Number of wood and water stations on main road.....	42
How is track laid, and on what foundation ? Generally with fish-p'ate joint, on white oak ties, with gravel ballast.	
Length in miles laid with steel rail, including steel-capped rails.....	146.35

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

Number of miles run by passenger trains.....	919,290
Number of miles run by freight trains, (not including switching,).....	2,400,925
Number of through passengers from the 10th of December, 1874, to the 30th of September, 1875, on main road....	58,437
Number of passengers (all classes) carried in cars.....	767,950
Number of tons of 2,000 lbs. of through freight from 10th December, 1874, to 30th September, 1875, on main road,	459,687
Number of passengers carried one mile.....	29,254,483
Number of tons of freight carried one mile.....	227,155,911
Number of passengers carried one mile in the State of Pennsylvania.....	3,995,048
Number of tons of freight carried one mile in the State of Pennsylvania.....	60,425,160
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,891,059
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	23 miles.
Average rate of speed adopted by express trains, including stops.....	31 "
Average rate of speed adopted by freight trains, including stops.....	11 "
Weight of first class passenger engines.....	35 to 36 tons.
Weight of freight engines.....	35 to 37 "

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

December 10 to 31, 1874, inclusive,	59,379	May, 1875.....	75,030
January, 1875.....	64,400	June, 1875.....	80,995
February, 1875.....	58,543	July, 1875.....	89,858
March, 1875.....	75,460	August, 1875.....	93,963
April, 1875.....	77,147	September, 1875.....	93,177

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	43,962	Stone and lime.....	40,321
Bituminous coal.....	505,176	Agricultural products.....	187,269
Petroleum and other oils.....	328,486	Merchandise and manufactures..	201,510
Pig iron.....	58,283	Live stock.....	25,304
Other iron or castings.....	65,119	Lumber.....	47,560
Iron and other ores.....	134,065	Other articles.....	254,004

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

For first class through passengers.....	2 to 2½ cents.
For first class way passengers.....	3½ "
For second class through passengers.....	1½ to 2½ "
For second class way passengers.....	No rate.

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

For through freight.....	1 to 3	cents.
For through coal.....	1 to $1\frac{1}{2}$	"
For local freight.....	$1\frac{1}{2}$ to 5	"
For local coal.....	$1\frac{1}{3}$ to 3	"

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$645,727 28	\$55,532 79	\$590,194 49
Taxes on real estate.....	7,180 44	1,749 87	5,430 57
Total.....	652,907 72	57,282 66	595,625 06
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$224,042 30	\$49,266 90	\$174,775 40
Repairs of passenger and baggage cars.....	65,532 37	65,532 37	
Repairs of freight cars.....	173,549 10		173,549 10
Repairs of tools and machinery in shops.....	18,839 60	1,758 20	17,081 40
Incidental expenses, including oil, fuel, clerks, watchman, &c., about shops.....	58,482 18	5,457 84	53,024 34
Total.....	540,445 55	122,015 31	418,430 24
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$27,021 88	\$6,585 23	\$20,436 65
Agents and clerks.....	103,438 70	34,613 23	68,825 47
Labor—loading and unloading freight.....	62,818 56		62,818 56
Porters, watchmen and switch tenders.....	31,990 61	2,574 91	29,415 70
Car cleaning and inspecting, furniture and fixtures.....	5,485 26	5,485 26	
Wood and water station attendance.....	11,773 57	2,589 01	9,184 56
Conductors, baggage masters and brakemen.....	242,440 48	56,493 97	185,946 51
Engineers and firemen.....	187,623 12	55,431 56	132,191 56
Fuel and cost of preparing for use.....	197,213 51	55,711 06	141,502 45
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	20,477 53	7,476 78	19,000 75
Telegraph, mail and station expenses.....	66,798 44	16,278 78	50,519 66
Loss and damage of goods and baggage.....	1,472 26		1,472 26
Shoveling snow.....	6,492 62	1,427 73	5,064 89
Damage for injury of persons.....	8,368 15	678 64	7,694 51
Damage to property, including damage by fire and cattle killed on road.....	1,865 75	300 33	1,065 42
General superintendence.....	88,671 98	21,609 36	67,062 62
Contingencies.....	197,325 09	15,884 67	181,440 42
Total.....	1,206,777 51	283,135 52	983,641 99

Receipts on construction and equipment account during the year :

Assets of Atlantic and Great Western railroad company	
collected	\$653,203 61
Floating debt.	283,673 39
Other sources.	6,131 78
Total	<u>943,008 78</u>

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Miscella- neous.	Total.
Dec'r 10 to 31, 1874...	\$44,355 54	\$153,652 46	\$8,224 93	\$1,751 37	\$210,984 30
January, 1875.....	44,363 03	218,267 85	7,705 71	2,897 36	273,233 95
February, 1875.....	61,956 08	224,264 80	7,522 01	1,659 83	295,402 72
March, 1875.....	54,528 43	228,998 20	9,671 70	2,310 42	295,508 75
April, 1875.....	62,934 92	252,832 90	10,488 95	2,252 47	328,509 24
May, 1875.....	71,628 64	202,552 63	9,011 33	2,948 69	286,141 29
June, 1875.....	68,979 51	200,747 81	9,211 88	3,905 94	282,845 14
July, 1875.....	75,040 63	266,822 62	8,302 47	4,415 53	354,581 25
August, 1875.....	92,043 70	246,335 43	7,228 18	5,187 21	350,794 52
September, 1875.....	84,390 67	282,216 88	7,670 17	5,335 91	379,613 63
Total	660,221 15	2,279,691 58	85,037 33	32,664 73	<u>3,057,614 79</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$72,587 21
For maintaining the road, &c.—Repairs of machinery and operating the road.....	2,452,950 34
Liabilities of Atlantic and Great Western railroad company paid	893,463 66
For tolls over other roads.....	286,706 74
For miscellaneous.....	52,020 11
For hire of cars and engines.....	235,715 07
Municipal and State taxes.....	7,180 44
Total	<u>4,000,623 57</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	.01 ⁵⁸ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average.....	.00 ⁸⁷ / ₁₀₀ "

What express companies run on your road, and on what terms? United States, and pays about double first class rates on west bound shipments, and about double second class rates on east bound shipments.

What transportation companies run on your road, and on what terms? Great Western Dispatch company, and Erie and Pacific Dispatch company. Great Western Dispatch company is a co-operative company. The Erie and Pacific Dispatch company receive a commission according to classes of

freight shipped, and maintain the tariff rates as fixed from time to time by general freight agent.

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	4
Employees	1	18
Others	4	1
Total	5	23

1874.

December 25. Thos. Burns, brakeman, injured near Shenango; bruised about shoulders and back; walking on top of train, made a misstep and fell from car; want of caution.

1875.

February 12. C. E. Myers, Clarksville, brakeman, injured; right hand smashed, two fingers amputated at third joint; want of caution.

February 20. A. E. Thomas, brakeman, Concord, injured, shoulder bruised, in attempting to jump out after making coupling between two cars; want of caution.

February 27. Con. Minnihan, switchman in Meadville yard; left arm crushed while coupling cars; did not get arm out in time; arm amputated above elbow; want of caution.

March 12. James Duggan, switchman in Meadville yard, injured; three fingers on right hand amputated; foot slipped in coupling cars, hand caught between bumpers.

March 17. M. Nugent, brakeman, Atlantic, injured ends of fingers on right hand; first joint of two fingers taken off in coupling cars; hand caught between dead-woods; want of caution.

March 29. Marvin F. Arnold, child twelve years of age, of Corry, killed; was trying to get on rear end of tender of engine, fell off and was run over; coroner's verdict, "no blame attached to any of the employees or any one else."

April 3. Edward Dowling, Sharon, fatally injured; death soon ensued; supposed to have been a tramp. The conductor put three tramps off the train just as he was leaving Sharon, and they got off all right; do not know how this man got hurt, as he knew nothing of it until his arrival at Hubbard.

April 28. Mrs. C. M. Brawley, slightly bruised, able to proceed to her home in three hours. Mrs. N. Crichelow, slightly bruised about head and chest. Mrs. W. D. Shaw, general concussion, followed by severe nervous shock, and slightly bruised about chest and head; passenger train ran off the track at Milless, caused by splices breaking and rail turning.

May 6. James Glass, passenger, Corry, slightly injured; was crossing track, stepped on track ahead of engine, and was struck; head bruised, no bones broken; want of caution.

May 13. Thos. Baham, section foreman, injured near Shaw's; shoulder badly bruised, bad cut on head, skull fractured; was doing well at last accounts; was sleeping on track; his own fault.

May 31. F. A. Billings, brakeman, Meadville yard, lost one finger, coupling; want of caution.

June 1. Simon Cooney, brakeman, Cambridge, lost two fingers at first joint in coupling cars; want of caution.

June 9. Henry Steele, brakeman, Corry, had arm badly bruised, but no bones broken, in coupling engine to train; want of caution.

June 17. W. D. Breckinridge, warehouseman at Meadville, injured in hip and right side, walking on track, struck by engine; usual signals given; man was slightly deaf; want of caution.

July 3. Toney Daull, switchman, Meadville, had three fingers slightly bruised coupling cars; want of caution.

July 6. Patrick Rafferty, switchman, Meadville yard, had right arm slightly bruised in coupling; want of caution.

July 7. John Geary, near Meadville, found on track cut to pieces; was known to have been intoxicated in the evening; coroner's verdict, "We find that his body was run over by the cars, but the coroner, as well as the inquest, have been unable to ascertain and are undecided as to whether that was the cause of his death."

July 12. Martin Fabey, switchman, Meadville yard, right arm slightly bruised while coupling; want of caution.

July 28. W. W. Freed, brakeman, Franklin, had two fingers quite badly smashed while coupling engine to train; want of caution.

July 28. Robert Johnson, tramp, injured while stealing a ride; fell on track and was run over; leg amputated above knee; his own fault.

August 13. David Kemerer, citizen, killed near Greenville; started to walk on track fifty yards ahead of engine; struck on the head by corner of tender; coroner's verdict, "exonerates railroad company and employees from all blame."

August 17. William Powell, engineer, Meadville yard, toes on right foot crushed, two toes amputated; foot slipped when stepping on engine; want of caution.

August 25. M. St. Clair, switchman, Union City, had two fingers crushed on left hand, while coupling; want of caution.

September 27. Duke M'Mullen, switchman, Meadville yard, fatally injured; fell off car and caught by brake beam of caboose; died in two hours; no one to blame.

September 30. J. Obbins, brakeman, Meadville yard, had two fingers on left hand crushed while coupling; ends of two fingers amputated; want of caution.

ATLANTIC AND GREAT WESTERN.

STATE OF OHIO, }
Cuyahoga County, } ss :

Personally appeared P. D. Cooper, general superintendent, and F. E. Rittman, treasurer, of the Atlantic and Great Western railroad company, and in due form of law made oath that the statements in the within report, from October 1, 1874, to December 9, 1874, inclusive, are true, to the best of their knowledge and belief.

(Signed)

P. D. COOPER, *Gen'l Supt.*

F. E. RITTMAN, *Treasurer.*

Sworn and subscribed before me, on part }
of P. D. Cooper, general superintend- }
ent, this 11th day of December, 1875. }

W. E. THURBER, *Notary Public.*

STATE OF PENNSYLVANIA, }
Crawford County, } ss :

Sworn and subscribed before me, on the part of F. E. Rittman, treasurer of the Atlantic and Great Western railroad company, this 13th day of December, A. D. 1875.

J. H. CULBERTSON, *Notary Public.*

This company having defaulted in the payment of the interest on its first mortgage bonds, on two consecutive half years' coupons, its property was placed in the hands of J. H. Devereux, as receiver, who was appointed to that office by the court of common pleas for the county of Summit, State of Ohio; by the court of common pleas for the county of Philadelphia, State of Pennsylvania, and by the supreme court for the county of Chautauqua, State of New York, on the 9th day of December, 1874, on application of the trustees of the first mortgage bondholders, since which date said company has ceased to operate its road or otherwise manage its property.

The lease of this company's railroad and other property to the Erie railway company, bearing date May 6, 1874, was never carried into effect by that company.

RAILROAD REPORT.

123

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000,000 00
Amount paid in as by last report.....	34,671,548 00
Total amount now paid in of capital stock.....	34,675,804 10
Funded debt as per last report.....	67,220,892 81
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (January 1, 1902,) \$14,922,200 00	
2d mortgage bonds, (March 1, 1902,).. 10,173,679 69	
3d mortgage bonds, (May 1, 1902,).... 28,784,000 00	
1st mortgage bonds, Ohio division, (October 1, 1876,).....	2,416,300 00
Re-organization stock, (March 1, 1874,) 655,500 00	
Fractional certificates.....	5,631 59
Leased lines rental trust bonds, 1872, (January 1, 1902,).....	5,323,000 00
Leased lines rental trust bonds, 1873, (January 1, 1903,).....	2,907,000 00
Western Extension certificates, (July 1, 1876,).....	2,059,000 00
Western Extension bonds.....	1,748,500 00
	68,994,811 28
Floating debt as per last report.....	3,888,971 63
The amount now of floating debt.....	6,475,126 80
Total amount now of floating and funded debt.....	75,469,938 08
Number of shares of stock issued.....	693,516.4 ¹ / ₈
Par value of each share.....	\$50 00
Average market value during the year.....	Valueless.
Amount paid in on each share.....	In full.
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$71,304,106 54	\$71,337,623 70
Equipment.....	9,940,964 92	9,942,072 51
Total cost.....	81,245,071 46	81,279,696 21

CHARACTERISTICS OF ROAD.

Length of main line of road, from Salamanca, N. Y., to Dayton, Ohio.....	387.50 miles.
Length of main line of road laid.....	387.50 "

Length of main line of road laid in Pennsylvania.....	92.42 miles.
Length of double track of road : There is no double track, but a double gauge track on leased line, Cleveland and Mahoning railroad.	
Length of sidings, (main line,)	85.70 "
Gauge of road : 6 feet, 4 feet 9 $\frac{1}{4}$ inches and 4 feet 9 $\frac{3}{8}$ inches.	
Weight of rail per yard on main track.....	56 to 68 lbs.
Branch roads owned by the company, and their length, viz :	
Franklin Branch, 33.78 miles ; Silver Creek Branch, 1.55 miles.	
Roads worked or leased by the company, viz: Cleveland and Mahoning Valley railway, Sharon Branch railway, Cincinnati, Hamilton and Dayton railroad.	
Number of engine houses and shops.....	14
Number of engines, (first cost about \$10,000 to \$12,000,)	169
Number of first class passenger cars, (average cost of each, \$3,500,)	12
Number of second class passenger cars, (average cost of each, \$2,000,).....	26
Number of baggage, mail and express cars, (average cost of each, \$1,200,).....	28
Number of freight cars : House cars, (average cost of each, \$700,) 929 ; trucks, (average cost of each, \$350,) 1,794 ; total.....	2,723
Number of caboose cars, (average cost of each, \$700,)...	95
Number of iron bridges, (total length in feet, 641,).....	5
Number of wooden bridges, (total length in feet, 6,380,)..	58
Number of stone bridges, (total length in feet, 80,)	3
Number of culverts, (total length in feet, 18,045,).....	662
Number of railroads crossed	34
Number of stations on main road : Passenger, 17 ; passen- ger and freight, 50 ; freight, 15 ; total.....	82
Number of wood and water stations on main road.....	42
Value of real estate held by the company, exclusive of roadway	\$144,652 50
Number of tunnels.....	None.
How is track laid, and on what foundation? Generally with fish-plate joint on white oak ties, gravel ballast.	
Length in miles laid with steel rail, (including steel-capped rail,).....	145.35 miles.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	218,232
Number of miles run by freight trains, (not including switching,).....	569,759
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road..	17,973
Number of passengers (all classes) carried in cars.....	194,252
Number of tons (of 2,000 pounds) of through freight for the year on main road.....	90,927
Number of passengers carried one mile.....	7,698,193
Number of tons of freight carried one mile.....	55,559,100
Number of passengers carried one mile in the State of Pennsylvania	855,273
Number of tons of freight carried one miles in the State of Pennsylvania	14,362,991
Gross amount of tonnage for the year (2,000 lbs per ton)..	538,362
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	23 miles.
Average rate of speed adopted by express trains, including stops.....	31 "
Average rate of speed adopted by freight trains, including stops.....	11 "
Weight of first class passenger engines	35 to 36 tons.
Weight of freight engines.....	35 to 37 "

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

October, 1874.....	88,169
November, 1874.....	78,983
December, 1874, 1 to 9, inclusive	27,100

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	19,149	Stone and lime.....	9,825
Bituminous coal.....	190,181	Agricultural products.....	50,227
Petroleum and other oils.....	62,106	Merchandise and manufactures	48,582
Pig iron.....	12,850	Live stock.....	7,238
Other iron or castings.....	18,104	Lumber.....	11,421
Iron and other ores.....	38,250	Other articles.....	70,429

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

For first class through passengers.....	2 to 2½ cents.
For first class way passengers.....	3½ "
For second class through passengers.....	1½ to 2½ "
For second class way passengers.....	No rate.

ATLANTIC AND GREAT WESTERN

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.....	<u>1½ to 3 "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings	\$191,221 97	\$17,649 79	\$173,572 18
Taxes on real estate	103,471 54	25,536 78	77,934 76
Total	294,693 51	43,186 57	251,506 94
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$59,370 34	\$12,806 18	\$46,564 16
Repairs of passenger and baggage cars.....	14,532 51	14,532 51	.....
Repairs of freight cars	36,608 43	.....	36,608 43
Repairs of tools and machinery in shops.....	4,742 76	471 64	4,271 12
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	15,544 73	1,545 85	13,998 88
Total	130,798 77	29,356 18	101,442 59
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$11,945 64	\$2,800 10	\$8,545 54
Agents and clerks: Pro rata, \$22,078 34—freight, \$2,136 82; passenger, \$4,449 43.....	28,714 59	9,948 36	18,766 23
Labor—loading and unloading freight.....	17,631 60	.....	17,631 60
Porters, watchmen and switch tenders.....	8,473 76	736 87	7,737 89
Car cleaning and inspecting, furniture and fixtures.....	1,362 42	1,362 42	.....
Wood and water station attendance.....	3,225 37	695 71	2,529 66
Conductors, baggage masters and brakemen.....	62,555 68	14,610 41	47,945 27
Engineers and firemen.....	46,167 21	13,214 36	32,952 85
Fuel and cost of preparing for use	50,893 92	14,504 58	36,389 34
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	7,031 68	2,106 54	4,925 14
Telegraph, mail and station expenses.....	19,801 99	4,887 13	14,914 86
Loss and damage of goods and baggage.....	3,456 27	120 00	3,336 27
Shoveling snow	268 98	58 02	210 96
Damage for injury of persons.....	4,408 52	383 10	4,025 42
Damage to property, including damage by fire and cattle killed on road.....	1,941 62	418 81	1,522 81
General superintendence.....	27,778 86	6,855 82	20,923 04

EXPENSES—CONTINUED.

OPERATING THE ROAD—Continued.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Contingencies.....	\$60,413 70	\$5,249 95	\$55,163 75
Total.....	355,471 81	77,951 68	277,520 13
Grand total.....	780,964 09	150,494 43	630,469 66

RAILROAD REPORT.

129

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders and sale of bonds.....	Nothing.
From other sources.....	\$7,523 98

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellane- ous.	Total.
October, 1874.....	\$86,477 91	\$372,609 75	\$9,455 47	\$5,087 59	\$473,630 72
November, 1874.....	70,021 77	277,688 02	9,714 33	3,258 24	360,682 36
December 1 to 9, 1874....	28,481 52	71,427 65	3,412 96	464 92	103,787 05
	184,981 20	721,725 42	22,582 76	8,810 75	938,100 13
Add collected since Dec. 9, 1874.....	3,035 89		692 49	2,041 98	5,770 36
	188,017 09	721,725 42	23,275 25	10,852 73	948,870 49
Less overcharges ac- counted for since Dec. 9, 1874.....		87,835 60			87,835 60
Total.....	188,017 09	633,889 82	23,275 25	10,852 73	856,034 89

SUMMARY OF PAYMENTS, TO SEPTEMBER 30, 1875.

For construction and equipment.....	\$34,624 65
For maintaining the road, &c.—repairs of machinery and operating the road.....	677,492 55
For dividends.....	None.
For interest.....	851,468 86
For miscellaneous.....	16,261 19
For rental of foreign cars and engines.....	129,450 65
For municipal and State taxes.....	103,471 54
For tolls over other roads.....	135,326 10
Total.....	1,948,095 54

Cost of transportation :

Cost per passenger per mile, proximate average.....	.019 ² cents.
Cost per ton freight per mile, proximate average.....	.011 ³ “

What express companies run on your road and on what terms? United States, and pays about double first class rates on west bound shipments, and about double second class rates on east bound shipments.

What transportation companies run on your road, and on what terms? Great Western Dispatch company; and Erie and Pacific Dispatch company. Great Western Dispatch company is a co-operative company. The Erie and Pacific Dispatch company receive a commission according to classes of freight shipped, and maintain the tariff rates as fixed from time to time by general freight agent.

ACCIDENTS.

	Injured.
employees.....	6

1874.

October 6. Patrick M'Mahon, Shenango, brakemen, injured; right hand badly bruised; no bones broken; coupling engine to train; want of caution.

October 7. H. Brown, Clarksville, brakeman, injured, first two fingers of right hand off at second joint; coupling cars; want of caution.

October 23. Lafayette Reany, Franklin, brakeman, injured; finger smashed coupling cars; want of caution.

October 31. John Hone, Meadville yard, switchman, injured; little finger of right hand taken off at second joint; coupling cars; want of caution.

November 2. Pat. Manahan, Meadville yard, switchman, injured; three fingers on right hand smashed; coupling cars; want of caution.

December 7. L. Reany, brakeman, injured two miles south of Sugar Grove; bruised across bowels; no bones broken; car jumped track at road crossing; when in the act of getting off the car, was thrown down; beyond his control.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James F. Clark.....	Cleveland, Ohio.
W. S. C. Otis.....	Cleveland, Ohio.
John Todd.....	Cleveland, Ohio.
D. P. Eells.....	Cleveland, Ohio.
W. S. Mather.....	Cleveland, Ohio.
Henry E. Parsons.....	Ashtabula, Ohio.
Geo. T. Perkins.....	Akron, Ohio.
John Stambaugh.....	Youngstown, O.
A. Hegewisch.....	New York city.
J. H. Fay.....	New York city.
J. C. Gray.....	New York city.
Sobieski Ross.....	Coudersport, Pa.
Thos. Warnock.....	Meadville, Pa.
James F. Clark, President.....	Cleveland, Ohio.
Thos. Warnock, Secretary.....	Meadville, Pa.
F. E. Rittman, Treasurer.....	Meadville, Pa.

BACHMAN VALLEY.

STATE OF PENNSYLVANIA, } ss:
 York County, }

Personally appeared A. W. Eichelberger, president, and Geo. N. Forney, treasurer, 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 January 10, 1876, are true to the best of their knowledge and belief.

(Signed) A. W. EICHELBERGER, *President*,
 GEO. N. FORNEY, *Treasurer*.

Sworn and subscribed before me, this }
 3d day of February, 1876. }

C. W. FORNEY, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of of stock subscribed	68,000 00
Amount paid in as by last report.....	66,792 31
Total amount now paid in of capital stock.....	66,792 31
Funded debt as per last report.....	45,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1892,).....	45,000 00
Floating debt as per last report, the amount now of floating debt, and total amount now of floating and funded debt,	None.
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	1,334
Par value of each share.....	\$50 00
Average market value during the year.....	10 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, total cost.....	\$113,190 99	\$113,190 99

CHARACTERISTICS OF ROAD.

Length of main line of road, from Valley Junction to State line of Maryland.....	9 miles.
Length of main line of road laid.....	9 "

Length of main line of road laid in Pennsylvania	9 miles.
Length of double track of road	None.
Length of sidings	375 yards.
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track	52 pounds.
Branch roads owned, and roads worked or leased by the company, number of engine houses and shops, engines, first-class passenger, second-class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars: None; rolling stock furnished by H. J., II. and Gettysburg railroad company.	
Number of iron and stone bridges	None.
Number of wooden bridges, (total length in feet, 199,)...	8
Number of culverts, (total length in feet, 177,)	11
Number of stations on main road: Freight	6
Number of wood and water stations on main road	1
Value of real estate held by the company exclusive of road way, number of tunnels and length in miles laid with steel rail	None.
How is track laid, and on what foundation? Part stone, part earth.	

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

Number of miles run by passenger, freight and coal trains:	
Mixed trains about	6,912
Number of through passengers for the year on main road..	No record.
Number of tons of 2,000 lbs. of through freight for the year on main road, passengers carried one mile, and passengers carried one mile in the State of Pennsylvania	No record kept.
Number of passengers (all classes) carried in cars	3,304½
Number of tons of freight carried one mile	116,488
Number of tons of freight carried one mile in the State of Pennsylvania	116,488
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	14,936
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	25 tons.
Weight of freight engines	25 "

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

January, 1875	187	July, 1875	144
February, 1875	178	August, 1875	353½
March, 1875	262½	September, 1875	728
April, 1875	287	October, 1875	254
May, 1875	242	November, 1875	142½
June, 1875	351	December, 1875	176

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal	1,747	Agricultural products, merchandise and manufactures	2,920
Iron and other ores	7,956	Lumber	290
Stone and lime	2,023		

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	3½ "

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

For through iron ore, per ton per mile	2 ⁸ / ₁₀ cents.
For through coal, per ton per mile	4 "
For local freight and coal	5 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings	\$1,521 98
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Repairs of machinery :

Road worked by the Hanover Junction, H. and G. railroad company, and these items are furnished by them.

Operating the road :

Office expenses, stationery, &c., treasurer's salary	\$125 00
Agents and clerks	360 00
Working expenses : Furnished by H. J., H. and Gettysburg railroad company.	
Use of freight cars	238 45
General superintendence	250 00
Contingencies	37 48
Total	1,010 93
Grand total	\$2,532 91

Receipts on construction and equipment account during the year :

From stockholders	None.
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BACHMAN VALLEY

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail.	Miscella- neous.	Total.
January, 1875	\$55 76	\$183 53			\$239 29
February, 1875	52 61	203 22	\$319 55	\$345 72	921 10
March, 1875	93 75	306 07		33 60	433 42
April, 1875	86 44	454 23			540 67
May, 1875	107 46	560 91			668 37
June, 1875	123 70	385 48			509 18
July, 1875	65 64	331 27			396 91
August, 1875	101 64	307 99			409 63
September, 1875	241 30	430 09			671 39
October, 1875	79 55	447 60			527 15
November, 1875	46 03	343 13			389 16
December, 1875	54 10	260 92			315 02
Total	1,107 98	4,214 44	319 55	379 32	6,021 29

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$201 02
For maintaining the road, &—repairs to machinery and operating the road	2,535 30
For dividends	None.
For repair hands	1,320 96
For interest	3,290 00
For miscellaneous	1,010 93
For State taxes	297 44
Total.....	<u>8,655 65</u>

Cost of transportation :

Cost per ton freight per mile, proximate average..... 2.82 cents.

What express and transportation companies run on your road? None.

ACCIDENTS

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. J. Nourse	Columbia, Pa.
P. R. Pyne	Columbia, Pa.
B. F. Steiger	Columbia, Pa.
C. L. Johnson.....	Columbia, Pa.
H. C. Shriver.....	Hanover, Pa.
Jos. Dellone.....	Hanover, Pa.
Reuben Young.....	Hanover, Pa.
Levi Dubbs.....	Hanover, Pa.
Stephen Keefer	Hanover, Pa.
J. R. Gitt.....	Hanover, Pa.
M. Sauble.....	Glenmore, Pa.
Hy. Shue.....	Glenmore, Pa.
A. W. Eichelberger, President.....	Hanover, Pa.
George N. Forney, Secretary and Treasurer.....	Hanover, Pa.

BALD EAGLE VALLEY.

STATE OF PENNSYLVANIA, } ss:
Clinton County

Personally appeared L. A. Mackey, president, and H. T. Beardsley, treasurer, of the Bald Eagle Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 1, 1875, 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 }
 12th day of November, 1875. }

H. T. HARVEY, *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.....	436,900 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1881,).....	\$326,000 00
2d mortgage bonds, (date of maturity, July 1, 1884,).....	100,000 00
	426,900 00
Total amount now of floating and funded debt.....	426,900 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 26, 1875, 4 per cent.; July 27, 1875, 3 per cent.	
Number of shares of stock issued.....	11,000
Par value of each share.....	\$50 00
Average market value during the year.....	40 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	550,000 00

BALD EAGLE VALLEY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, total cost...	\$1,050,000 00	\$1,050,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lock Haven to junction with Tyrone and Clearfield railroad, near Tyrone.....	51 $\frac{195}{1000}$ miles.
Length of main line of 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 and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 2,084,)	56.
Number of culverts: No record in this office.	
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.

SUMMARY OF PAYMENTS.

For dividends.....	\$38,500 00
For interest.....	27,214. 00
For miscellaneous.....	2,904 50
For surplus fund.....	9,005 00
For State taxes.....	3,080 00
Total.....	80,703 50
Total amount of surplus or sinking fund.....	\$73,100 00

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 the operations of the road.

RAILROAD REPORT.

137.

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.
C. A. Mayer.....	Lock Haven, Pa.
James Gamble.....	Williamsport, Pa..
A. C. Noyes.....	Westport, Pa.
L. A. Mackey, President.....	Lock Haven, Pa.
H. T. Beardsley Secretary and Treasurer.....	Lock Haven, Pa.
S. S. Blair, Superintendent.....	Tyrone, Pa.

BALTIMORE, PHILADELPHIA AND NEW YORK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Robert Frazer, president, and David A. Allison, treasurer, of the Baltimore, Philadelphia 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, 1875, are true to the best of their knowledge and belief.

(Signed)

ROBERT FRAZER, *President.*

D. A. ALLISON, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of February, 1876. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited..
Amount of stock subscribed, (1,736 shares,)	\$86,800 00
Amount paid in as by last report.....	16,325 21
Total amount now paid in of capital stock.....	86,800 00
Funded debt as per last report	None..
The amount now of funded debt, (classified and date of maturity,) as follows :	
First mortgage bonds sold, (date of maturity, Oct. 1, 1898,)	350,000 00
Floating debt as per last report.....	14,818 86
The amount now of floating debt, (which embraces floating debt of M. and P. railroad company, now assumed by this company,).....	
Total amount now of floating and funded debt.	66,621 57
	416,621 57

Date and rate per cent. per annum of dividend or dividends,	None.
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Number of shares of stock issued.....	None.
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: No dividends declared.	

This company at the present time is composed of the Baltimore, Philadelphia and New York railroad company, and the Wilmington and Reading railroad company, which two companies, about the first of June, 1875, under the general laws relating thereto, merged and consolidated, retaining the name of the Baltimore, Philadelphia and New York railroad company. At that time the Wilmington and Reading railroad was in the hands of commissioners appointed by the circuit court of the United States for this district. That portion of the present company's property has been ever since operated under the auspices of these commissioners, who, it is understood, have made a report of their doings to the proper department.

This report is designed more particularly to show the condition of the Baltimore, Philadelphia and New York railroad company at the time of consolidation, as no material change in that portion of the consolidated interest has since taken place.

The last report of that company showed a stock subscription of 10,000 shares. The present report shows a subscription of only 1,736 shares. The reason for the difference is this: A contract had been made by the company with parties for building the railroad from Philadelphia to Baltimore, who were to take for work a large amount of stock. Shortly before the consolidation took place, that contract was surrendered, and the stock held by the contractors transferred to the company, leaving the amount specified above, 1,736 shares, as the actual amount sold.

The amount of stock subscribed and paid for in the Wilmington and Reading company prior to the consolidation, was \$759,627 88, to which add the amount paid by the Baltimore, Philadelphia and New York company, makes the entire amount paid in on the stock of the present consolidated company, \$846,427 88.

Owing to the continued depression in the monetary affairs of the country, no work of any consequence has been done since the last report.

The largest portion of the \$350,000 of bonds were used in purchasing the corporate franchise and payment of debts of the Maryland and Pennsylvania railroad company, under authority of the Legislature of Maryland granted to this company.

NAMES AND RESIDENCE OF OFFICERS

Directors.	Post Office Address.
Ninian Irwin	Norristown, Pa.
Irenie DuPont	Wilmington, Del.
E. C. Stotsinburg	Wilmington, Del.
Joseph Tatnal	Wilmington, Del.
Victor DuPont	Wilmington, Del.
Hugh E. Steel	Coatesville, Pa.
Charles Huston	Coatesville, Pa.
Charles E. Pennock	Coatesville, Pa.
Wm. S. Hillas	Coatesville, Pa.
Jos. L. Pennock	Coatesville, Pa.
Edward Brooke	Birdsboro', Pa.
George Brooke	Birdsboro', Pa.
Samuel Kennedy	Philadelphia, Pa.
Hy. Whelen	Philadelphia, Pa.
P. P. Keller	Philadelphia, Pa.
R. B. Sterling	Philadelphia, Pa.
W. O. Leslie	Philadelphia, Pa.
H. B. Fry	New York.
B. C. Reynolds	Rising Sun, Md.
Job Haines	Rising Sun, Md.
Robert Frazer, President	Philadelphia, Pa.
J. F. Forrest, Secretary	Philadelphia, Pa.
D. A. Allison, Treasurer	Philadelphia, Pa.

BARCLAY COAL.

STATE OF PENNSYLVANIA, }
 _____ 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, 1875, are true to the best of their knowledge and belief.

(Signed)

E. M. DAVIS, *President.*

HARVEY SHAW, *Treasurer.*

Affirmed and subscribed before me, this }
 11th day of January, 1876. }

ALEXANDER H. MORGAN, *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

BARCLAY COAL

Total amount now paid in of capital stock.....	\$1,000,000 00
Funded debt as per last report.....	15,500 00
The amount now of funded debt, classified and date of maturity, as follows :	
1st mortgage bonds, (date of maturity, 1882,).....	15,500 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	15,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage bonds.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, March 18, \$1 00; June 17, \$1 00; September 17, \$1 00; December 18, \$1 00; total.....	8 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>

COST OF ROAD AND EQUIPMENT.

The railroad and equipment, together with the coal mines, lands, horses, &c., were purchased at public sale for \$10,175, subject to mortgage claims, &c., estimated to be \$612,425; total, \$622,600.

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 to the said Towanda coal company's supplemental report.

NAMES AND RESIDENCES 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.
Harvey Shaw.....	Secretary and Treasurer.

BARCLAY.

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

Personally appeared Edward M. Clymer, president, and William 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

W. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of February, 1876. }

EDSON D. HAMMOND,

Commissioner for Pennsylvania in New York.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Towanda to Barclay....	16 $\frac{23}{100}$ miles.
Length of main line of road laid.....	16 $\frac{23}{100}$ "
Length of main line of road laid in Pennsylvania	16 $\frac{23}{100}$ "
Length of double track of road	None.
Length of sidings.....	6 miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50, 56 & 60 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz: Coal of this company is transported from Towanda to Waverly over the Pennsylvania and New York canal and railroad, and trackage paid for same.	
Number of engine houses and shops: 2 engine houses and 1 shop.	
Number of engines.....	5
Number of first class passenger cars, (average cost of each, \$1,200,).....	2
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$400,).....	1
Number of freight cars: House cars, (average cost of each, \$400,) 4; trucks, (average cost of each, \$250,) 12; total.....	16

Number of coal cars, (average cost of each, \$250,).....	352
Number of caboose cars, (average cost of each, \$450,)....	3
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 978,)....	11
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.....	2
Value of real estate held by the company, exclusive of road-way.....	\$1,500 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Oak and hemlock ties, earth and gravel ballast.	
Length in miles laid with steel rails.....	1

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

Number of miles run by passenger trains.....	18,096
Number of miles run by freight trains.....	None.
Number of miles run by coal trains.....	31,668
Number of through passengers for the year on main road, 5,774; local.....	6,428
Number of passengers (all classes) carried in cars.....	12,202
Number of tons, (of 2,000 pounds) of through freight for the year on main road.....	1,051,173 $\frac{1}{2}$
Gross amount of tonnage for the year (2,000 lbs per ton)..	377,652,193 $\frac{3}{8}$
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	12
Average rate of speed adopted by express trains: No express trains.	
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines.....	33 tons.
Weight of freight engines.....	33 "

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

January, 1875.....	1,007	July, 1875.....	1,169
February, 1875.....	752	August, 1875.....	1,113
March, 1875.....	1,007	September, 1875.....	876
April, 1875.....	1,035	October, 1875.....	826
May, 1875.....	1,248	November, 1875.....	941
June, 1875.....	1,117	December, 1875.....	1,111

RAILROAD REPORT.

143

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	371,787 $\frac{1200}{2000}$
Petroleum and other oils, pig iron, railroad iron, other iron or castings, iron and other ores, stone and lime.....	None.
Agricultural products.....	418 $\frac{1756}{2000}$
Merchandise and manufactures.....	718 $\frac{318}{2000}$
Live stock.....	5 $\frac{500}{2000}$
Lumber.....	3,538 $\frac{500}{2000}$
Other articles.....	1,184 $\frac{1628}{2000}$

The rate of fare for passenger 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 and way passengers : No second class.	

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

For through freight, per ton per mile.....	25 cents.
For through coal, per ton per mile.....	1 $\frac{1}{2}$ "
For local freight, per ton per mile.....	25 "
For local coal, per ton per mile.....	1 $\frac{1}{2}$ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings, and taxes on real estate.....	\$26,305 84
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Repairs of machinery :

Repairs of engines and tenders.....	\$5,514 68
Repairs of passenger and baggage cars... ..	615 38
Repairs of freight cars.....	7,312 81
Repairs of tools and machinery in shops.....	312 29
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,889 72
	<hr/>
	15,644 88

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, conduc- tors, baggage masters and brakemen, engineers and fire- men, fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars, telegraph, mail and station expenses, superinten- dence and contingencies.....	51,272 83
Total.....	93,223 55

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1875.....	\$299 44	\$2,267 99	\$40 00	\$2,607 43
February, 1875.....	229 45	2,118 56	40 00	2,388 01
March, 1875.....	336 81	2,910 93	40 00	3,287 74
April, 1875.....	352 67	694 67	40 00	1,087 34
May, 1875.....	445 62	1,647 52	40 00	2,133 14
June, 1875.....	368 94	3,700 91	40 00	4,109 85
July, 1875.....	390 05	4,387 46	40 00	4,817 51
August, 1875.....	394 12	5,278 86	40 00	5,712 98
September, 1875.....	302 01	5,157 60	40 00	5,499 61
October, 1875.....	283 65	4,807 29	40 00	5,130 94
November, 1875.....	268 16	5,096 06	40 00	5,404 22
December, 1875.....	357 42	5,644 39	40 00	6,041 81
Total.....	4,028 34	43,712 24	480 00	48,220 58

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road, and taxes on real estate.....	\$93,223 55
For dividends and interest.....	None.
For miscellaneous, rent of road.....	35,000 00
For surplus fund.....	None.
For municipal and State taxes: Included in expense ac- count.	
Total.....	128,223 55

Cost of transportation :

Cost per passenger and per ton freight per mile..... No record.

What express and transportation companies run on your road? None.

ACCIDENTS.

Employee.....	Injured. 1
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1875.

November 20. Means Northrup, a brakeman on coal train, fell between cars, breaking both legs. Cause, purely accidental; not able to be about yet.

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, 1875, are true to the best of their knowledge and belief.

(Signed) ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
17th day of February, 1876. }

RICHARD H. REILLY, *Notary Public.*

STATE OF PENNSYLVANIA, }
Bedford County, } ss:

Personally appeared before me, 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, 1875, are true to the best of his knowledge and belief.

JOHN CESSNA, *President.*

Sworn and subscribed before me, this }
18th day of February, 1876. }

A. J. SANSOM, *J. P.*

COMMONWEALTH OF PENNSYLVANIA, }
Bedford County, } ss:

I, H. D. Tate, prothonotary of the court of common pleas and clerk of the several courts of said county, hereby certify that A. J. Sansom, Esq., before whom the foregoing affidavit appears to have been made, was at the time thereof an acting justice of the peace in and for said county, duly commissioned and qualified, and that the signature thereto purporting to be his is, I believe, to be genuine.

In testimony whereof, I have hereunto set my hand and affixed the seal of the said court of common pleas, at Bedford, the 18th day of February, A. D. 1876.

H. D. TATE, *Prothonotary.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed,.....	362,500 00
Amount paid in as by last report.....	357,227 10
Total amount now paid in of capital stock.....	357,227 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 per last report.....	54,955 68
The amount now of floating debt.....	70,631 44
Total amount now of floating and funded debt.....	1,070,631 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.
Number of shares of stock issued.....	7,100
Par value of each share.....	\$50 00
Average market value during the year: Not informed of any sales.	
Amount paid in on each share: 7,100 shares full paid;	
\$2,227 10 paid on account 150 shares.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,414,779 60	\$1,420,525 46

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Dallas to State Line.....	38 $\frac{7}{10}$ miles.
Length of main line road laid.....	38 $\frac{7}{10}$ "
Length of main line of road laid in Pennsylvania.....	38 $\frac{7}{10}$ "
Length of double track of road.....	None.
Length of sidings.....	• 5 $\frac{1}{10}$ miles.
Gauge of road.....	4 feet 9 inches.
Weight of rail per yard on main track.....	52 pounds.
Branch roads owned by the company and their length, viz:	
Dunning's Creek Branch from Junction near Bedford to Holderbaum.....	10 $\frac{5}{10}$ miles.
Number of engine houses and shops.....	2
The Bedford and Bridgeport railroad company does not own any equipment; equipment furnished by lessees.	
Number of iron and stone bridges, number of railroads crossed, number of tunnels, and length in miles laid with steel rails.....	
	None.

RAILROAD REPORT.

147

Number of wooden bridges, (total length in feet, 1,810,)..	10
Number of culverts, (total length in feet, 322,).....	27
Number of stations on main road: Passenger and freight combined.....	22
Number of wood and water stations on main road.....	5
How is track laid, and on what foundation? Stone ballast and cross ties.	

This road is operated and returns are made by the Pennsylvania railroad company, to which company it is leased for two years from August 1, 1874.

Receipts on construction and equipment account during the year:

From other sources..... \$5,745 86

NAMES AND RESIDENCE OF OFFICERS, ELECTED JANUARY 11, 1875.

Directors.	Post office address.
John Alsip.....	Bedford, Pa.
Geo. W. Anderson.....	Bedford, Pa.
Josiah Bacon.....	Philadelphia, Pa.
William Chenowith.....	Bedford, Pa.
John G. Hartley.....	Bedford, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
John W. Lingenfelter.....	Bedford, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
John Cessna, President.....	Bedford, Pa.
Albert Hewson, Sec'y and Treas'r, 233 S. Fourth street,	Philadelphia, Pa.

BELLEFONTE AND SNOW SHOE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared R. H. Downing, president, and Daniel Rhoads, general superintendent and treasurer, of the Bellefonte and Snow Shoe railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

R. H. DOWNING, *President.*

(Signed) DANIEL RHOADES, *Gen. Supt. and Treasurer.*

Affirmed and subscribed before me, this }
17th day of January, 1876. }

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, 1881.).....	99,000 00
Floating debt as per last report, and 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: Cash, February 1, 1875.....	3 per cent.
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	600,000 00

COST OF ROAD AND EQUIPMENT

	By last report.	By present report.
Construction.....	\$323,291 10	\$323,291 10
Equipment.....	134,890 23	134,890 23
Total cost.....	458,181 33	458,181 33

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bald Eagle Valley road to Snow Shoe.....	21 $\frac{2}{3}$ miles.
Length of main line of road laid.....	21 $\frac{2}{3}$ "
Length of main line of road laid in Pennsylvania.....	21 $\frac{2}{3}$ "
Length of double tract of road.....	None.
Length of sidings.....	3 $\frac{1}{2}$ miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	45, 50, 56 lbs.
Branch roads owned by the company.....	Not any.
• Roads worked or leased by the company, viz: We have the right equally with the Bald Eagle Valley railroad company to the use of the road from Bellefonte to Snow Shoe intersection, a distance of 4 $\frac{1}{2}$ miles.	
Number of engine houses and shops: Two engine houses and one shop.	

RAILROAD REPORT.

149

Number of engines.....	5
Number of passenger cars, (average cost of each, \$3,500,)	2
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,) 42; total.....	48
Number of coal, lumber and stone cars: Coal, 42; lumber, 10; stone, 2; (average cost of each, \$350;) total.....	54
Number of caboose cars, iron bridges, railroads crossed and tunnels.....	Not any.
Number of wooden bridges, (total length in feet, 4,830,)..	13
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 1,894,)	58
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,).....	\$35,508 00
How is track laid, and on what foundation? On oak cross-ties, laid two feet from center to center.	
Length in miles laid with steel rail.....	<u>2³/₁₅</u>

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains: No passenger trains running.	
Number of miles run by freight trains, with passenger cars attached.....	38,841
Number of miles run by coal trains.....	19,906
Number of through passengers for the year on main road,	3,852
Number of passengers (all classes) carried in cars.....	12,452
Number of tons of 2,000 of through freight for the year on main road.....	93,477
Number of passengers carried one mile.....	143,182
Number of tons of freight carried one mile.....	2,212,306
Number of passengers carried one mile in the State of Pennsylvania	143,182
Number of tons of freight carried one mile in the State of Pennsylvania	2,212,306
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	93,477
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	10
Weight of freight engines: 27 and 32 tons each.	

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

January, 1875	745	August, 1875	1,313
February, 1875	709	September, 1875	1,153
March, 1875	779	October, 1875	925
April, 1875	1,093	November, 1875	1,061
May, 1875	1,031	December, 1875	814
June, 1875	973		
July, 1875	1,857		12,452

The amount of freight, specifying the quantity in tons :

Anthracite coal	59	Merchandise and manufactures	399
Bituminous coal	81,908	Lumber	4,691
Petroleum and other oils	26	Other articles	5,093
Other iron or castings	87		
Stone and lime	506		93,477
Agricultural products	708		

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

For first class through passengers	3½ cents.
For first class way passengers	4 "

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

For through freight, per ton per mile	12 cents.
For through coal, per ton per mile	3 "

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

Repairs or maintenance of way, including buildings	\$24,546 84
Taxes on real estate	942 68
Total	25,489 52

Repairs of machinery :

Repairs of engines and tenders	\$7,110 92
Repairs of passenger, baggage and freight cars	3,465 53
Repairs of tools and machinery in shops	544 37
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	546 18
Total	11,667 00

Operating the road :

Office expenses, stationery, &c.	\$866 38
Agents and clerks	1,740 00
Labor—loading and unloading freight	619 02
Porters, watchmen and switch tenders	1,200 00
Car cleaning and inspecting, furniture and fixtures	1,165 52
Conductors, baggage masters and brakemen	5,739 96

RAILROAD REPORT.

151

Engineers and firemen	\$4,750 34
Fuel and cost of preparing for use.....	1,636 96
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	843 02
Telegraph, mail and station expenses.....	89 75
Loss and damage of goods and baggage	5 25
Shoveling snow.....	759 89
Damage to property, including damage by fire and cattle killed on the road	50 00
General superintendence	2,980 00
Contingencies, (freight drawbacks, \$17 57; expenses, trans- portation, \$73 10; supplies, \$317 04,)	407 71
Total	22,353 80
Grand total.....	\$59,510 32

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources: Not anything.

RECEIPTS.

MONTHS.	Passenger.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
January, 1875....	\$267 83	\$5,508 04	.....	\$48 18	\$17,082 35	\$22,851 40
February, 1875...	259 15	5,208 29	\$25 00	50 20	14,961 32	20,503 96
March, 1875.....	280 40	6,251 58	.....	23 80	17,480 24	23,995 02
April, 1875.....	464 20	7,022 29	.....	14 33	16,701 54	24,202 36
May, 1875.....	423 15	5,288 65	25 00	53 75	16,400 07	22,170 62
June, 1875.....	405 45	4,027 86	.....	23 29	11,297 01	15,753 61
July, 1875.....	572 70	4,462 69	.....	7 83	12,678 81	17,722 03
August, 1875....	560 82	4,279 34	25 00	2 60	11,641 63	16,509 39
September, 1875,	443 06	4,634 43	.....	14 60	14,376 93	19,469 02
October, 1875....	336 20	4,378 11	.....	14 50	14,544 64	19,271 45
November, 1874,	380 96	5,063 89	.....	.....	15,420 70	20,865 55
December, 1874,	296 74	4,789 18	25 00	11 52	15,239 72	20,362 16
Total	4,699 66	60,887 35	100 00	264 60	177,724 06	243,676 57

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing
For maintaining the road, &c.—repairs of machinery and operating the road	\$59,510 32
For dividends	18,000 00
For interest.....	5,940 00
For miscellaneous.....	150,788 43
State taxes, (tax on coal, \$2,337 90; tax on dividend, \$1,620 ;)	3,957 90

Cost of transportation:

Cost per passenger per mile, proximate average.....	2.63 cents.
Cost per ton freight per mile, proximate average.....	2.34 "

What express and transportation companies run on your road? Not any.

ACCIDENTS.

No accidents of any kind.

NAMES AND RESIDENCE OF OFFICERS.

Directors,	Post office address.
R. H. Downing.....	1608 Market st., Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
William Helme.....	Philadelphia, Pa.
Robert Valentine.....	Bellefonte, Pa.
R. H. Downing, President.....No. 1608 Market st., Philadelphia, Pa.	
Wm. Yarnall, Secretary.....No. 1608 Market st., Philadelphia, Pa.	
Daniel Rhoads, Treasurer.....Bellefonte, Pa.	

BELL'S GAP.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Alexander 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, 1875, 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, 1875. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

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

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.....	200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1893,) ..	200,000 00.

RAILROAD REPORT.

153

Floating debt as per last report	\$15,000 00
The amount now of floating debt.....	8,800 00
Total amount now of floating and funded debt.....	208,800 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 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	Full paid.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$201,039 33	\$201,346 66
Equipment.....	19,775 47	19,775 47
Total cost.....	220,814 80	221,122 13

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bell's Mills to Lloyd's..	8 $\frac{4}{10}$ miles.
Length of main line of road laid	8 $\frac{4}{10}$ "
Length of main line of road laid in Pennsylvania, (no double track,)	8 $\frac{4}{10}$ "
Length of sidings	8 $\frac{7}{100}$ "
Gauge of road.....	3 feet.
Weight of rail per yard on main track	35 pounds.
Number of engine houses and shops.....	1
Number of engines.....	2
Number of second class passenger cars, (one in part baggage and mail, average cost of each, \$1,275,).....	2
Number of freight cars: Trucks, (average cost of each, \$400,)	3
Number of coal cars, (average cost of each, \$125,)	75
Number of caboose cars, (average cost of each, \$200,)....	1
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,340,)..	6
Number of culverts, (total length in feet, 10)	1
Number of railroads crossed and number of tunnels	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.....	\$19,340 60

How is track laid, and on what foundation? On white oak ties, 5 inches thick, 6 inches face, 6 feet long, placed 24 inches from centre to centre; ballast, stone, slate and gravel.

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.....	27,600
Number of through passengers for the year on main road..	4,075
Number of passengers (all classes) carried in cars.....	4,715
Number of tons of 2,000 lbs. of through freight for the year on main road	71,897
Number of passengers carried one mile	36,790
Number of tons of freight carried one mile.....	603,934
Number of passengers carried one mile in the State of Pennsylvania.....	36,790
Number of tons of freight carried one mile in the State of Pennsylvania	603,934
Gross amount of tonnage for the year, (2,000 lbs. per ton;)	71,897
Average rate of speed adopted by ordinary passenger and express trains.....	None.
Average rate of speed adopted by freight trains, including stops.....	9 miles.
Weight of first class passenger engines.....	None.
Weight of freight engines.....	30,000 pounds.

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

December, 1874.....	491	June, 1875.....	416
January, 1875.....	297	July, 1875.....	745
February, 1875.....	201	August, 1875.....	570
March, 1875.....	275	September, 1875.....	449
April, 1875.....	267	October, 1875.....	294
May, 1875.....	293	November, 1875.....	417

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	70,711½
Merchandise and manufactures.....	290,228
Lumber.....	871,270
Other articles.....	22,266

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.

RAILROAD REPORT.

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

For through freight.....	22 cents.
For through coal.....	6 "
For lumber.....	8½ "
For local freight.....	22 "
For local coal.....	9 ⁵ / ₁₀ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$4,534 86	\$229 82	\$4,305 04
Taxes on real estate.....	178 23		178 23
Total.....	4,713 09	229 82	4,483 27
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$673 96	\$61 11	\$612 85
Repairs of passenger and baggage cars.....	148 32	148 32	
Repairs of freight cars.....	3,038 77		3,038 77
Repairs of tools and machinery in shops.....	34 20	2 50	31 70
Incidental expenses, including oil, fuel, clerks, watchman, &c., about shops.....	27 19	40	26 79
Total.....	3,922 44	212 33	3,710 11
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$219 59	\$6 65	\$212 94
Agents and clerks.....	240 00	106 00	134 00
Labor—loading and unloading freight.....	303 38	2 50	300 88
Car cleaning and inspecting, furniture and fixtures.....	5 00	5 00	
Conductors, baggage masters and brakemen.....	1,783 21	167 57	1,615 64
Engineers and firemen.....	2,609 91	216 40	2,393 51
Fuel and cost of preparing for use.....	600 46	53 13	547 33
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	591 08	35 55	555 51
Telegraph, mail and station expenses.....	3 10	3 10	
Loss and damage of goods and baggage.....	28 02		28 02
Shoveling snow.....	545 96	20 41	525 55
Damage for injury of persons.....	40 33	40 33	
Damage to property, including damage by fire and cattle killed on road.....	40 00		40 00
General superintendence.....	1,700 00	252 38	1,447 62
Contingencies.....	1,159 30	279 00	880 30
Total.....	9,869 32	1,188 02	8,681 30
Grand total.....	18,504 85	1,630 17	16,874 68

RAILROAD REPORT.

157

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.
December, 1874.....	\$186 55	\$3,207 61		\$6 10	\$3,400 26
January, 1875.....	118 95	3,015 86			3,134 81
February, 1875.....	93 25	2,654 95			2,748 20
March, 1875.....	105 15	3,609 36			3,714 51
April, 1875.....	100 35	2,652 13	\$37 65		2,790 13
May, 1875.....	115 00	2,701 96			2,816 96
June, 1875.....	142 00	3,851 68			3,993 68
July, 1875.....	230 35	2,820 62			3,050 97
August, 1875.....	187 15	2,839 42			3,026 57
September, 1875.....	158 50	3,073 48	17 61		3,249 59
October, 1875.....	112 80	2,754 04			2,866 84
November, 1875.....	155 20	3,198 70			3,353 90
Total.....	1,705 25	36,379 81	55 26	6 10	38,146 42

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$221,122 13
For maintaining the road, &c.—Repairs of machinery and operating the road.....	18,504 85
For dividends.....	None.
For interest.....	14,795 75
For miscellaneous, surplus fund, municipal and United States taxes.....	None.
For State taxes.....	1,982 64
Total.....	256,405 87

Cost of transportation :

Cost per passenger per mile, proximate average.....	3 ³⁴ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average.....	2 ⁶³ / ₁₀₀ "

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.

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

1874.

December 19. Wm. Carson, fireman, was severely scalded by the blowing out of a mud plug of engine No. 2, while the engine was standing at Lloyd's station. He had just opened the furnace door to poke up fire, when the plug blew out, throwing steam, hot water and fire over him; his left leg, arm and side were badly scalded; he was confined to house for two

weeks. Engineer was on engine, but he jumped out of cab window and was uninjured.

1875.

April 30. Thomas M'Caully, track hand, was killed by passenger car No. 1. He was hard of hearing and stepped in front of the car, which was being dropped down to passenger platform at Bell's Mills; he was walking along side the track with his back to car, and just as the car came up to him he stepped upon the track in front of car. Conductor Myers was on front platform of car, (which was running about four or five miles per hour,) but he could not stop until the front truck went over M'Caully; he lived about two hours after the accident.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Reilly.....	Altoona, Pa.
J. H. Converse.....	Philadelphia, Pa.
I. S. Helfenstine.....	Philadelphia, Pa.
R. S. Cassatt.....	Philadelphia, Pa.
Chas. S. Wurts.....	Philadelphia, Pa.
A. L. Massey, President..... Philadelphia, Pa.	
J. G. Cassatt, Secretary and Treasurer..... Philadelphia, Pa.	

BUFFALO, BRADFORD AND PITTSBURG.

NEW YORK, November 5, 1875.

WILLIAM M'CANDLESS, Esq., *Secretary of Internal Affairs:*

SIR:—The Buffalo, Bradford and Pittsburg railroad company has ceased to exist as an independent corporation, by virtue of its consolidation with the Pittsburg, Buffalo and Rochester railway company and the Brandy Camp railroad company, the agreement of consolidation having been filed on the 20th day of July, 1875, under the name of the Pennsylvania and Erie coal and railway company.

The Pennsylvania and Erie coal and railway company has not as yet received any subscriptions to its capital stock nor begun the construction of its line.

Yours respectfully,

H. G. LATHIN,

President of the Pennsylvania and Erie Coal and Railway Company.

BUFFALO, NEW YORK AND PHILADELPHIA.

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

Personally appeared H. C. Fisk, general manager, 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, are true, to the best of their knowledge and belief.

(Signed)

H. C. FISK, *General Manager.*

H. L. LYMAN, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of December, 1875. }

LYMAN P. PERKINS,

Commissioner of Deeds for State of Pennsylvania in the State of New York, residing at Buffalo, duly commissioned and qualified by the executive authority of Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,500,000 00
Amount of stock subscribed.....	2,383,200 00
Amount paid in as by last report.....	1,691,150 00
Total amount now paid in of capital stock.....	1,720,950 00
Funded debt as per last report.....	2,972,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1896,)	\$2,532,000 00
2d mortgage bonds, (date of maturity, 1893,)	788,500 00
	<hr/>
	3,320,500 00
Floating debt as per last report.....	1,195,199 79
The amount now of floating debt.....	1,109,520 77
Total amount now of floating and funded debt.....	4,430,020 77
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent., gold; 2d mortgage, 10 per cent., currency.	
Number of shares of stock issued.....	16,187
Par value of each share.....	\$100 00
Average market value during the year.....	50 00
Amount paid in on each share	100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$4,875,053 19	\$5,127,964 43
Equipment	\$15,694 54	930,111 42
Total cost.....	5,090,747 73	6,058,075 85

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo, N. Y., to Emporium, Pa	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 sidings.....	19.15 "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track	56, 60 & 62 lbs.
Roads worked or leased by the company	None.
Number of engine houses and shops.....	10
Number of engines.....	22
Number of first class passenger cars, (average cost of each, \$5,000,)	12
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	5
Number of freight cars: House cars, (average cost of each, \$750.) 238; trucks, (average cost of each, \$500.) 101; total	339
Number of coal cars, (average cost of each, \$500.).....	551
Number of caboose cars, (average cost of each, \$1,000.)..	11
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 and freight,	29
Number of wood and water stations on main road.....	12
Value of real estate held by the company, exclusive of roadway	\$393,197 20
Number of tunnels.....	None.
How is track laid and on what foundation? Fish plates, bolts and nuts, hemlock and oak ties, gravel ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	157,967
Number of miles run by freight and coal trains	231,972

RAILROAD REPORT.

161

Number of through passengers for the year on main road..	3,328
Number of passengers (all classes) carried in cars.....	229,464
Number of tons (of 2,000 pounds,) of through freight for the year on main road.....	151,459,865
Number of passengers carried one mile.....	5,669,953
Number of tons of freight carried one mile.....	28,415,683
Number of passengers carried one mile in the State of Pennsylvania.....	764,922
Number of tons of freight carried one mile in the State of Pennsylvania.....	9,114,953
Gross amount of tonnage for the year, (2,000 lbs per ton,)	313,467,188
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.....	10
Weight of first class passenger engines.....	32 tons.
Weight of freight engines.....	40 "

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

October, 1874.....	20,021	May, 1875.....	17,420
November, 1874.....	17,695	June, 1875.....	22,825
December, 1874.....	17,707	July, 1875.....	22,485
January, 1875.....	15,428	August, 1875.....	27,438
February, 1875.....	12,527	September, 1875.....	23,890
March, 1875.....	15,995		
April, 1875.....	16,065	Total.....	229,464

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	69,891,340
Bituminous coal.....	63,347,188
Petroleum and other oils.....	521,448
Pig iron.....	652,787
Railroad iron.....	1,870,788
Other iron or castings.....	3,615,064
Stone and lime.....	2,271,200
Agricultural products.....	24,575,448
Merchandise and manufactures.....	24,890,188
Live stock.....	5,681,617
Lumber.....	54,372,880
Other articles.....	61,777,351
Total.....	313,467,188

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.	

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

For through freight, per ton per mile : $1\frac{4}{10}$, $1\frac{1}{10}$, $\frac{7}{10}$, $\frac{5}{10}$ cents.	
For through coal, per ton per mile.....	1½ cents.
For local freight, per ton per mile.....	8, 7, 6 & 4 “
For local coal, per ton per mile.....	1¾ “

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
Repairs or maintenance of way, including buildings.....	\$50,952 94	\$14,988 23	\$44,964 71
Taxes on real estate.....	32,104 45	8,016 11	24,088 34
Total.....	92,057 39	23,004 34	69,053 05
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$17,357 03	\$4,339 75	\$13,017 28
Repairs of passenger and baggage cars.....	4,437 41	4,437 41	.....
Repairs of freight cars.....	12,054 89	.....	12,054 89
Repairs of tools and machinery in shops.....	1,482 65	370 66	1,111 99
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	558 52	139 63	418 89
Total.....	35,890 50	9,287 45	26,603 05
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,991 83	\$997 95	\$2,993 88
Agents and clerks.....	36,869 13	9,217 28	27,651 85
Labor—loading and unloading freight.....	11,948 71	.....	11,948 71
Porters, watchmen and switch tenders.....	18,396 15	4,599 03	13,797 12
Wood and water station attendance.....	4,873 72	1,218 43	3,655 29
Conductors, baggage masters and brakemen.....	30,964 64	7,741 16	23,223 48
Engineers and firemen.....	41,825 79	10,456 44	31,369 35
Fuel and cost of preparing for use.....	20,902 79	5,225 69	15,677 10
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	7,514 23	1,878 55	5,635 68
Loss and damage of goods and baggage.....	497 75	124 43	373 32
Shoveling snow.....	3,043 81	760 95	2,282 86
Damage for injury of persons.....	1,116 67	279 16	837 51
Damage to property, including damage by fire and cattle killed on road.....	1,577 79	394 44	1,183 35
General superintendence.....	7,449 99	1,862 49	5,587 50
Contingencies.....	15,876 49	3,969 12	11,907 37
Total.....	206,849 49	48,725 12	158,124 37
Grand total.....	334,797 38	.....	.....

Receipts on construction and equipment account during the year :

From stockholders.....	\$29,800 00
From sale of bonds.....	348,000 00
Total.....	<u>377,800 00</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
October, 1874.....	\$13,231 59	\$41,644 49	\$1,103 96	\$109 40	\$343 85	\$56,433 29
November, 1874....	12,927 67	40,404 95	625 00	95 07	798 00	54,850 69
December, 1874....	12,361 08	28,189 31	675 00	110 15	647 81	41,983 35
January, 1875.....	9,157 49	22,538 84	1,456 42	103 14	500 19	33,756 08
February, 1875....	7,067 16	16,754 02	600 00	98 77	504 32	25,024 27
March, 1875.....	9,870 07	28,358 02	675 00	82 97	1,226 58	40,210 64
April, 1875.....	10,820 18	38,362 60	1,296 24	111 45	539 06	51,129 53
May, 1875.....	11,920 89	37,107 22	650 00	107 03	708 01	50,493 15
June, 1875.....	11,175 88	43,298 62	650 00	99 01	973 24	56,196 75
July, 1875.....	15,907 71	50,236 24	1,159 01	119 03	848 87	68,270 86
August, 1875.....	12,832 30	52,994 93	650 00	100 78	600 02	67,178 03
September, 1875..	12,526 81	53,030 82	1,241 78	176 08	674 42	67,649 91
Total.....	139,798 83	452,918 06	10,732 41	1,312 88	8,364 37	613,176 55

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$367,328 12
For maintaining the road, &c.—repairs of machinery and operating the road.....	302,692 93
For interest on bonds, the interest on floating debt being charged construction.....	240,455 46
For municipal, State and United States taxes.....	32,104 45
Total.....	<u>942,580 96</u>

Total amount of surplus fund: Cash on hand and balances due October 1, 1875.....	\$48,395 59
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Cost of transportation :

Cost per passenger per mile, proximate average.....	.01428
Cost per ton freight per mile, proximate average.....	<u>.00893</u>

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

What transportation companies run on your road, and on what terms? Empire transportation company, under a contract.

ACCIDENTS.

No persons killed nor injured in the State of Pennsylvania.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Bronson C. Rumsey.....	Buffalo, N. Y.
Sherman S. Jewett.....	Buffalo, N. Y.
William H. Glenny.....	Buffalo, N. Y.
C. J. Hamlin.....	Buffalo, N. Y.
William G. Fargo.....	Buffalo, N. Y.
Geo. J. Magee.....	Watkins, N. Y.
Cyrus Clarke.....	Buffalo, N. Y.
Geo. B. Gates.....	Buffalo, N. Y.
J. F. Schoellkopf.....	Buffalo, N. Y.
James Brayley.....	Buffalo, N. Y.
J. Condit Smith.....	Buffalo, N. Y.
Thomas Clark.....	Buffalo, N. Y.
James H. Metcalfe.....	Buffalo, N. Y.
Bronson C. Rumsey, President.....	Buffalo, N. Y.
Henry C. Fisk, General Manager.....	Buffalo, N. Y.
Henry L. Lyman, Secretary and Treasurer.....	Buffalo, N. Y.

CATASAUQUA AND FOGELSVILLE.

STATE OF PENNSYLVANIA, } ss :
Lehigh County,

Personally appeared Joshua Hunt, president, and John Williams, treasurer, of the Catasauqua and Fogelsville railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1875, are true to the best of their knowledge and belief.

(Signed).

JOSHUA HUNT, *President.*

JOHN WILLIAMS, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of November, 1875. }

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, the amount now of funded debt, floating debt as per last report, the amount now of floating debt.....	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, November 1, 1875, (\$25,614,).....	6 per cent.

Number of shares of stock issued.....	17,076
Par value of each share.....	\$25 00
Average market value during the year.....	Not in market.
Amount paid in on each share.....	\$25 00
Amount of capital on which the respective dividends were declared.....	<u>426,900 00</u>

COST OF ROAD AND EQUIPMENT.

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

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catasauqua to Ritten- house 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 inches.
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, \$800,).....	2
Number of freight cars: House cars, (average cost of each, \$1,000,) 2; trucks, (average cost of each, \$300,) 64; total.....	66
Number of ore and stone cars: Ore, Thomas, 206; Crane, 168; stone, Thomas, 146; Crane, 70; (average cost of each, \$350;) total.....	590
Number of iron bridges.....	5
Number of wooden bridges.....	2
Number of stone bridges.....	3
Number of railroads crossed, (East Pennsylvania railroad,)	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	\$20,000 00
Number of tunnels	None.
How is track laid and on what foundation? In the ordinary way, 19 miles with furnace cinder, 6½ miles with broken stone and sand.	
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.....	23,788
Number of miles run by freight trains.....	23,788
Number of miles run by ore and stone trains	25,040
Number of through passengers for the year on main road,	844
Number of passengers (all classes) carried in cars.....	10,984
Number of tons of 2,000 lbs. of through freight for the year on main road	67,048
Number of passengers carried one mile.....	76,357
Number of tons of freight carried one mile.....	2,071,583
Number of passengers carried one mile in the State of Pennsylvania	76,357
Number of tons of freight carried one mile in the State of Pennsylvania	2,071,583
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	230,187.13
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by express trains.....	Have none.
Average rate of speed adopted by freight trains, including stops	12
Weight of first class passenger engines.....	25 tons
Weight of freight engines.....	<u>30 to 35 "</u>

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

No monthly account kept—for year.....	<u>10,984</u>
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The amount of freight, specifying the quantity in tons:

Anthracite coal	24,867.09	Agricultural products.....	3,223.02
Bituminous coal.....	6,019.08	Merchandise & manufactures,	5,298.13
Pig iron.....	10,800	Lumber.....	3,617.15
Railroad iron	7,091.13	Other articles.....	1,474.02
Other iron or castings.....	474.07		
Iron and other ores.....	95,539.02	Total.....	<u>230,187.13</u>
Stone and lime.....	66,782.02		

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.....	2½ "
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, 2,240 lbs.....	3 cents.
For through coal, per ton per mile, 2,240 lbs.....	2½ "
For local freight, per ton per mile, 2,240 lbs.....	4 "
For local coal, per ton per mile, 2,240 lbs.....	3½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$14,461 37		\$14,461 37
Taxes on real estate.....	99 28		99 28
Total.....	14,560 65		14,560 65
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$3,113 76	\$1,104 00	\$2,009 76
Repairs of passenger and baggage cars.....	539 82	539 82	
Repairs of freight cars.....	1,855 72	800 72	1,055 00
Repairs of tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,			
Total.....	5,509 30	2,444 54	3,064 76
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$575 74		\$575 74
Agents and clerks.....	1,408 55		1,408 55
Labor—loading and unloading freight.....	1,704 13		1,704 13
Porters, watchmen and switch tenders.....	1,712 97		1,712 97
Car cleaning and inspecting, furniture and fixtures.....	274 23	\$274 23	
Conductors, baggagemasters and brakemen.....	2,191 27	1,104 00	1,087 27
Engineers and firemen.....	2,394 70	1,197 00	1,197 70
Fuel and cost of preparing for use.....	4,538 75	2,269 37	2,269 38
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,072 95	502 00	570 95
Tolls over other roads.....	5,460 00		5,460 00
Use of freight cars.....	2,106 66		2,106 66
General superintendence.....	4,700 00		4,700 00
Contingencies.....	4,001 32		4,001 32
Total.....	32,142 27	5,346 60	26,794 67
Grand total.....	52,212 22		

Receipts on construction and equipment account during the year:

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

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Miscellane- ous.	Total.
November, 1874.....	\$500 25	\$5,500 31		
December, 1874.....	487 32	6,364 95		
January, 1875.....	390 69	5,747 40		
February, 1875.....	538 64	5,358 62		
March, 1875.....	394 15	5,332 68		
April, 1875.....	481 87	6,150 46		
May, 1875.....	381 95	4,091 72		
June, 1875.....	471 28	3,032 59		
July, 1875.....	357 91	3,148 82		
August, 1875.....	420 46	4,355 80		
September, 1875.....	376 68	7,841 84		
October, 1875.....	433 42	6,739 35	\$11,410 30	
Total.....	5,154 62	63,664 54	11,410 30	\$80,229 46

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$50,211 22
For dividends.....	25,614 00
For municipal taxes.....	99 28
For State taxes.....	2,305 26
Total.....	80,229 76

Cost of transportation:

Cost per passenger per mile and per ton freight per mile, proximate average: We cannot tell, mixed trains.

What express companies run on your road, and on what terms? Central express company, 12 cents per 100 pounds; Philadelphia and Reading express company, one-third gross receipts.

What transportation companies run on your road? None.

ACCIDENTS.

No one killed or injured during the year.

NAMES AND RESIDENCE OF OFFICERS.

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

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, 1875, are true to the best of his knowledge and belief.

(Signed)

M. P. HUTCHINSON,

President and Treasurer.

Affirmed and subscribed before me, this }
 27th day of January, 1876. }

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 per last report and amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,740,350 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.; chattel mortgage, 5 per cent.; chattel mortgage, 10 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Cash, March, 1875, 62½ cents per share on 2d preferred stock; May, 1875, 3½ per cent. on preferred, and 2½ per cent. on 2d preferred stock; September, 1875, 1 cent per share on common stock; November, 1875, 3½ per cent. on preferred, and 2½ per cent. on 2d preferred stock.	

Number of shares of stock issued: Preferred, 44,000; 2d preferred, 20,000; common, 23,190; total.....	87,190
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>4,359,500 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, (no separate account kept,).....	<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.....	None.
Length of sidings.....	7 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 and 68 lbs.
Branch roads owned by the company, and their length....	4½ miles.
Roads worked or leased by the company.....	1
Number of engine houses and shops: 2 engine houses, 2 shops.	
Number of iron bridges.....	2
Number of wooden bridges.....	22
Number of stone bridges.....	None.
Number of culverts: Square box, (total length in feet, 6,389,) 153; arch, (total length in feet, 610,) 6; total..	159
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 roadway.....	\$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</u>

SUMMARY OF PAYMENTS.

For construction and equipment, maintaining the road, &c., repairs of machinery and operating the road, miscellaneous, surplus fund, and municipal and United States taxes,	Nothing.
For dividends.....	\$213,431 90
For interest.....	131,445 00
For State taxes.....	7,355 87
Total.....	<u>352,232 77</u>

This road was leased to the Philadelphia and Reading railroad company, November 1, 1872, for 999 years, and is 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.
Elwood Shannon.....	Philadelphia, Pa.
E. Weaver.....	Philadelphia, Pa.
F. K. Shipper.....	Philadelphia, Pa.
Joseph C. Harris.....	Philadelphia, Pa.
John S. Graham.....	Philadelphia, Pa.
M. P. Hutchinson, President and Treasurer.....	Philadelphia, Pa.
R. M. Elliott, Secretary.....	Philadelphia, Pa.

CHARTIERS.

[Pittsburg, Cincinnati and St. Louis railway company, lessee of the Chartiers railway.]

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared William Thaw, vice president, and Thos. D. Messler, controller, of the Pittsburg, Cincinnati and St. Louis railway company, lessee of the Chartiers railway, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

WILLIAM THAW, *Vice President.*

THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
24th day of February, 1876. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT AND COST OF ROAD AND EQUIPMENT.

Reported by Chartiers railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mansfield, Pa., to Washington, Pa.	22 $\frac{8}{10}$ miles.
Length of main line of road laid.	22 $\frac{8}{10}$ "
Length of main line of road laid in Pennsylvania.	22 $\frac{8}{10}$ "
Length of double track of road, branch roads owned and roads worked or leased by the company.	None.
Length of sidings.	2 $\frac{5}{10}$ miles.
Gauge of road.	4 $\frac{1}{4}$ feet.
Weight of rail per yard on main track.	56 pounds.
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, 2,240,) . .	22
Number of stone bridges, railroads crossed and length in miles laid with steel rail.	None.
Number of culverts, (total length in feet, 221,)	51
Number of stations on main road: Passenger, 18; freight, 9; total.	27
Number of wood and water stations on main road.	2.
Value of real estate held by the company exclusive of roadway: Reported by Chartiers railway company.	
Number of tunnels, (length of each, 300 feet, 500 feet,) . . .	2
How is track laid, and on what foundation? On cross ties, stone ballast.	

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

Number of miles run by passenger trains.	26,441
Number of miles run by freight trains.	23,089
Number of miles run by coal trains, through passengers and tons of 2,000 lbs. of through freight for the year on main road.	None.
Number of passengers (all classes) carried in cars.	115,544
Number of passengers carried one mile.	1,393,097
Number of tons of freight carried one mile.	399,668
Number of passengers and tons of freight carried one mile in the State of Pennsylvania: All in Pennsylvania.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	38,047
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,)	20
Average rate of speed adopted by freight trains, including stops.	15

RAILROAD REPORT.

175

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

January, 1875.....	8,542	July, 1875.....	10,316
February, 1875.....	6,477	August, 1875.....	9,475
March, 1875.....	7,938	September, 1875.....	12,781
April, 1875.....	8,551	October, 1875.....	12,866
May, 1875.....	9,332	November, 1875.....	9,642
June, 1875.....	9,176	December, 1875.....	<u>10,498</u>

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	24,415	Merchandise and manufactures....	5,142
Petroleum and other oils.....	30	Live stock.....	2,539
Other iron and castings.....	69	Lumber.....	3,128
Stone and lime.....	926	Other articles.....	<u>469</u>
Agricultural products.....	1,329		

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

For first class way passengers 3²⁴/₁₀₀ cents.

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

For local freight, per ton per mile..... 5⁷/₁₀₀ cents.
 For local coal..... 2¹/₂ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$13,058 08	\$8,705 39	\$4,352 69
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$3,141 61	\$2,246 88	\$894 73
Repairs of tools and machinery in shops.....	44 35	29 57	14 78
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,149 76	766 48	383 28
Total.....	4,335 72	3,042 93	1,292 79
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$428 13	\$338 85	\$89 28
Agents and clerks.....	3,184 74	1,240 56	1,944 18
Labor—loading and unloading freight.....	542 14		542 14
Wood and water station attendance.....	808 31	538 87	269 44
Conductors, baggage masters and brakemen.....	3,329 39	2,139 42	1,189 07
Engineers and firemen.....	3,045 42	2,011 16	1,034 26
Fuel and cost of preparing for use.....	1,692 93	1,150 45	542 48
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	382 65	256 03	126 62
Telegraph, mail and station expenses.....	1,530 38	1,161 31	369 07
Loss and damage of goods and baggage.....	5 89		5 89
Use of freight cars.....	1,095 37		1,095 37
Use of passenger cars.....	3,230 90	3,230 90	
General superintendence.....	162 38	108 29	54 09
Contingencies.....	65 41	37 19	28 22
Total.....	19,504 04	12,213 03	7,291 01
Grand total.....	\$36,897 84		

RAILROAD REPORT.

177

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous	Total.
January, 1875.....	\$3,338 78	\$1,349 39	\$487 50	.....	\$5,185 67
February, 1875.....	2,501 69	1,115 92	363 50	.....	3,981 11
March, 1875.....	3,295 27	1,830 82	893 50	.....	5,519 59
April, 1875.....	3,302 50	1,732 61	883 50	.....	5,418 61
May, 1875.....	3,553 71	1,673 80	883 50	.....	5,611 01
June, 1875.....	3,717 01	1,768 92	393 50	.....	5,889 43
July, 1875.....	3,967 97	2,189 70	393 50	.....	6,551 17
August, 1875.....	3,840 19	1,737 57	383 50	.....	5,961 26
September, 1875.....	4,786 68	2,229 76	383 50	\$40 00	7,439 94
October, 1875.....	4,682 00	2,452 95	383 50	.....	7,518 45
November, 1875.....	3,816 45	2,131 10	383 50	.....	6,331 05
December, 1875.....	4,334 54	2,033 47	393 50	.....	6,761 49
Total.....	45,136 77	22,246 01	4,726 00	40 00	72,148 78

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$36,897 84
Miscellaneous: Amount paid Chartiers railway company for net earnings.....	35,250 94

Cost of transportation:

Cost per passenger per mile, proximate average.....	1 $\frac{72}{100}$ cents.
Cost per ton freight per mile, proximate average.....	3 $\frac{24}{100}$ "

What express companies run on your road, and on what terms? The Adams express company, ten dollars per day.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured
Employees.....	1	1
Others.....	1	..
Total.....	2	1

1875.

March 22. John Comber, fireman; Washington. Engine ran into turntable pit; caught between engine and tank, and foot crushed.

October 20. M. Newell, brakeman; north of Bell's tunnel; engine ran into work train, which he was standing ready to couple it to; both legs crushed and died from injuries.

December 17. Mrs. Miller, insane inmate of Washington county poorhouse; between Cook's and Ewing's; supposed to have been struck by train; killed.

NAMES AND RESIDENCE OF OFFICERS.

Reported by Chartiers railway company.

12 RAILROAD REP.

CHARTIERS.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss :

Personally appeared George B. Roberts, president, and James R. M'Clure, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

JAS. R. M'CLURE, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of January, 1876. }

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.....	645,970 01
Total amount now paid in of capital stock.....	647,910 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 per last report.....	9,929 15
The amount now of floating debt.....	36,776 66
Total amount now of floating and funded debt.....	536,776 66
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.....	12,958
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.. .. .	\$1,129,991 61	\$1,129,991 61

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mansfield to Washington,	22 ⁸ / ₁₀ miles.
Length of main line of road laid.....	22 ⁸ / ₁₀ "
Length of main line of road laid in Pennsylvania.....	22 ⁸ / ₁₀ "

RAILROAD REPORT.

Length of double track of road.....	None.
Length of sidings.....	2 $\frac{7}{8}$ miles.
Gauge of road.....	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	56 pounds.
Roads worked or leased by the company.....	None.
Number of engine houses, shops and engines.....	None.
Number of first and second class passenger, baggage, mail, express and freight cars.....	None.
Number of coal, ore and stone cars.....	None.
Number of iron bridges, (total length in feet, 40,).....	2
Number of wooden bridges, (total length in feet, 2,105,)..	22
Number of culverts, (total length in feet, 233,).....	52
Number of stations on main road: Passenger and freight..	13
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road- way.....	\$3,390 70
Number of tunnels, (length of each, 300 and 500 feet,)...	2
How is track laid, and on what foundation? Cross-ties and stone ballast.	
Number of railroads crossed and 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.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George B. Roberts.....	Philadelphia, Pa.
Samuel M. Felton.....	Philadelphia, Pa.
Alexander Biddle.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
George B. Roberts, President.....	Philadelphia, Pa.
James R. M'Clure, Secretary and Treasurer.....	Philadelphia, Pa.

CHESTER CREEK

CHESTER CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Samuel M. Felton, president, and Joseph Huddell, treasurer, of the Chester Creek railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

S. M. FELTON, *President.*

J. HUDDELL, *Treasurer.*

Sworn and subscribed before me, this)
 14th day of January, 1876. }

ALBERT B. GUILBERT, *Notary Public.*

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: 1st mortgage bonds, (date of maturity, January 1, 1903,).....	185,000 00
Floating debt as per last report, and amount now of float- ing debt.....	None.
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, January 1 and July 1, 1875.	
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>

CHARACTERISTICS OF ROAD.

Length of main line of road, from junction of the Philadel-
 phia, Wilmington and Baltimore railroad, at Lamokin, to
 junction of Philadelphia and Baltimore Central railroad,
 near Lenni 7¼ miles.

Length of main line of road laid.....	7¼ miles.
Length of main line of road laid in Pennsylvania..	7¼ "
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 and 56 lbs.
Branch roads owned by the company.....	None.
Number of coal, ore, stone and caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 450,) ...	3
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 8; freight, 8; total.....	16
Number of wood and water stations on main road.....	None.
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: With fish- joints, gravel, sand and stone.	
Length in miles laid with steel rails.....	None.

This 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 Woellpper.....	Chadd's Ford, Delaware co., Pa.
Joseph Bringhurst.....	Wilmington, Del.
Amos Gartside.....	Chester, Pa.
A bram P. Morgan.....	Village Green, Delaware co., Pa.
Samuel M. Felton, President.....	Philadelphia, Pa.
William Ward, Secretary.....	Chester, Pa.
Joseph Huddell, Treasurer.....	Philadelphia, Pa.

CHESTER CREEK AND BRANDYWINE.

PHILADELPHIA, August 7, 1875.

HON. WM. M'CANDESS,

Secretary of Internal Affairs, Harrisburg, Pa. :

DEAR SIR:—In answer to your favor of of the 5th inst., I will state that on the 7th day of December, 1874, the Chester Creek and Brandywine railroad company, by a vote of the stockholders, was merged and consolidated with the Baltimore, Philadelphia and New York railroad company, since which time it has had no separate corporate existence. (See articles of consolidation on file in the office of the Secretary of the Commonwealth.)

I am, very respectfully, your obedient servant,

D. A. ALLISON,

Late President C. C. and B. R. R.

CHESTER AND DELAWARE RIVER.

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

Personally appeared Franklin B. Gowen, president, and Wm. Ward, acting treasurer, of the Chester and Delaware 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, 1875, are true to the best of their knowledge and belief.

(Signed)

F. B. GOWEN, *President,*

W. WARD, *Acting Treasurer.*

Sworn and subscribed before me, this }
26th day of February, 1876. }

J. Y. HUMPHREY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$40,000 00
Amount of stock subscribed.....	40,000 00
Amount paid in as by last report.....	4,000 00
Total amount now paid in of capital stock.....	4,000 00
Funded debt as per last report.....	None.
Floating debt as per last report: Mortgages and ground rents.....	130,386 76

The amount now of floating debt: Mortgages and ground rents	\$169,644 23
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	800
Par value of each share.....	\$50 00
Average market value during the year.....	5 72
Amount paid in on each share	5 00
Amount of capital on which the respective dividends were declared.....	<u>No dividends.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$122,737 91</u>	<u>\$156,202 72</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Thurlow to Eddystone..	4 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, sidings, branch roads owned, and roads worked or leased by the company, number of engine houses and shops, engines, first class passenger, second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars, iron and stone bridges, railroads crossed, tunnels, and length in miles laid with steel rail.....	None.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	56 and 68 lbs.
Number of wooden bridges, (total length in feet, 393,)...	3
Number of culverts, (total length in feet, 30,).....	1
Number of stations on main road: Passenger.....	2
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of roadway.....	\$17,455 00
How is track laid, and on what foundation? On piling, gravel and broken stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains, from November 1, 1874, to July 31, 1875.....	11,846
Number of passengers (all classes) carried in cars, from November 1, 1874, to July 31, 1875.....	33,462
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	7,553
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	<u>5</u>

NOTE.—On August 1, 1875, the Philadelphia and Reading railroad company, (which is the owner of nearly all the stock of this company,) assumed charge of the railroad of this company, and all matters of maintenance, running expenses, receipts and expenditures will appear in the returns of said Philadelphia and Reading railroad company.

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

November, 1874.....	3, 675	April, 1875.....	3, 205
December, 1874.....	3, 972	May, 1875.....	3, 997
January, 1875.....	3, 561	June, 1875.....	4, 180
February, 1875.....	3, 495	July, 1875.....	4, 355
March, 1875.....	3, 022		

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

For first class through passengers	1 $\frac{3}{4}$ cents.
For first class way passengers.....	1 $\frac{3}{4}$ "

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

For through freight and coal, and local freight and coal, per ton per mile.....	3 $\frac{3}{4}$ cents.
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$1, 634 70
Taxes on real estate	63 00
Total	1, 697 70

Repairs of machinery :

Repairs of engines and tenders	\$139 83
Repairs of passenger cars.....	16 34
Total	156 17

Operating the road :

Office expenses, stationery, &c.....	\$606 69
Agents and clerks.....	351 70
Watchmen	481 82
Car cleaning.....	2 00
Conductors and brakemen.....	653 22
Engineers and firemen	809 85
Fuel....	1, 238 85
Oil and waste for engines and tenders, and passenger cars,	125 57
Damage for injury of persons.....	13 75
Damage to property.....	61 50
Total.....	4, 344 95
Grand total.....	\$6, 198 82

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

RECEIPTS—To JULY 12, 1875.

MONTHS.	Passen- gers.	Freight.	Total.
November, 1874.....	\$230 65	\$124 00	\$354 65
December, 1874.....	243 71	190 10	433 81
January, 1875.....	220 56	64 50	285 06
February, 1875.....	224 28	227 75	452 03
March, 1875.....	190 47	153 25	343 72
April, 1875.....	200 62	154 25	354 87
May, 1875.....	247 91	203 25	451 16
June, 1875.....	261 50	127 50	389 00
July, 1875.....	282 44	76 00	358 44
Total.....	2,102 14	1,320 60	3,422 74

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$156,202 72
For maintaining the road—repairs of machinery and operat- ing the road.....	6,198 82
For dividends.....	None.
For interest.....	455 00
For municipal taxes.....	63 00
For State taxes.....	21 01
Total.....	<u>162,940 55</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 $\frac{3}{4}$ cents.
Cost per ton freight per mile, proximate average.....	<u>3 $\frac{3}{4}$ "</u>

ACCIDENTS.

None.

What express and transportation companies run on your road? None.

N. B.—It is stated for further information as follows: On July 15, 1875, this road was connected with the Chester Branch of the Philadelphia and Reading railroad at Eddystone, and that after that date the traffic of the Philadelphia and Reading railroad passed over this road to Thurlow. The accounts of this traffic will appear in the returns of the Philadelphia and Reading railroad.

On July 31, 1875, the Philadelphia and Reading railroad undertook the running of this railroad, and all transactions thereafter will be shown in the returns of that company.

CHESTER VALLEY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Amos Gartside.....	Chester, Delaware county, Pa.
William A. Todd.....	Chester, Delaware county, Pa.
N. L. Yarnall.....	Chester, Delaware county, Pa.
Samuel H. Stevenson.....	Chester, Delaware county, Pa.
William H. Green.....	Chester, Delaware county, Pa.
James E. Holt.....	Chester, Delaware county, Pa.
Joseph R. T. Coates.....	Philadelphia, Pa.
W. Ward, President.....	Chester, Delaware county, Pa.
Samuel Lyons, Secretary.....	Chester, Delaware county, Pa.
W. Ward, Acting Treasurer.....	Chester, Delaware county, Pa.

NAMES AND RESIDENCE OF OFFICERS FOR 1876.

Directors.	Post office address.
Franklin B. Gowen.....	Philadelphia, Pa.
A. E. Borie.....	Philadelphia, Pa.
H. P. M'Kean.....	Philadelphia, Pa.
J. B. Lippincott.....	Philadelphia, Pa.
John Ashhurst.....	Philadelphia, Pa.
Charles E. Smith.....	Philadelphia, Pa.
W. Ward.....	Chester, Pa.
F. B. Gowen, President.....	Philadelphia, Pa.

The board has not yet organized, nor elected a secretary and treasurer.

CHESTER VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John F. Gilpin, president, and William H. Holstein, treasurer, of the Chester Valley railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 1, 1875, are true to the best of their knowledge and belief.

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

Affirmed, sworn and subscribed before me, }
 this 13th day of September, 1875. }

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

RAILROAD REPORT.

187

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 per last report (being unpaid interest)...	542,500 00
The amount now of floating debt (being for interest added to above).....	560,000 00
Total amount now of floating and funded debt (being the mortgage and unpaid interest).....	1,060,000 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.....	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

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 ft. 8½ 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	None.
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,441,)..	32
Number of stone bridges and culverts, (total length in feet, 1,556,).....	26
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 roadway	\$3,000 00

CHESTNUT HILL

Number of tunnels	None.
How is track laid, and on what foundation? Stone, cinders and gravel.	
Length in miles laid with steel rail	<u>None.</u>

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

To all unanswered questions we respectfully refer the Secretary of Internal Affairs 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.

CHESTNUT HILL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Coffin Colket, president, and Wm. W. Stephens, treasurer, of the Chestnut Hill railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed) C. COLKET, *President.*
WM. W. STEPHENS, *Treasurer.*

Affirmed and subscribed before me, this }
 18th day of January, 1876. }
W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$120,650 00
Amount of stock subscribed.....	120,650 00
Amount paid in as by last report.	120,650 00
Total amount now paid in of capital stock.....	120,650 00
The amount of funded and floating debt.....	None.

RAILROAD REPORT.

189

Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, March 4, June 4, September 4 and December 4,	
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.....	<u>\$120,650 00</u>	<u>\$120,650 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Germantown to Chestnut Hill.....	4½ miles.
Length of main line of road laid.....	4½ "
Length of main line of road laid in Pennsylvania.....	4½ "
Length of double track of road.....	½ "
Length of sidings.....	½ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 lbs.
Branch roads owned by the company.....	None.
Number of coal, ore, stone and caboose cars.....	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 culverts and 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	
and cross-ties 2 feet apart.	
Length in miles laid with steel rails.....	<u>None.</u>

The road is now leased to the Philadelphia and Reading railroad company for the term of 999 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 answers to all interrogatories not given in this report will be returned by the Philadelphia and Reading railroad company, lessees.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
Jos. Patterson.....	Philadelphia.
W. L. Shaffer.....	Philadelphia.
H. M. Phillips.....	Philadelphia.
F. B. Gowen.....	Philadelphia.
E. H. Weil.....	Philadelphia.
H. K. Smith.....	Philadelphia.
W. W. Colket.....	Philadelphia.
A. E. Dougherty.....	Philadelphia.
W. S. Wilson.....	Philadelphia.
A. B. Eckel.....	Philadelphia.
J. C. Audenreid.....	St. Louis, Mo.
C. Colket.....	Philadelphia.
C. Colket, President.....Philadelphia.	
Wm. W. Stephens, Secretary and Treasurer.....Philadelphia.	

CLEVELAND AND PITTSBURG.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared J. N. M'Cullough, president 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 December 31, 1875, are true to the best of his knowledge and belief.

(Signed) J. N. M'CULLOUGH, *President.*

Sworn and subscribed before me, this }
 24th day of February, 1876. }

FRANK SEMPLE, *Notary Public.*

STATE OF OHIO, } ss:
Cuyahoga County, }

Personally appeared George A. Ingersol, 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 December 31, A. D. 1875, are true to the best of his knowledge and belief.

(Signed) G. A. INGERSOL, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of February, A. D. 1876. }

JAMES WADE, JR.,
Commissioner of Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law	\$11,253,500 00
Amount of stock subscribed.....	11,230,950 00
Amount paid in as by last report.....	11,230,950 00
Total amount now paid in of capital stock.....	11,231,400 00
Funded debt as per last report.....	5,006,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	

2d and 3d mortgage bonds, past due, redemption provided for.....	\$13,000 00	
4th mortgage bonds, (date of maturity, January 1, 1892,).....	1,096,000 00	
Consolidated mortgage bonds, of 1900, (date of maturity, November 1, 1900,)	2,701,000 00	
Construction and equipment bonds, (date of maturity, January 1, 1913,).....	1,342,000 00	
		<u>5,152,000 00</u>
Total amount now of floating and funded debt.....		5,152,000 00

Rate per cent. per annum of interest on funded debt: 4th mortgage, 6 per cent.; mortgage of 1900, 7 per cent.; construction and equipment bonds, 7 per cent.

Date and rate per cent. per annum of dividend or dividends: Cash, 7 per cent., December 1, 1874, \$20,900; March 1, 1875, \$20,900; June 1, 1875, \$20,450; September 1, 1875, \$20,450; and cash, 10 per cent., December 1, 1874, \$20,900; March 1, 1875, \$20,900; June 1, 1875, \$20,450; September 1, 1875, \$20,450.

Number of shares of stock issued.....	224,628
Par value of each share.....	\$50 00
Average market value during the year.....	46 00
Amount paid in on each share.....	50 00

Amount of capital on which the respective dividends were declared: December 1, 1874, \$11,210,050; March 1, 1875, \$11,210,100; June 1, 1875, \$11,210,750; September 1, 1875, \$11,210,950, 7 per cent.; December 1, 1874, \$20,900; March 1, 1875, \$20,900; June 1, 1875, \$20,450; September 1, 1875, \$20,450, 10 per cent.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$12,865,561 43	\$12,937,250 65
Equipment.....	3,373,485 61	3,375,744 31
Total cost.....	<u>16,239,047 04</u>	<u>16,312,994 96</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Cleveland, Ohio, to Rochester, Pa. and Belleaire, 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.....	82 "
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: Bayard, Ohio, to New Philadelphia, Ohio.....	32 miles.
Roads worked or leased by the company, viz: Lease of 26 miles of the Pittsburg, Ft. Wayne and Chicago railway, for joint occupancy of the 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, (average cost of each, \$586,).....	2,370
Number of caboose cars, (average cost of each, \$46,)....	46
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.....	4
Number of stations on main road: Passenger, 15; combined freight and passenger, 38; freight, 9; total.....	62
Number of wood and water stations on main road.....	27
Value of real estate held by the company exclusive of roadway.....	None.
Number of tunnels, (length, 1,010 feet,).....	1
How is track laid, and on what foundation? T rail, cross-ties, gravel superstructure.	
Length in miles laid with steel rail.....	<u>8</u>

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

Number of miles run by passenger trains.....	424,793
Number of miles run by freight and coal trains.....	1,003,367
Number of miles run by other trains.....	45,773
Number of through passengers for the year on main road,	46,107
Number of passengers (all classes) carried in cars.....	665,683
Number of tons of 2,000 lbs. of through freight for the year on main road.....	380,522
Number of passengers carried one mile.....	17,611,298
Number of tons of freight carried one mile.....	116,819,297
Number of passengers carried one mile in the State of Penn- sylvania.....	4,078,996
Number of tons of freight carried one mile in the State of Pennsylvania.....	19,359,924
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,323,880
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 :

January, 1875.....	46,494	July, 1875.....	60,961
February, 1875.....	40,087	August, 1875.....	61,225
March, 1875.....	53,481	September, 1875.....	68,156
April, 1875.....	52,162	October, 1875.....	59,556
May, 1875.....	52,681	November, 1875.....	50,950
June, 1875.....	55,393	December, 1875.....	54,537

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal..	684,129	Stone and lime.....	59,261
Petroleum and other oils.....	11,220	Agricultural products.....	34,796
Pig iron.....	53,682	Merchandise and manufactures..	113,996
Railroad iron.....	3,706	Live stock.....	11,826
Other iron or castings.....	40,892	Lumber.....	40,512
Iron and other ores.....	230,887	Other articles.....	38,973

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 and local freight and through and local coal : .01- $\frac{8}{100}$ 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.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$402,017 92		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$75,432 90	\$12,127 99	\$63,304 91
Repairs of passenger and baggage cars.....	31,870 75	31,870 75	
Repairs of freight cars.....	72,643 07		72,643 07
Repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	65,373 24	16,343 31	49,029 93
Total.....	245,319 96	60,342 05	184,977 91
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$23,419 39	\$8,173 85	\$15,245 54
Agents and clerks.....	111,234 73	35,148 48	76,086 25
Labor—loading and unloading freight, porters, watchmen and switch tenders.....	56,719 77	10,159 49	46,560 28
Car cleaning and inspecting, furniture and fixtures.....	20,729 22	9,495 42	11,233 80
Wood and water station attendance.....	16,280 38	4,070 09	12,210 29
Conductors, baggage masters and brakemen.....	121,255 22	31,276 19	89,979 03
Engineers and firemen.....	110,603 32	26,070 81	84,532 51
Fuel and cost of preparing for use.....	62,234 88	14,511 11	47,723 77
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	17,391 10	4,103 05	13,288 05
Telegraph, mail and station expenses.....	48,021 97	10,347 24	37,674 73
Loss and damage of goods and baggage.....	858 90	95 23	763 67
Damage for injury of persons.....	8,346 28	1,058 71	2,287 57
Damage to property, including damage by fire and cattle killed on the road.....	5,853 31	3,401 96	2,451 35
General superintendence.....	18,615 88	4,914 99	13,700 89
Contingencies.....	23,230 10	8,467 77	14,762 33
Total.....	639,793 95	171,294 39	468,499 56
Grand total.....	1,287,131 83		

RAILROAD REPORT.

195

Receipts on construction and equipment account during the year :

From other sources..... \$90,671 04

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellane- ous.	Total.
January, 1875.....	\$35,880 96	\$116,720 62	\$6,157 89	\$1,042 06	\$159,801 53
February, 1875.....	20,989 40	106,230 10	5,840 89	1,120 93	143,181 32
March, 1875.....	41,757 63	140,834 84	6,317 90	7,147 72	196,057 59
April, 1875.....	43,671 53	166,793 81	6,157 89	6,427 59	223,050 82
May, 1875.....	45,854 35	153,143 74	6,157 89	5,749 36	210,905 34
June, 1875.....	47,358 59	191,987 18	6,145 03	5,880 91	251,371 71
July, 1875.....	52,502 57	173,353 14	6,304 24	5,838 97	237,998 92
August, 1875.....	52,736 95	190,721 29	6,492 24	5,611 44	255,561 92
September, 1875.....	58,308 16	206,449 96	7,389 65	7,280 85	279,428 62
October, 1875.....	50,471 58	189,763 59	7,252 12	6,508 40	253,995 69
November, 1875.....	42,860 63	177,619 17	6,141 42	6,673 15	233,294 37
December, 1875.....	41,342 82	129,292 57	6,304 25	7,449 68	184,389 32
Total.....	542,735 17	1,942,909 51	76,661 41	66,731 06	2,629,037 15

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$90,671 04
For maintaining the road, &c.—Repairs of machinery and operating the road.....	1,287,131 83
For dividends.....	786,803 51
For interest.....	384,680 00
For miscellaneous.....	63,150 25
For municipal and States taxes.....	98,278 67
Total.....	2,710,715 30
Total amount of surplus fund.....	\$399,301 87

Cost of transportation :

Cost per passenger per mile, proximate average.....	.01 $\frac{83}{100}$ cents.
Cost per ton freight per mile, proximate average.....	.00 $\frac{82}{100}$ "

What express companies run on your road, and on what terms? United States express company, on same terms as previously reported.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	2	..
Others.....	9	3
Total.....	11	3

1875.

January 19. Thos. Keegan, fireman, Manchester; jumped from an engine, and in so doing struck the head-block of a switch; fatally injured; unavoidable.

March 11. Ellen Barrett, other, Allegheny City; attempted to cross between cars while train was being made up; was run over and killed; verdict of "accidental death" rendered by coroner's jury.

April 6. R. H. L. Camp, other, Allegheny City; attempted to get on moving train; fell under baggage car and was killed; verdict of coroner's jury, "accidental-death."

May 25. Isaac Bole, other, Allegheny City; attempted to get on engine of moving train; fell with one foot under tread of wheel; foot badly bruised; his own fault.

June 1. — Conway, a child, other, Vanport; child was near the track and was struck by passenger train; fatally injured; unavoidable.

June 1. John Mayer, other, Emsworth; stepped on track just as train approached the station; was struck and killed; coroner's jury gave verdict of "accidental death while under the influence of liquor," exonerating company.

June 5. Robert M'Cauley, other, Pittsburg; attempted to get on moving train; fell under cars and had his left foot badly injured; foot amputated; his own fault.

July 24. Thomas Burton, other, Rochester; was run over by train and killed; train men did not see him; entirely accidental.

July 31. George Bailey, other, Allegheny City; attempted to jump on moving train; fell under train, and one pair of trucks passed over his right leg below the knee; his own fault.

August 9. H. Singleboch, other, Birmingham station; was run over and killed; coroner's jury gave verdict of accidental death.

September 11. Helena Melick, other, Glendale; attempted to cross track in front of approaching passenger train, was struck and killed; coroner's jury gave verdict of accidental death.

October 28. Frank O'Brien, brakeman, Industry; fell from car on track under train; fatally injured; unavoidable.

November 9. Michael O'Neil, other, Glendale; stepped on track ahead of moving train; was struck and killed; at inquest his wife testified that he had been drinking liquor that day.

November 22. Thomas M'Kerahan, other, Rosenberg station; train came around a curve; struck and killed him; was thought to be under the influence of liquor; coroner's jury gave verdict of accidental death.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. N. M'Cullough.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
John B. Trevor.....	New York.
S. J. Tilden.....	New York.
Charles Lanier.....	New York.
George W. Cass.....	New York.
Isaac Kip.....	New York.
R. R. Springer.....	Cincinnati, Ohio.
J. V. Painter.....	Cleveland, Ohio.
James F. Clark.....	Cleveland, Ohio.
R. P. Ranney.....	Cleveland, Ohio.
J. N. M'Cullough, President.....	Pittsburg, Pa.
George A. Ingersoll, Secretary and Treasurer.....	Cleveland, Ohio.

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, 1875, are true, to the best of their knowledge and belief.

(Signed)

JOSEPH L. BAILEY, *President.*

JOHN WELCH, *Treasurer.*

Sworn, and affirmed, and subscribed before me, }
 this 17th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

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.....	47,215 00
Total amount now paid in of capital stock.....	47,215 00
Funded debt as per last report.....	586,700 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1898,)..	600,000 00
Floating debt as per last report.....	177,391 00
The amount now of floating debt.....	198,970 24
Total amount now of floating and funded debt.....	798,970 24

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,).....	922
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share issued.....	\$50 00
Amount of capital on which the respective dividends were declared: No dividends declared.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$667,094 02</u>	<u>\$667,094 02</u>

Equipment furnished by Philadelphia and Reading railroad company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pottstown to Hosensack,	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.....	2 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 roads worked or leased by the company.....	None.
Number of engine houses and shops: 1 engine house.	
Number of iron bridges, (total length in feet, 25,).....	1
Number of wooden bridges, (total length in feet, 160,)...	2
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 936,)	16
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 water station.	
Value of real estate held by the company, exclusive of roadway	\$14,108 07
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross-ties, stone ballast.	
Length in miles laid with steel rails	<u>None.</u>

RAILROAD REPORT.

199

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources None.

RECEIPTS ON LEASE ACCOUNT.

MONTHS.	Passen- gers.	Freight.	Coal.	Miscella- neous.	Total.
December, 1874.....	\$296 84	\$369 82	\$141 44	\$23 18	\$831 28
January, 1875.....	251 98	329 51	12 33	24 15	617 97
February, 1875.....	198 24	289 30	35 45	27 99	550 98
March, 1875.....	275 51	473 00	89 55	23 01	861 07
April, 1875.....	276 77	388 61	100 11	22 72	788 21
May, 1875.....	300 19	354 18	81 59	21 83	757 79
June, 1875.....	254 30	313 99	50 63	329 23	948 15
July, 1875.....	331 67	245 21	165 46	25 67	768 01
August, 1875.....	306 85	351 12	187 94	26 57	872 48
September, 1875.....	266 70	262 87	141 63	29 37	700 57
October, 1875.....	312 96	279 99	164 18	30 91	788 04
November, 1875.....	248 57	278 20	149 46	29 50	705 73
Total.....	3,320 58	3,935 80	1,319 77	614 13	9,190 28

SUMMARY OF PAYMENTS.

For construction and equipment, maintaining the road, &c.—repairs of machinery and operating the road, and for dividends.....	Nothing.
For interest on bonded debt.....	\$35,601 00
For miscellaneous, contingent expenses.....	427 35
For discount and interest.....	11,169 52
For State taxes.....	21 18
Total.....	47,219 05

All returns not included 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 (20) years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. B. Boyer.....	Boyertown, Berks co., Pa.
John C. Smith.....	Pottstown, Montgomery co., Pa.
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.

COLUMBIA AND PORT DEPOSIT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Strickland Kneass, president, and Jas. R. M'Clure, 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

STRICKLAND KNEASS, *President.*
 JAS. R. M'CLURE, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of January, 1876. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$231,350 00
Amount paid in as by last report.....	208,172 11
Total amount now paid in of capital stock.....	208,177 11
Funded debt as per last report.....	1,060,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, August 1, 1892.)	1,290,000 00
Floating debt as per last report.....	188,402 26
The amount now of floating debt.....	249,647 41
Total amount now of floating and funded debt.....	1,539,647 41
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.....	1 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$1,244,776 91</u>	<u>\$1,491,974 77</u>
Equipment leased.		

RAILROAD REPORT.

201

CHARACTERISTICS OF ROAD.

Length of main line of road, from Columbia to Port Deposit.....	39 $\frac{3}{10}$ miles.
Length of main line road laid.....	14 $\frac{1}{2}$ "
Length of main line of road laid in Pennsylvania.....	9 $\frac{3}{4}$ "
Length of sidings.....	1 $\frac{8}{10}$ "
Gauge of road.....	4 feet 9 inches.
Weight of rail per yard on main track.....	6 $\frac{1}{2}$ pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of wooden bridges, (total length in feet, 118,)....	3
Number of culverts: Arch, (total length in feet, 630,) 13; rectangular, (total length in feet, 3,531,) 109; total....	122
Number of stations on main road—at Port Deposit: Passenger, 1; freight, 1; total.....	2
Number of wood and water stations on main road.....	None.
Value of real estate held by the company exclusive of roadway.....	\$31,330 94
Number of tunnels.....	None.
How is track laid, and on what foundation? On white oak and chestnut ties, stone ballast, with fish-joint fastenings.	
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.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Strickland Kneass.....	Philadelphia, Pa.
Thos. W. Scott.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
John M. Kennedy.....	Philadelphia, Pa.
N. P. Shortridge.....	Philadelphia, Pa.
Alexander Biddle.....	Philadelphia, Pa.
Jos. Lesley.....	Philadelphia, Pa.
Jacob Toime.....	Port Deposit, Md.
Maris Hoopes.....	Colemanville, Pa.
Strickland Kneass, President.....	Philadelphia, Pa.
James R. M'Clure, Secretary and Treasurer.....	Philadelphia, Pa.

CONNECTING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas A. Scott, president, and Albert Hewson, treasurer, of the Connecting railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

THOMAS A. SCOTT, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of February, 1876. }

RICHARD H. REILLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,900,000 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:	
First 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 per last report	145,814 04
The amount now of floating debt	205,962 06
Total amount now of floating and funded debt	1,196,962 06
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 and December 30, 1875, cash, each.....	3 per cent.
Number of shares of stock issued	25,566
Par value of each share	\$50 00
Average market value during the year: no sales reported.	
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 ..	\$2,415,114 04	\$2,484,262 06

CHARACTERISTICS OF ROAD.

Length of main line of road from Frankford Junction with Philadelphia and Trenton railroad, to Mantua Junction with Pennsylvania railroad.....	6,7 ⁸⁹ / ₁₀₀ miles.
Length of main line road laid.....	6,7 ⁸⁹ / ₁₀₀ "
Length of main line of road laid in Pennsylvania.....	6,7 ⁸⁹ / ₁₀₀ "
Length of double track of road.....	6,7 ⁸⁹ / ₁₀₀ "
Length of sidings.....	7,1 ³⁰ / ₁₀₀ "
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	57 and 67 lbs.
Number of engine houses and shops.....	1
Number of engines: The Connecting railway company does not own any equipment. Its equipment is furnished by lessee.	
Number of iron bridges, (total length, 945 ft. 7 in.,).....	8
Number of wooden bridges.....	None.
Number of stone bridges, (total length, 673 ft. 10 in.,).....	2
Number of culverts, (total length, 108 ft. 8 in.,).....	12
Number of railroads crossed: 6 steam and 3 horse.	
Number of stations on main road: Passenger, 2; freight, 2; total.....	4
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of roadway.....	\$210,000 00
Number of tunnels.....	None.
How is track laid and on what foundation? Wooden cross ties, cinders and gravel ballast.	
Length in miles laid with steel rails.....	11,1 ⁸⁷ / ₁₀₀ miles.

This road is leased, and returns are made by the Philadelphia and Trenton railroad company, to which company it is leased for 999 years from January 1, 1868.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... \$69,148 02

NAMES AND RESIDENCE OF OFFICERS, ELECTED JUNE 8, 1875.

Directors.	Post office address.
Josiah Bacon.....	Philadelphia, Pa.
Alexander Biddle.....	Philadelphia, Pa.
Alex. J. Derbyshire.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
G. B. Roberts.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Thomas A. Scott, President.....	No. 233 S. Fourth st., Philadelphia, Pa.
Albert Hewson, Sec. and Treas.....	No. 233 S. Fourth st., Philadelphia, Pa.

CORNING, COWANESQUE AND ANTRIM.

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

Personally appeared George J. Magee, president, and Daniel Beach, treasurer, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

GEORGE J. MAGEE, *President.*

DANIEL BEACH, *Treasurer.*

Sworn and subscribed before me, this }
 25th day of January, 1876. }

J. H. LANG, *Comm'r of Deeds for Penn'a.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed.....	1,900,000 00
Amount paid in as by last report.....	1,900,000 00
Total amount now paid in of capital stock.....	1,900,000 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, July 1, 1885,)..	500,000 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	500,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, December 31, 1874, 6 per cent. on \$1,400,000 common stock; 8½ per cent. on \$500,000 preferred stock.	
Number of shares of stock issued.....	38,000
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.....	1,900,000 00

RAILROAD REPORT.

205

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,600,000 00	\$1,900,000 00
Equipment.....		500,000 00
Total cost.....	<u>1,600,000 00</u>	<u>2,400,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Corning, New York, to Antrim, Pa.....	53 miles.
Length of main line of road laid.....	53 "
Length of main line of road laid in Pennsylvania.....	37 ¹⁶ / ₁₀₀ "
Length of double track of road.....	None.
Length of sidings.....	8 ¹¹ / ₁₀₀ miles.
Gauge of road..	6 feet.
Weight of rail per yard on main track.....	59 and 62 lbs.
Branch roads owned by the company, and their length, viz:	
Cowanesque Branch.....	11 miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	6
Number of engines.....	13
Number of first class passenger cars, (average cost of each, \$4,500,).....	4
Number of baggage, mail and express cars, (average cost of each, \$2,300,).....	4
Number of freight cars: House cars, (average cost of each, \$750,) 26; trucks, (average cost of each, \$550,) 24; total.....	50
Number of coal, ore and stone cars, &c.: Wrecking car, 1; coal cars, 21; coal dumps, 601; gravel, 17; lumber, 38; gondolas, 14; (average cost of each, \$400;) total..	692
Number of caboose cars, (average cost of each, \$800,) ...	8
Number of iron bridges, (total length in feet, 568,).....	6
Number of wooden bridges, (total length in feet, 264,)....	2
Number of stone bridges.....	None.
Number of culverts.....	150
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight,	14
Number of wood and water stations on main road.....	7
Value of real estate held by the company, exclusive of roadway: In Pennsylvania, \$41,233 71; in New York, \$100,000 00; total.....	\$141,233 71

Number of tunnels..... None.
 How is track laid and on what foundation? Hardware and hemlock ties on road bed of gravel; rail joints are fish plates; no chairs.
 Length in miles laid with steel rail..... None.

Receipts on construction and equipment account during the year :

From sale of bonds..... \$500,000 00

SUMMARY OF PAYMENTS.

For construction and equipment..... \$500,000 00
 For dividends..... 124,250 00
 State taxes..... 1,750 00

Doings of the year in transportation, total miles run, monthly statement of passengers and amount of freight, rates of fare and transportation, expenses, receipts, &c , reported by Fall Brook coal company, lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George J. Magee	Watkins, New York.
John Lang	Watkins, New York.
Daniel Beach	Watkins, New York.
S. S. Ellsworth	Penn Yan, New York.
Daniel C. Howell.....	Bath, New York.
Henry Sherwood.....	Wellsboro', Pa.
Alfred L. Edwards.....	New York city.
George J. Magee, President.....	Watkins, New York.
Daniel Beach, Secretary and Treasurer.....	Watkins, New York.

CORNING, COWANESQUE AND ANTRIM.

(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 the 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

GEO. J. MAGEE, *President.*

JOHN LANG, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of January, 1876. }

J. H. LANG, *Notary Public*

RAILROAD REPORT.

207

STOCK AND DEBT.

Reported by C., C. and A. railway company.

COST OF ROAD AND EQUIPMENT.

Reported by C., C. and A. railway company.

CHARACTERISTICS OF ROAD.

Reported by C., C. and A. railway company.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	94,200
Number of miles run by freight and coal trains	125,106
Number of through passengers for the year on main road..	1,076
Number of passengers (all classes) carried in cars.....	79,359
Number of tons (of 2,000 pounds,) of through freight for the year on main road.....	81,941
Number of passengers carried one mile.....	1,366,274
Number of tons of freight carried one mile.....	10,148,118
Number of passengers carried one mile in the State of Pennsylvania	750,490
Number of tons of freight carried one mile in the State of Pennsylvania	3,763,711
Gross amount of tonnage for the year, (2,000 lbs per ton,)	621,381
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.....	18
Average rate of speed adopted by freight and coal trains, including stops	11
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	40 "

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

January, 1875.....	5,456	July, 1875.....	7,300
February, 1875.....	5,262	August, 1875.....	7,403
March, 1875.....	6,452	September, 1875.....	7,695
April, 1875.....	6,448	October, 1875.....	6,941
May, 1875.....	6,780	November, 1875.....	6,522
June, 1875.....	6,245	December, 1875.....	6,855

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,692	Agricultural products.....	5,882
Bituminous coal.....	575,948	Merchandise and manufactures..	7,555
Petroleum and other oils.....	295	Live stock.....	10
Pig iron.....	38	Lumber.....	17,925
Railroad iron and other iron or castings.....	889	Other articles.....	8,923
Stone and lime.....	1,224	Total.....	621,381

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 and way passengers	None.

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.....	1½ "
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.....	\$66,930 55
Taxes on real estate	5,328 79
Total	72,259 34

Repairs of machinery :

Repairs of engines and tenders.....	\$15,233 39
Repairs of passenger, baggage and freight cars.....	15,518 68
Repairs of tools and machinery in shops	1,324 76
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	3,026 13
Total	35,102 96

Operating the road :

Office expenses, stationery, &c.....	\$452 88
Agents and clerks.....	7,860 00
Conductors, baggage masters and brakemen.....	20,338 33
Engineers and firemen	22,515 06
Fuel and cost of preparing for use.....	14,664 88
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,976 81
Telegraph, mail and station expenses.....	2,669 19
Loss and damage of goods and baggage	11 13
Damage to property, including damage by fire and cattle killed on the road	50 00
General superintendence	5,500 00
Contingencies.....	1,200 31
Total	78,238 59
Grand total.....	185,600 89

Receipts on construction and equipment account during the year :

Reported by C., C. and A. railway company.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars and motive power.	Miscellaneous.	Total.
January, 1875...	\$3,142 54	\$7,235 24	\$658 67	\$1,209 32	\$2 86	\$12,248 63
February, 1875...	2,915 09	8,076 24	157 00	1,420 00	6 33	12,574 66
March, 1875.....	3,563 32	9,305 95	347 50	1,739 24	35 96	14,991 97
April, 1875.....	3,890 60	11,063 53	612 59	2,579 76	21 81	18,157 79
May, 1875.....	3,804 16	18,459 42	362 67	7,430 06	22 13	30,078 44
June, 1875.....	3,481 64	27,960 30	165 62	11,682 48	88 01	43,377 99
July, 1875.....	4,072 69	23,934 94	932 92	10,140 85	15 25	39,096 65
August, 1875....	4,300 10	21,392 28	487 31	9,773 83	11 91	35,965 43
September, 1875,	4,639 28	21,748 13	646 57	8,553 67	45 30	35,632 95
October, 1875....	4,152 30	18,046 66	645 79	4,978 09	14 01	27,836 85
November, 1875,	3,784 16	17,543 30	489 65	4,656 53	85 54	26,559 18
December, 1875,	3,806 67	9,713 22	4,276 94	2,370 66	8 23	20,175 72
Total	45,542 55	194,479 21	9,783 23	66,534 43	356 84	316,696 26

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$9,210 85
For maintaining the road, &c.—repairs of machinery and operating the road.....	185,600 89

For dividends, interest and miscellaneous: Reported by C., C. and A. railway company.

Total amount of surplus fund: Applied on rent of road.

Cost of transportation:

Cost per passenger and per ton freight per mile: Impossible to tell, as both are run together on same train.

What express companies run on your road, and on what terms? United States express company at first class rates of freight on weights transported.

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

ACCIDENTS.

Others	Killed.
1875.	1

July 2. Hugh Flanigan fell between the dumps of a coal train, while stealing a ride near Gang Mills, and was killed. Resided at Arnot, Tioga county, Pa.

NAMES AND RESIDENCE OF OFFICERS.

Reported by C., C. and A. railway company.

OFFICERS OF FALL BROOK COAL COMPANY.

George J. Magee, President.....Watkins, N. Y.
John Lang, Secretary and Treasurer.....Watkins, N. Y.

CORNWALL.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss :

Personally appeared A. Wilhelm, president, and D. 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, 1875, are true to the best of their knowledge and belief.

(Signed)

A. WILHELM, *President.*

D. S. HAMMOND, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1876. }

LEWIS REHR, *Notary Public.*

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 and floating debt as per last report, the amount now of floating debt, total amount now of floating and funded debt.....	None.
The amount now of funded debt.....	None, all paid.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January, 5 per cent. ; July, 4 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.....	300,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$347,222 02	\$347,248 82
Equipment.....	76,394 41	76,394 41
Total cost.....	<u>423,616 43</u>	<u>423,643 23</u>

• CHARACTERISTICS OF ROAD.

Length of main line of road, from Cornwall to Union canal,	7 ⁴ / ₁₀ ⁵ miles.
Length of main line of road laid.....	7 ⁴ / ₁₀ ⁶ "

Length of main line of road laid in Pennsylvania.....	Entire.
Length of sidings	2 $\frac{3}{5}$ $\frac{8}{8}$ $\frac{8}{8}$ 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:	
1 $\frac{3}{5}$ $\frac{8}{8}$ $\frac{8}{8}$ miles.....	4
Roads worked or leased by the company: None but their own.	
Number of engine houses and shops.....	1
Number of engines.....	3
Number of first and second class passenger, baggage, mail and express cars.....	None.
Number of freight cars: House cars, (average cost of each, \$300,) 1; trucks, (average cost of each, \$250,) 26; total.....	27
Number of ore and stone cars: Ore, 90; stone, 40; (average cost of each, \$250;) total.....	130
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, (2 stone, total length in feet, 19; two stone and brick, 18 feet; total, 37 feet,).....	4
Number of culverts, (total length in feet, 40,).....	18
Number of railroads crossed, (Philadelphia and Reading,).....	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 roadway.....	\$600 00
Number of tunnels	None.
How is track laid, and on what foundation? Broken limestone and furnace cinder.	
Length in feet laid with steel rail.....	4,907

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.....	9,843
Number of tons of 2,000 lbs. of through freight for the year on main road	161,899 $\frac{1}{2}$ $\frac{3}{8}$ $\frac{8}{8}$
Number of tons of freight carried one mile.....	58,762 $\frac{5}{8}$ $\frac{4}{8}$

Gross amount of tonnage for the year, (2,000 lbs. per ton,)	220,662 $\frac{352}{100}$
Average rate of speed adopted by freight trains, including stops.....	10 miles.
Weight of freight engines: 18, 32 and 35 tons.	

The amount of freight, specifying the quantity in tons:

Anthracite coal	49,104 $\frac{880}{100}$
Bituminous coal, petroleum and other oils, railroad iron, other iron or castings, agricultural products, merchandise and manufactures, live stock and lumber: In other articles.	
Pig iron.....	40,055 $\frac{1380}{100}$
Iron and other ores.....	111,371 $\frac{352}{100}$
Stone and lime.....	12,638 $\frac{144}{100}$
Other articles.....	7,192 $\frac{616}{100}$

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 8 cents.	
For local coal, per ton per mile: From 3 to 8 cents.	

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$6,121 88
<i>Repairs of machinery:</i>	
Repairs of engines and tenders, passenger, baggage and freight cars, tools and machinery in shops.....	\$1,892 62
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	455 00
Total	2,347 62

Operating the road:

Office expenses, stationery, &c., including officers' salaries, Agents and clerks.....	\$2,412 36
Conductors and brakemen.....	600 00
Engineers and firemen.....	1,766 25
Fuel and cost of preparing for use.....	1,760 00
Fuel and cost of preparing for use.....	2,442 57
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	248 86
Total	9,230 04
Grand total.....	\$17,699 54

Receipts on construction and equipment account during the year :

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

RECEIPTS—*Freight.*

January, 1875	\$3,631 68
February, 1875.	3,949 42
March, 1875.	3,958 21
April, 1875.	3,345 77
May, 1875.	3,470 51
June, 1875	3,075 74
July, 1875.	3,276 54
August, 1875.	3,907 38
September, 1875	3,258 93
October, 1875.	4,647 09
November, 1875.	4,739 51
December, 1875.	6,177 23
Total	<u>47,438 01</u>

SUMMARY OF PAYMENTS.

For construction and equipment.	\$26 80
For maintaining the road, &c.—repairs of machinery and operating the road.	17,699 54
For dividends.	27,000 00
For interest, miscellaneous, surplus fund, municipal and United States taxes.	None.
For State taxes	2,430 00
Total.	<u>47,146 34</u>

Cost of transportation :

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

What express and transportation companies run on your road? None.

ACCIDENTS.

None killed or injured.

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.

CUMBERLAND VALLEY.

STATE OF PENNSYLVANIA,)
 Cumberland County, } ss:

Personally appeared T. B. Kennedy, Esq., president, and E. M. Biddie, Esq., 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 October 1, 1875, 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 }
 21st day of January, 1876. }

J. 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.....	1,777,850 00
Total amount now paid in of capital stock.....	1,777,850 00
Funded debt as per last report.....	352,300 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, April 1, 1904,).....	\$166,000 00
2d mortgage bonds, (date of maturity, April 1, 1908,).....	109,500 00
Common bonds, (date of maturity, January 1, 1884,).....	81,800 00
	357,300 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	352,300 00
Rate per cent. per annum of interest on funded debt : 1st mortgage, 8 per cent. ; 2d mortgage, 8 per cent. ; common bonds, 6 per cent.	
Date and rate per cent. per annum of dividend or dividends : Cash, April 1, 1875, 10 per cent. per annum ; October 1, 1875, 10 per cent. per annum.	

RAILROAD REPORT.

215

Number of shares of stock issued.....	35,557
Par value of each share.....	\$50 00
Average market value during the year.....	66 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	<u>1,777,850</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment	<u>\$1,813,323 30</u>	<u>\$1,842,509 73</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Harrisburg, Pa., to Virginia Shore, Potomac river	82 $\frac{2}{10}$ miles.
Length of main line of road laid.....	82 $\frac{2}{10}$ "
Length of main line of road laid in Pennsylvania.....	68 $\frac{3}{10}$ "
Length of double track of road.....	7 "
Length of sidings.....	12 $\frac{1}{2}$ "
Gauge of road.....	4 $\frac{9}{12}$ feet.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company.....	Not any.
Roads worked or leased by the company, viz: Southern Pennsylvania, 23 $\frac{3}{10}$ miles; Martinsburg and Potomac, 11 $\frac{8}{10}$ miles; Dillsburg and Mechanicsburg, 8 miles; total,	43 $\frac{1}{10}$ miles.
Number of engine houses and shops: 1 shop and 5 engine houses.	
Number of engines.....	21
Number of first class passenger cars, (average cost of each, \$3,800,).....	20
Number of second class passenger cars.....	None.
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,) 150; trucks, (average cost of each, \$550,) 58; total.....	208
Number of coal, ore and stone cars: Coal, 40; ore, 6; stone, 10; (average cost of each, \$475;) total.....	56
Number of caboose cars, (average cost of each, \$350,)....	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,).....	4
Number of culverts, (total length in feet, 4,837,)	126

Number of railroads crossed : Northern Central and Western Maryland	2
Number of stations on main road : Passenger, 26 ; freight, 26 ; total.....	52
Number of wood and water stations on main road.....	9
Value of real estate held by the company exclusive of roadway	\$22,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Stone ballast.	
Length in miles laid with steel rail.....	<u>17½</u>

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

Number of miles run by passenger trains.....	146,803
Number of miles run by freight trains.....	131,990
Number of through passengers for the year on main road,	9,860
Number of passengers (all classes) carried in cars.....	376,133
Number of tons, (of 2,000 pounds) of through freight for the year on main road	7,411
Number of passengers carried one mile.....	7,150,176
Number of tons of freight carried one mile.....	10,163,054
Number of passengers carried one mile in the State of Pennsylvania	4,991,004
Number of tons of freight carried one mile in the State of Pennsylvania	9,730,205
Gross amount of tonnage for the year (2,000 lbs per ton)..	357,364
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	24 miles.
Average rate of speed adopted by express trains, including stops.....	24 "
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, 1874.....	32,567	April, 1875.....	28,296
November, 1874.....	27,174	May, 1875.....	29,051
December, 1874.....	29,268	June, 1875.....	29,198
January, 1875.....	26,310	July, 1875.....	36,582
February, 1875.....	21,033	August, 1875.....	53,565
March, 1875.....	26,321	September, 1875.....	<u>36,768</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	103,223	Agricultural products.....	37,301
Bituminous coal.....	6,900	Merchandise and manufactures..	90,769
Petroleum and other oils.....	407	Live stock.....	6,271
Pig iron.....	5,162	Lumber.....	33,480
Other iron or castings.....	5,610	Other articles.....	4,217
Iron and other ores.....	60,130		
Stone and lime.....	3,894	Total.....	<u>357,364</u>

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

For first class through passengers.....	3 cents.
For first class way passengers.....	3 "
For second class through and way passengers : No second class.	

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

For through freight, about.....	4 cents.
For through coal, about.....	2 $\frac{1}{4}$ "
For local freight, about.....	4 "
For local coal, about.....	2 $\frac{3}{4}$ "

STATEMENT exhibiting in detail the expenditures on account of operating expenses for the year ending September 30, 1875.

CONDUCTING TRANSPORTATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Conductors	\$6,267 73	\$2,511 04	\$3,756 69
Baggage masters	1,881 72	1,881 72	.....
Brakemen	10,508 71	2,621 79	7,886 92
Dispatchers	2,735 53	700 00	2,035 53
Agents and clerks	21,344 90	7,536 41	13,808 49
Labor handling freights at stations	2,898 63	.....	2,898 63
Telegraph expenses	1,610 51	704 20	906 31
Mail expenses	589 32	589 32	.....
Station expenses	1,330 29	947 23	383 06
Train expenses	1,704 71	1,310 63	394 08
Watchmen and switchmen	1,835 78	917 88	917 90
Depot attendants	1,261 50	1,261 50	.....
Loss and damage to freight	652 86	.....	652 86
Car service	2,534 19	1,277 06	1,257 13
Oiling and inspecting cars	1,972 42	632 42	1,340 00
Depot repairs	1,450 45	528 99	921 46
Furniture and fixtures for stations	314 90	157 45	157 45
Insurance	153 18	113 14	40 04
Superintendence	3,248 83	1,260 25	1,986 58
Stationery and printing	2,397 43	1,055 80	1,341 63
Advertising	348 62	340 72	7 90
Incidental expenses	926 61	907 10	19 51
Extraordinary expenses	1,086 18	956 45	129 73
Totals	69,053 00	28,211 10	40,841 90
MOTIVE POWER.			
Engineers and firemen	\$15,461 57	\$6,126 26	\$9,335 31
Watching and cleaning engines	1,732 29	1,339 86	1,062 43
Shop labor	497 16	183 63	313 53
Locomotive repairs	8,118 74	2,998 60	5,120 14
Oil and waste for locomotives	1,520 38	501 17	1,019 21
Fuel for locomotives	30,716 45	16,092 29	14,624 16

STATEMENT—Continued.

MOTIVE POWER—CONTINUED.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Fuel for engine houses and shops.....	\$204 00	\$75 35	\$128 65
Water supply.....	982 16	394 36	587 80
Water stations, repairs of.....	414 93	165 97	248 96
Machine shop repairs.....	432 69	159 82	272 87
Superintendence.....	977 52	361 07	616 45
Clerks, general office.....	178 72	66 01	112 71
Incidental expenses.....	25 75	9 51	16 24
Watchmen.....	84 69	31 28	53 41
Tools and machinery repairs.....	658 25	243 14	415 11
Totals.....	62,005 30	28,048 32	33,956 98
MAINTENANCE OF CARS.			
Passenger car repairs.....	\$3,139 72	\$3,139 72	
Freight car repairs.....	10,866 07		\$10,866 07
Shop labor.....	263 17	58 95	204 22
Car shop repairs.....	57 56	12 89	44 67
Superintendence.....	280 00	62 72	217 28
Incidental expenses.....	170 36	38 16	132 20
Tools and machinery repairs.....	606 35	135 82	470 53
Totals.....	15,383 23	3,448 26	11,934 97
MAINTENANCE OF WAY.			
Adjustment of track.....	\$3,968 87	\$3,587 55	\$5,881 32
Ballast.....	1,015 66	406 26	609 40
Ditching.....	1,251 69	500 68	751 01
Frogs, switches and sidings.....	3,080 17	1,232 07	1,848 10
Cross ties.....	8,265 99	3,306 39	4,959 60
Replacing cross ties.....	4,516 35	1,806 54	2,709 81
Iron and steel rails.....	53,846 77	21,538 71	32,308 06
Re-laying iron.....	3,618 20	1,447 28	2,170 92
Spikes and joint fastenings.....	5,860 21	2,344 08	3,516 13

STATEMENT—Continued.

MAINTENANCE OF WAY—CONTINUED.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Culverts, cattle guards and road crossings.....	\$1,171 41	\$468 56	\$702 85
Cleaning roadway.....	702 68	281 07	421 61
Snow and ice.....	1,489 62	595 85	893 77
Telegraph repairs.....	63 53	25 41	38 12
Repairs of road and hand cars.....	87 07	34 83	52 24
Repairs of tool and watch houses.....	106 30	42 52	63 78
Bridge superstructure repairs.....	5,103 85	2,041 54	3,062 31
Insurance.....	1,252 87	501 15	751 72
Superintendence.....	1,344 00	557 60	806 40
Clerks, general office.....	856 00	312 40	513 60
Stationery and printing.....	40 45	16 18	24 27
Incidentals.....	1,293 29	517 32	775 97
Watchmen.....	2,217 57	887 03	1,330 54
Tools and machinery repairs.....	656 82	262 73	394 09
Extraordinary expenses.....	265 42	106 17	159 25
Totals.....	107,074 79	42,829 92	64,244 87
GENERAL EXPENSES.			
Salary of officers.....	\$7,498 01	\$2,968 67	\$4,529 34
Legal expenses.....	863 26	341 79	521 47
Revenue tax.....	126 18	48 98	77 20
Local taxes.....	1,035 43	414 17	621 26
Insurance.....	312 02	124 81	187 21
Clerks, general office.....	838 28	325 38	512 90
General office expenses.....	155 68	60 43	95 25
Stationery and printing.....	442 26	¥71 67	270 59
Incidental expenses.....	664 51	257 93	406 58
Furniture for general office.....	20 39	11 41	17 98
Totals.....	11,965 02	4,725 24	7,239 78

RAILROAD REPORT.

221

Receipts on construction and equipment account during the year :

From sale of real estate \$20,000 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
October, 1874.	\$18,936 68	\$32,858 83	\$1,072 03		\$52,867 54
November, 1874.	13,935 33	26,982 16	1,125 05		42,042 54
December, 1874.	14,362 80	26,952 36	1,303 76		42,618 92
January, 1875.	12,645 21	21,059 97	1,060 24		34,765 42
February, 1875.	9,966 14	22,151 93	888 00		33,006 07
March, 1875.	12,530 61	29,154 58	1,243 98		42,929 17
April, 1875.	14,270 01	26,625 57	1,086 39		41,981 97
May, 1875.	14,788 71	22,959 73	947 53		38,695 97
June, 1875.	14,749 16	23,860 43	986 03		39,635 62
July, 1875.	17,858 88	23,302 80	1,014 72		42,176 40
August, 1875.	24,262 02	27,731 84	1,208 87		53,202 73
September, 1875.	18,167 20	32,013 30	1,838 46		51,968 96
				\$10,224 83	10,224 83
Total	186,422 75	315,653 50	13,775 06	10,224 83	526,076 14

SUMMARY OF PAYMENTS.

For construction and equipment.	\$49,186 41
For maintaining the road, &c.—repairs of machinery and operating the road.	265,481 34
For dividends	177,480 33
For interest.	26,181 25
For surplus fund	144,666 07
For municipal taxes, (included in expense account.)	1,035 43
For State taxes.	11,553 46
Total amount of surplus fund.	\$1,032,559 97

Cost of transportation :

Cost per passenger per mile, proximate average.	1 ⁵ / ₁₀ cents.
Cost per ton freight per mile, proximate average	1 ⁵ / ₁₀ " "

What express companies run on your road, and on what terms? Adams express company, paying \$6,855 39 for fiscal year.

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

ACCIDENTS.

	Killed.	Injured.
Passengers	1	..
Others	1	1
Total.	2	1

1875.

July 26. Rufus M'Clellan, (who was very deaf,) a resident of Chambersburg, Pa., was run over by an engine, in the yard at Chambersburg, and killed. When first observed he was walking between the main track and siding, and stepped on main track, directly in front of the engine, too near to stop the engine in time to avoid the accident.

August 30. John Heckman, a small boy, jumped upon platform of car passing through Carlisle, and in jumping off his foot was run over by the wheel and crushed, rendering amputation necessary.

September 5. William Plowden, (colored,) passenger on excursion train, was struck on the head by freight cars, on siding, at Chambersburg, and killed. He was under the influence of liquor at the time, and was standing on the steps of car, holding on to railing, with his head and body projecting too far. He was repeatedly cautioned that he was exposing himself to great danger, but paid no attention to the warning.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. B. Kennedy.....	Chambersburg, Pa.
Frederick Watts.....	Carlisle, Pa.
Thos. A. Biddle.....	Philadelphia, Pa.
Thos. A. Scott.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
John Stewart.....	Chambersburg, Pa.
D. O. Gehr.....	Chambersburg, Pa.
Thos. B. Kennedy, President..... Chambersburg, Pa.	
E. M. Biddle, Secretary and Treasurer..... Chambersburg, Pa.	

DANVILLE, HAZLETON AND WILKESBARRE.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared J. R. Casselberry, president, and S. P. Wolverton, treasurer, of the Danville, Hazleton and Wilkesbarre railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

J. R. CASSELBERRY, *President.*

S. P. WOLVERTON, *Treasurer.*

S. P. Wolverton being sworn and subscribed before }
 me, this 19th day of February 1876. }

A. W. BRICE, *J. P.*

RAILROAD REPORT.

223

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

This is to certify, that Jacob R. Casselberry, well known to me, personally appeared, and in due form of law made oath that the above statements are correct and true.

Sworn before me, this 25th day }
 of February, A. D. 1876. }

E. J. SNYDER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$800,000 00
Amount of stock issued, (\$129,950 00 of this said to be in litigation).....	685,450 00
Amount paid in as by last report.....	684,235 00
Total amount now paid in of capital stock.....	684,235 00
Funded debt as per last report.....	1,447,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, Oct 1, 1887)	\$1,400,000 00
2d mortgage bonds, (date of maturity, Oct. 1, 1895)	347,000 00
	1,447,000 00
Floating debt as per last report, about.....	118,000 00
Rate per cent per annum of interest on funded debt: 1st mortgage, 7 per cent; 2d mortgage, 7 per cent.	
Number of shares of stock issued.....	13,709
Par value of each share.....	\$50 00
Date and rate per cent. per annum of dividends, average market value during the year, amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, estimated.....	\$1,072,350 00	\$1,072,350 00
Equipment	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, branch roads owned by the company, roads worked or leased by the company.....	None.
Length of sidings, about.....	6 miles.
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track	56 lbs.
Number of engine houses and shops	1
Number of engines.....	2
Number of first class passenger cars, (average cost of each, \$5,000,).....	2
Number of second class passenger cars	None.
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	1
Number of freight cars: Gondolas, (average cost of each, \$650,).....	7
Number of coal, ore and stone cars, (average cost of each, \$140,).....	10
Balance of cars and stock furnished by lessees.	
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet 480,)....	2
Number of railroads crossed.....	1
Number of stations on main road, passenger.....	8
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road way: cost in mortgage bonds (first) and stock, \$400,000 00; don't know its value in money.	
Number of tunnels.....	None.
How is track laid, and on what foundation? Stone, earth and gravel.	
Length in miles laid with steel rails.....	½

The railroad was leased to the Pennsylvania railroad company for 33 years from March 1, 1872, and the operations are included in the report of that company.

DELAWARE AND HUDSON CANAL.

STATE OF NEW YORK, }
 City and County of New York, } 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, 1875, are true to the best of their knowledge and belief.

(Signed)

THOS. DICKSON, *President.*

JAMES C. HARTT, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of January, 1876. }

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	\$3,521,965 79	\$3,656,972 95
Equipment	1,222,805 00	1,222,805 00
Total cost.....	<u>4,744,770 79</u>	<u>4,879,777 95</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mill Creek to Carbondale,
 31 $\frac{55}{100}$, and from Jefferson Junction to Ninevah..... 21 $\frac{70}{100}$ miles.
 Length of main line road laid..... 53 $\frac{26}{100}$ "
 Length of main line of road laid in Pennsylvania..... 36 $\frac{65}{100}$ "
 Length of double track of road..... 6 $\frac{1}{2}$ "
 Length of sidings..... 24 "
 Gauge of road: 4 foot 3 in., 4 foot 8 $\frac{1}{2}$ in. and 6 feet.
 Weight of rail per yard on main track..... 44, 56 & 62 lbs.
 Branch roads owned by the company and their length, viz:
 Green Ridge to Scranton, 1 $\frac{85}{100}$ miles; Plymouth and
 Wilkesbarre bridge and railroad, 3 $\frac{5}{100}$ miles; and Gravity
 railroad from Olyphant to Honesdale, 29 miles.
 Roads worked and leased by the company, viz: The right
 to run freight trains over Jefferson Branch from Carbon-
 dale to Jefferson Junction.

Number of engine houses and shops : 3 engine houses and 2 shops.	
Number of engines : 33 locomotives and 30 stationary engines.	
Number of first class passenger cars, (average cost of each, \$4,000,)	6
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	5
Number of freight cars : House cars, (average cost of each, \$500,) 31; trucks, 119, (average cost of each, \$350;) total.....	150
Number of coal, gravel and stone cars : Coal, 4,005; gravel, 65; stone, 17; (average cost of each, \$225;) total.....	4,087
Number of caboose cars, (average cost of each, \$500,)...	10
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 3,495,)..	33
Number of culverts, (total length in feet, 846,).....	23
Number of railroads crossed.....	1, four times.
Number of stations on main road : Passenger and freight, 16; total.....	16
Number of coal and water stations on main road.....	3 coal, 9 water.
How is track laid, and on what foundation? Earth, gravel, cinder and culm.	
Length in miles laid with steel rail : 20 main line, 43 Gravity road; total.....	<u>63 miles.</u>

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	64,436
Number of miles run by freight trains.....	102,939
Number of miles run by coal trains.....	530,100
Number of through passengers for the year on main road,	1,223
Number of passengers (all classes) carried in cars.....	186,047
Number of tons of 2,000 lbs of through freight for the year on main road.....	436,390
Number of passengers carried one mile.....	1,695,470
Number of tons of freight carried one mile.....	50,084,145
Number of passengers carried one mile in the State of Pennsylvania.....	1,614,188
Number of tons of freight carried one mile in the State of Pennsylvania.....	42,084,145
Gross amount of tonnage for the year, (2,000 lbs per ton,)	2,606,710

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	18
Average rate of speed adopted by express trains, including stops.....	25 miles.
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, 1875.....	12,263	July, 1875.....	18,651
February, 1875.....	10,816	August, 1875.....	17,972
March, 1875.....	13,998	September, 1875.....	16,909
April, 1875.....	14,722	October, 1875.....	21,186
May, 1875.....	13,421	November, 1875.....	15,092
June, 1875.....	14,260	December, 1875.....	16,758

The amount of freight specifying the quantity in tons:

Anthracite coal.....	2,492,644	Live stock and animal products..	1,924
Iron and iron ores.....	41,719	Lumber.....	18,827
Agricultural products.....	20,543	Other articles.....	9,221
Merchandise and manufactures,	21,833		

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

For first class through passengers.....	3½ cents.
For first class way passengers.....	3 and 4 "

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.....	1½ "
For local coal, per ton per mile.....	2 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$187,666 38	\$15,638 86	\$172,027 52
Taxes on real estate.....	3,343 30	278 01	3,064 69
Total.....	191,009 68	15,917 47	175,092 21
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$57,589 77	\$2,879 48	\$54,710 29
Repairs of passenger and baggage cars.....	4,221 81	4,221 81	
Repairs of freight cars.....	32,101 31		32,101 31
Incidental expenses, including oil, fuel, clerks, watchman, &c., about shops; included in shop accounts			
Total.....	93,912 89	7,101 29	86 811 60
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,338 82	\$278 25	\$3,060 57
Agents and clerks.....	20,963 00	1,747 00	19,216 00
Labor—loading and unloading freight—includes transferred coal.....	19,350 70		19,356 70
Porter, watchmen and switch tenders.....	9,621 25	801 75	8,819 50
Car cleaning and inspecting, furniture and fixtures: No account.			
Wood and water station attendance: None.			
Conductors, baggage masters and brakemen.....	50,199 60	4,183 30	46,016 30
Engineers and firemen.....	48,044 75	4,003 73	44,041 02
Fuel and cost of preparing for use.....	36,539 89	3,048 32	33,491 57
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	0,073 79	550 15	0,117 04
Telegraph, mail and station expenses: No separate account.			
Loss and damage of goods and baggage.....	040 12		040 12
Tolls over other roads.....	107,280 83		107,280 83
Use of freight cars.....	79,732 99		79,732 99
Damage for injury of persons.....	1,356 70	1,250 00	100 70
Damage to property, including damage by fire and cattle killed on road.....	690 00	100 00	590 00

EXPENSES—CONTINUED.

OPERATING THE ROAD— <i>Continued.</i>	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
General superintendence.....	\$9,764 00	\$814 00	\$8,950 00
Contingencies.....	31,023 98	2,585 33	28,438 65
Total	485,532 42	19,367 83	466,164 59
Grand total	770,454 99		

DELAWARE AND HUDSON CANAL

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875.....	\$4,551 42	\$62,883 91	\$88 64	2,480 58	\$70,004 55
February, 1875.....	3,952 26	75,979 73	81 43	2,003 29	82,016 71
March, 1875.....	5,070 82	85,177 23	399 62	4,791 68	95,439 35
April, 1875.....	5,329 52	52,250 74	103 77	7,237 41	64,921 44
May, 1875.....	4,895 48	78,083 05	106 53	3,424 75	86,509 79
June, 1875.....	5,095 35	74,914 79	128 15	322 71	80,461 00
July, 1875.....	6,908 65	66,129 65	424 12	5,067 44	78,529 86
August, 1875.....	6,857 66	67,527 43	212 83	5,006 97	79,604 89
September, 1875.....	6,043 68	83,165 93	530 47	5,168 37	94,908 45
October, 1875.....	7,620 47	92,500 82	125 21	5,581 04	105,827 54
November, 1875.....	5,762 46	96,635 36	142 70	5,102 30	107,642 82
December, 1875, (est'd.)	5,900 00	93,444 82	475 03	5,000 00	104,819 85
Total.....	67,987 75	928,693 46	2,818 50	51,186 54	1,050,686 25

SUMMARY OF PAYMENTS.

Embraced in canal report.

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 $\frac{524}{1000}$ cents.
Cost per ton freight per mile, proximate average.....	1 $\frac{462}{1000}$ "

What express companies run on your road, and on what terms? Central express company for nine months of the year, and the Delaware, Lackawanna and Western express, at first class rate for freight, and \$25 for messenger.

What transportation companies run on your road, and on what terms? Central railroad company of New Jersey, between Green Ridge and Union Junction; under contract to carry all passengers and freight except coal.

ACCIDENTS.

	Killed.	Injured
Passengers.....	1	1
Employees.....	4	10
Others.....	7	4
Total.....	12	15

1875.

January 2. Wm. Donagan, track laborer, leg caught in slide in gravel pit near Windsor, N. Y., and badly broken.

February 15. Peter Morrison, while driving across tracks at Centre Village, N. Y., was struck by passenger train and killed.

February 25. Samuel Stewart, brakeman, fell from top of a freight car at Windsor, N. Y., and instantly killed.

March 9. E. A. Wheaton, of Peckville, Pa., ankle sprained by passenger car running off track at Archbald, Pa., ; cause, a broken wheel.

April 3. Mrs. Gilgrass, leg broken, below Peckville, Pa., arm also badly shattered ; she was walking on the track and struck by a train.

June 14. Michael Cavanaugh, killed at Green Ridge, Pa., while making a coupling ; he was crushed between two bumpers.

June 17. Daniel Pace, Jr., engineer, ran his engine off an open switch, going down an embankment and scalding him fatally ; accident occurred at Pittston, Pa.

July 10. James Walsh, a passenger on afternoon train, drunk ; jumped off the train within about 10 rods of the depot at Carbondale, Pa. ; he fell under the cars and both legs were cut off ; he lived about one hour.

September 18. Michael Sweeney, run over and instantly killed, a short distance below Scranton, Pa.

September 23. Wm. Flanagan, laborer on gravel train, had hand crushed at Plymouth Junction, Pa. ; he was riding on the car which dumped, and wheels passed over his hand.

November 10. Zachariah Courtright, fell off a coal train at Scranton, Pa., and another train following close behind, ran over and killed him.

December 29. John Hollenbeck, drunk ; lying on the track near Moosic, Pa., run over by coal train and ankle crushed so as to require amputation.

GRAVITY ROAD.

1875.

February 4. John Willis, footman No. 28 plane, Carbondale, slipped on the ice and fell under the cars ; one car passing over left leg, breaking it badly and injuring ankle and foot.

March 13. Charles Price, at Waymart, boy 16 years old ; jumped off loaded cars at No. 17 plane, and falling under the cars was instantly killed.

April 30. John Hall, 15 years of age, had foot crushed on No. 7 level, between Waymart and Carbondale ; he was trying to get on while in motion, and his foot slipped and one wheel ran over it.

May 29. Wallace Griffin, brakeman, had one hand smashed ; the car he was on jumped the track and his hand was caught in the brake ; accident occurred at Honesdale.

June 17. Thomas Walker, instantly killed below Yarrington's Mill, on light truck, at Carbondale ; he was riding on a train which was wrecked, twelve or fourteen cars piling up and crushing him to death.

July 30. Andrew Molter, a boy, fourteen years old, trying to get on loaded train at Seelyville, Pa., fell under and five cars ran over him, killing him almost instantly

August 10. James Hogan, canvas boy, at Honesdale, trying to get on cars in motion, had one leg run over and seriously injured.

August 11. Ruel Francis, fireman, Union Dock, Honesdale, badly scalded by elbow blowing out and steam escaping; he has recovered.

August 28. Daniel Winacott, sleeping beside the track near Headley's, between Honesdale and Waymart; had his foot run over.

November 8. Andrew O'Connell, fell or threw himself before a trip of cars on No. 1 plane, at Carbondale, and was instantly killed.

November 29. Andrew Hait, a dumper, at Pocket's, Honesdale, had arm caught between bumpers of loaded and light cars, and crushed so as require amputation.

December 4. John Murray, 11 or 12 years old, had the flesh badly cut on one leg at foot of plane No. 21, near Archbald.

December 18. John Farrell, dispatcher at Switchback, near Carbondale, while switching cars fell on the track, and was run over; his right leg, shoulder and three ribs were broken; but he is likely to recover.

December 16. Leonard Minot, while digging at Honesdale, had a leg broken by earth falling on him.

December 31. Jacob Shaffer, walking on light track near Peckville, was run over and instantly killed.

NAMES AND RESIDENCE OF OFFICERS.

Same as in canal report.

DELAWARE, LACKAWANNA AND WESTERN.

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

Personally appeared Samuel Sloan, president, and Frederick H. Gibbens, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

SAM. SLOAN, *President.*

FRED. H. GIBBENS, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1876. }

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,	\$25,889,000 00
Amount paid in as by last report.	23,500,000 00
Total amount now paid in of capital stock.....	25,889,000 00
Funded debt as per last report.....	6,951,200 00

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

2d mortgage bonds, (date of maturity, March 1, 1881,).....	\$1,633,000 00
Convertible bonds, (date of maturity, June 1, 1892,).....	611,000 00
The Lackawanna and Bloomsburg railroad:	
1st mortgage bonds, (date of maturity, March 1, 1885,)	370,900 00
2d mortgage bonds, (date of maturity, April 15, 1880,).....	209,200 00
2d mortgage bonds, (date of maturity, May 15, 1890,).....	7,000 00
	<hr/>
	2,831,100 00
Floating debt as per last report	726,838 99

The amount now of floating debt, as follows:

Payable on demand, January 1, 1876, (vouchers, pay rolls, etc.,)	\$1,118,261 41
Pennsylvania taxes accrued and payable in January	332,187 87
Interest and rent accrued and payable ..	1,035,389 33
Dividends past due and accrued to December 31, 1875	646,277 50
Items payable hereafter at indefinite times but not soon.....	790,969 25
	<hr/>
Total.....	3,923,085 36

Less assets available to reduce above items, 3,157,936 61 765,148 75

Total amount now of floating and funded debt..... 3,596,248 75

Rate per cent. per annum of interest on funded debt.... 7 per cent.

Date and rate per cent. per annum of dividend or dividends:
Ten per cent., cash, payable quarterly, on the 20th days of January, April, July and October.

Number of shares of stock issued..... 517,780

Par value of each share \$50 00

Average market value during the year.....	118½ per cent.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared: January and April, on \$22,847,600 00; July, on \$24,836,600 00; October, on \$24,887,600 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction.....	\$21,844,709 40	\$21,895,887 25
Equipment.....	5,744,012 83	5,975,912 36
Total cost.....	<u>27,588,722 23</u>	<u>27,871,799 61</u>

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 "
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	60 and 65 lbs.
Branch roads owned by the company and their length, viz: Bloomsburg division, formerly the Lackawanna and Bloomsburg railroad company.....	80 miles.
Roads worked or leased by the company, viz: None in the State.	
Number of engine houses and shops.....	11
Number of engines.....	152
Number of first class passenger cars, (average cost of each, \$4,500,).....	24
Number of second class passenger cars, (average cost of each, \$3,500,).....	7
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	18
Number of freight cars: House cars, (average cost of each, \$650,) 898; trucks, (average cost of each, \$500,) 228; total.....	1,126
Number of coal, ore and stone cars: Coal, 14,137; ore, none; stone, 24; (average cost of each, \$200;) total..	14,161
Number of caboose cars, (average cost of each, \$500,)...	77
Number of iron bridges, (total length in feet, 1,504,)...	4
Number of wooden bridges, (total length in feet, 1,583,)..	15

RAILROAD REPORT.

235

Number of stone bridges, (total length in feet, 280,).....	5
Number of culverts, (total length in feet, 1,690,).....	127
Number of railroads crossed.....	5
Number of stations on main road: Passenger and freight,	51
Number of wood and water stations on main road.....	42
Value of real estate held by the company exclusive of road- way: No account has ever been kept of this item.	
Number of tunnels, (length of each, 2,280, 560, 700,).....	3
How is track laid and on what foundation? Gravel, stone and ballast.	
Length in miles laid with steel rail.....	170

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

Number of miles run by passenger trains.....	424,812
Number of miles run by freight trains.....	544,921
Number of miles run by coal trains.....	2,216,048
Number of through passengers for the year on main road,	8,598
Number of passengers (all classes) carried in cars.....	587,847
Number of tons of 2,000 lbs. of through freight for the year on main road.....	57,487
Number of passengers carried one mile.....	11,176,135
Number of tons of freight carried one mile.....	229,499,212
Number of passengers carried one mile in the State of Pennsylvania.....	10,167,605
Number of tons of freight carried one mile in the State of Pennsylvania.....	13,566,248
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	3,898,344
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.....	80,000 "

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

November, 1874. (See last report.)	June, 1875.....	46,557	
December, 1874. do. do.	July, 1875.....	58,468	
January, 1875.....	44,926	August, 1875.....	63,185
February, 1875.....	32,720	September, 1875.....	59,355
March, 1875.....	40,528	October, 1875.....	56,172
April, 1875.....	44,550	November, 1875.....	50,625
May, 1875.....	43,799	December, 1875.....	48,962

The amount of freight, specifying the quantity in tons :

Anthracite coal	3,404,242	Stone and lime	62,704
Bituminous coal	11,113	Agricultural products.....	65,822
Petroleum and other oils	2,324	Merchandise and manufactures,	93,155
Pig iron	33,042	Live stock.....	6,524
Railroad iron	29,578	Lumber	126,573
Other iron or castings	16,116	Other articles.....	10,197
Iron and other ores.....	36,954		

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.....	2 "

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

For through freight, per ton per mile.....	2,33 cents.
For through coal, per ton per mile.....	1,78 "
For local freight, per ton per mile.....	3,12 "
For local coal, per ton per mile	2 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings	\$448,219 79	\$112,054 94	\$336,164 85
Taxes on real estate	15,541 82	5,147 21	10,394 61
Total	463,761 61	117,202 15	346,559 46
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$163,705 08	\$18,798 43	\$144,906 65
Repairs of passenger and baggage cars	23,658 15	23,658 15	
Repairs of freight cars	310,522 57		310,522 57
Repairs of tools and machinery in shops	11,887 89	3,995 89	7,892 00
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	17,877 16	5,892 35	11,984 81
Total	527,650 85	52,344 82	475,306 03
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$10,410 91	\$3,470 30	\$6,940 61
Agents and clerks	55,079 15	15,720 08	39,359 07
Labor—loading and unloading freight	14,447 60	4,815 72	9,631 88
Porters, watchmen and switch tenders	18,924 93	5,428 60	13,496 33
Car cleaning and inspecting, furniture and fixtures	2,560 32	1,706 62	853 70
Wood and water station attendance	7,793 23	2,931 08	4,862 15
Conductors, baggage masters and brakemen	179,739 80	15,927 30	163,812 50
Engineers and firemen	186,029 34	22,953 00	163,076 34
Fuel and cost of preparing for use	217,473 12	72,465 70	145,007 42
Oil and waste for engines and tenders, passenger, baggage and freight cars	74,613 53	6,769 09	67,844 44
Telegraph, mail and station expenses	11,817 85	5,908 92	5,908 93
Loss and damage of goods and baggage	1,581 33	81 33	1,500 00
Use of freight cars	20,861 45		20,861 45
Shoveling snow	1,871 40	935 70	935 70
Damage for injury of persons	1,202 68	1,202 68	
Damage to property, including damage by fire and cattle killed on road	546 70		546 70

RAILROAD REPORT.

PA Internal Affairs 1875

EXPENSES—CONTINUED.

OPERATING THE ROAD— <i>Continued.</i>	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
General superintendence.....	\$5,735 12	\$2,867 56	\$2,867 56
Contingencies.....	20,083 98	10,041 99	10,041 99
Total.....	830,772 44	173,225 67	657,546 77
Grand total.....	1,822,184 90		

RAILROAD REPORT.

239

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
*November, 1874						
*December, 1874						
January, 1875...	\$24,673 82	\$255,276 56	\$3,639 47	\$18,983 25	\$476 44	\$303,049 54
February, 1875...	17,911 28	261,777 67	3,639 47	19,627 98	487 44	303,443 84
March, 1875.....	22,919 37	403,863 37	3,639 47	29,609 84	485 45	460,517 50
April, 1875.....	25,513 95	476,607 17	3,639 47	37,947 48	468 46	544,176 53
May, 1875.....	30,573 53	595,820 56	3,639 47	50,113 59	469 71	680,616 86
June, 1875.....	29,724 75	611,088 88	3,639 47	46,394 78	468 95	691,316 78
July, 1875.....	37,032 47	593,324 22	3,639 47	47,685 00	549 88	682,231 04
August, 1875....	40,798 03	526,988 61	3,639 47	42,949 16	471 47	614,846 74
September, 1875,	40,919 96	463,856 97	4,753 29	36,232 50	466 07	546,228 79
October, 1875....	35,624 75	433,728 07	4,415 16	30,892 94	505 62	505,166 54
November, 1875.	23,434 52	458,592 68	3,639 47	36,439 81	475 96	527,582 44
December, 1875.	28,362 08	361,925 11	3,639 47	28,481 77	522 87	422,931 30
Total.....	362,488 51	5,442,849 87	45,563 15	425,358 05	5,848 32	6,282,107 90

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$415,146 40
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,882,184 90
For dividends.....	2,371,640 00
For interest on bonded debt.....	287,434 31
For miscellaneous: D. L. and W. 1st mortgage bonds, \$1,- 108,500; L. and B. railroad 1st mortgage bonds, \$485,- 500; total.....	1,594,000 00
For municipal taxes, (included in maintenance of real estate.)	
For State taxes.....	229,837 33
Total.....	6,780,242 99

Cost of transportation:

Cost per passenger per mile, proximate average.....	1.76½
Cost per ton freight per mile, proximate average.....	1.51½

What express companies run on your road, and on what terms? The Delaware, Lackawanna and Western express company, at \$35,880 00 per annum.

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

* See last year's report.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	..
Employees.	7	10
Others	14	7
Total.....	<u>22</u>	<u>17</u>

1875.

January 2. John Jardine, insane, walking on the track near Shickshinny, was struck by passenger train and instantly killed.

January 7. Freeman Little, brakeman on switch train, had his arm badly crushed in the act of coupling cars, in Kingston yard.

January 14. Richard Burk, standing on track near Finche's foundry, Scranton, was struck and instantly killed by a wild cat train.

February 9. Adam D. Hunt, brakeman, falling from his train at Fork's Station, had his leg and arm cut off. Died the next day.

February 22. Adam L. Bound, brakeman, had his foot badly injured while uncoupling cars.

February 24. William Haffran, brakeman, falling off the pilot of engine switching cars at Scranton, had his leg and foot badly injured.

February 27. Simon Edwards, walking on the track near Rolling Mills, was struck by passenger train and killed.

March 2. Michael Haley, riding on the engine Carbon, and falling off, was injured about his head.

March 3. ——— Van Kirk, brakeman, falling from freight car at Nanticoke, was badly injured.

March 10. Frederick Weitzel, was run over and badly injured in Scranton yard, this night.

April 12. Michael Curry was struck by switch engine in Scranton yard and killed.

May 7 Patrick Burke, picking coal on track near Cayuga mine, was run over and killed by a special train.

May 15. An unknown boy, attempting to jump on a train, had his leg cut off.

May 17. John Kennedy, brakeman, falling off engine at No. 6 bridge, was killed.

June 10. Timothy Reagan was found dead on the track near Danville; supposed to have been run over by some coal train.

June 16. Patrick Farrell, laborer on gravel train, was fatally injured while coupling cars near Scranton.

June 16. Thomas Riley, laborer on gravel train, had two ribs broken by the caving in of bank under which he was digging.

June 22. Edward Moony was found dead upon the track at Plymouth ; supposed to have been run over.

July 6. A Woolcott, brakeman, falling off car in motion at Rupert, had his neck broken.

July 10. O. K. Rumsey, conductor, had his hand crushed badly in coupling pay car at Boston mines.

July 10. Nicholas Phillips, brakeman, while coupling cars at Beach Haven, had his hips pinched.

July 11. Unknown man, lying on the track near Scranton, was run over ; head and feet badly injured.

July 26. Phillip Donohue, standing on the track near Scranton, was struck and run over by coal train and killed.

July 27. James Fadden, brakeman, was killed at Hopbottom station, while in the act of coupling cars.

July 27. W. L. Eckert, brakeman, was badly injured in his arm in coupling cars, at Danville.

August 3. Patrick Gannon, laborer, attempting to get on engine in motion, was run over and badly injured.

August 3. Edward Blakeslee, falling off freight car in motion, at Kingston, broke his neck.

August 7. Thomas L. Clark was killed while repairing cars at Scranton.

August 14. T. L. Brown jumped in front of passenger train under way near New Milford, was run over and instantly killed ; supposed to have been intoxicated.

Sept. 27. ——— Hamilton, a woman going from car to car, while the train was in motion near Scranton, fell between them and was severely injured.

Sept. 30. Christy Doyle, laborer on construction train, was run over and killed at Kingston.

October 7. Frederick Hartman, in attempting to board a coal train while in motion, at Scranton, had his legs cut off.

October 13. Colonel Hunlock, sitting on the track near Kingston, was struck by passenger train and fatally injured.

October 13. James Kelly, brakeman on mine train, had a leg broken near Bellevue.

October 27. Peter Connelly jumped from baggage car of train in motion, had his hand badly crushed under the wheel in falling.

November 23. Hugh Tracy jumped from moving train in Scranton yard, and falling between the cars was badly injured.

December 7. Thomas Scott, attempting to get on coal train in motion, at Scranton, and falling under the cars, was run over and killed.

DELAWARE RIVER AND LANCASTER

December 16. John Feenery and Frank Shick, both walking on the track near Moscow, were struck by coal train and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William E. Dodge.....	New York.
Moses Taylor.....	New York.
George Bulkley.....	Southport, Conn.
John J. Blair.....	Blairstown, N. J.
Rufus R. Graves.....	New York.
S. B. Chittenden.....	New York.
John Brisbin.....	New York.
George Bliss.....	New York.
Percy R. Pyne.....	New York.
William Walter Phelps.....	New York.
James Blair.....	Scranton, Pa.
Wilson G. Hunt.....	New York.
A. L. Dennis.....	New York.
Marcellus Massey.....	New York.
Hon. Samuel Sloan, President, } Andrew J. Odell, Secretary, } No. 26 Exchange Place, New York City. Fred'k H. Gibbens, Treasurer, }	

DELAWARE RIVER AND LANCASTER.

STATE OF PENNSYLVANIA, }
Lancaster County, } ss :

Personally appeared Dr. Henry Carpenter, treasurer of the Delaware River and Lancaster railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 30, 1875, are true to the best of his knowledge and belief.

(Signed)

HENRY CARPENTER, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of November, 1875. }

A. K. SPURRIER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law ; 32,000 shares of \$50 00 each.....	\$1,600,000 00
Amount of stock subscribed ; 4,056 shares of \$50 00 each.....	202,800 00
Total amount now paid in of capital stock.....	17,200 00
Funded debt as per last report.....	No funded debt.
The amount now of floating debt.....	996 55
Number of shares of stock issued.....	None issued.
Amount paid in on each share: Ten per cent. on 3,322 shares subscribed previous to letters patent.....	16,610 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	None.	\$5,159 92
Equipment: No equipment.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lancaster to Delaware River, near Point Pleasant, Bucks county, Pa.....	83 miles.
Length of main line of road laid, length of main line of road laid in Pennsylvania, length of double track of road.....	No road laid.
Length of sidings.....	No sidings laid.
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	No rails laid.
Branch roads owned by the company, and roads worked or leased by the company, viz:.....	None.
Number of engine houses and shops, engines, first and second class passenger cars, baggage, mail, express and freight cars, coal, ore, stone and caboose cars.....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length, 30 feet,).....	1
Number of culverts.....	None.
Number of railroads to be crossed.....	3
Number of passenger, freight, wood and water stations on main road: No stations built.	
Value of real estate held by the company exclusive of road way.....	No value.
How is track laid, and on what foundation?.....	No track laid.
Length in miles laid with steel rail.....	None.

SUMMARY OF PAYMENTS.

For construction and equipment: \$5,159 92 for construction, nothing for equipment.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Henry Carpenter.....	Lancaster, Lancaster county, Pa.
Thomas E. Franklin.....	Lancaster, Lancaster county, Pa.
George M. Franklin.....	Lancaster, Lancaster county, Pa.
C. S. Kauffman.....	Columbia, Lancaster county, Pa.
J. K. Lineaweaver.....	Columbia, Lancaster county, Pa.
D. Brainard Case.....	Columbia, Lancaster county, Pa.
Samuel Reeves.....	Phoenixville, Chester county, Pa.
J. W. Gulotin.....	Pughtown, Chester county, Pa.
E. D. White.....	Churchtown, Lancaster county, Pa.
Samuel K. Cassell.....	Moyerstown, Bucks county, Pa.
N. H. Anders.....	2173 Franklin st., Philadelphia, Pa.
Alexander Zellers.....	Bucks county, Pa.
William G. Case.....	President.
D. Brainard Case.....	Secretary.
Henry Carpenter.....	Treasurer.

DILLSBURG AND MECHANICSBURG.

STATE OF PENNSYLVANIA, }
Cumberland County, } ss:

Personally appeared Fred'k Watts, president, and E. 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 30th September, 1875, are true to the best of their knowledge and belief.

(Signed)

FRED'K WATTS, *President.*

E. M. BIDDLE, *Treasurer.*

Sworn and subscribed before me, this 2d }
 day of February, 1876. }

J. M. ALLEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$350,000 00
Amount of stock subscribed.....	63,000 00
Amount paid in as by last report.....	31,603 23
Total amount now paid in of capital stock.....	33,566 18
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, August 1, 1895,)	100,000 00
Floating debt as per last report.....	38,816 66
The amount now of floating debt.....	36,355 81
Total amount now of floating and funded debt.....	136,355 81
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends :	
No dividends declared.	
Par value of each share.....	\$50 00
Average market value during the year.....	<u>No known sale.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$177,429 16	\$177,429 16
Equipment: None.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mechanicsburg to Dillsburg, Pa.....	8 miles.
Length of main line of road laid.....	8 "
Length of main line of road laid in Pennsylvania.....	8 "

RAILROAD REPORT.

Length of double track of road, branch roads owned and roads worked or leased by the company.....	None.
Length of sidings	3,484 feet.
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	56 pounds.
Number of engine houses and shops, engines, first and second class passenger cars, baggage, mail, express and freight cars.....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 239,)....	6
Number of culverts, (total length in feet, 192,).....	4
Number of railroads crossed: The Harrisburg and Potomac,	1
Number of stations on main road: Passenger, and freight,	2
Number of wood and water stations on main road, and number of tunnels.....	None.
Value of real estate held by the company exclusive of roadway	\$3,100 00
How is track laid, and on what foundation? On cross ties and stone ballast.	

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

The Dillsburg and Mechanicsburg railroad is leased to the Cumberland Valley railroad company, and is operated by it as a branch road. This lease bears date 22d February, 1873, and is for the term of ninety-nine years.

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

Included in the report of the Cumberland Valley railroad company.

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Total.
October, 1874	\$203 89	\$2,424 03	.....
November, 1874.....	163 03	1,923 69	.....
December, 1874.....	177 95	1,188 47	.....
January, 1875.....	185 55	1,644 98	.....
February, 1875.....	105 30	949 11	.....
March, 1875.....	210 25	1,370 79	.....
April, 1875.....	211 00	1,308 69	.....
May, 1875.....	258 87	1,183 54	.....
June, 1875.....	258 66	1,298 57	.....
July, 1875.....	668 56	1,054 44	.....
August, 1875.....	1,083 94	1,054 92	.....
September, 1875.....	286 51	1,465 91	.....
Total	3,794 51	18,865 14	20,659 65

246 DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG

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.
Fred'k Watts, President.....	Carlisle, Pa.
E. M. Biddle, Secretary and Treasurer.....	Carlisle, Pa.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG.

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

Personally appeared 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, 1875, are true to the best of his knowledge and belief.

(Signed) E. D. WORCESTER, *President.*

Sworn and subscribed before me, this }
 16th day of December, 1875. }

S. B. GOODALE,

Commissioner for Penn'a Resident in New York.

[NOTE.—The road of this company being leased to and operated by the New York Central and Hudson River railroad company, this company has no acting treasurer.]

STOCK AND DEBT.

Capital stock as authorized by law	\$1,300,000 00
Amount of stock subscribed.....	1,300,000 00
Amount paid in as by last report.....	1,300,000 00
Total amount now paid in of capital stock.....	1,300,000 00
Funded debt as per last report.....	3,200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 1, 1890,).....	\$2,000,000 00
2d mortgage bonds, (date of maturity, October 1, 1890,).....	1,000,000 00
3d mortgage bonds, (date of maturity, October 1, 1890,).....	200,000 00
	3,200,000 00

RAILROAD REPORT.

247

Floating debt as per last report.....	\$226,645 15
The amount now of floating debt, (advances by lessee,)...	291,540 29
Total amount now of floating and funded debt.....	3,401,540 29
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
Average market value during the year: No transactions.	
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$4,782,843 73	\$4,790,054 29

CHARACTERISTICS OF ROAD.

Length of main line of road, from Dunkirk to New York, Oil City, Pa.....	106.5 miles
Length of main line of road laid, (Dunkirk, New York, to Titusville, Pa.).....	90.6 "
Length of main line of road laid in Pennsylvania.....	48.3 "
Length of double track of road.....	None.
Length of sidings.....	9.75 miles.
Gauge of road.....	4 ft. 9 $\frac{1}{4}$ inches.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines.....	12
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 hermaphrodite cars, (average cost of each, \$3,000,).....	2
Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	2
Number of freight cars: House cars, (average cost of each, \$675,) 33; trucks, (average cost of each, \$590,) 55;	
total.....	88

248 DUNKIRK, ALLEGHENY VALLEY AND PITTSBURG

Number of coal, ore, stone and 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.....	3
Number of stations on main road: Passenger and freight..	20
Number of wood and water stations on main road.....	10
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? Nine feet ties, and gravel ballast.	
Length in miles laid with steel rails.....	<u>3.5 miles.</u>

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

Number of miles run by passenger trains.....	126,403
Number of miles run by freight and coal trains.....	266,285
Number of through passengers for the year on main road,	6,474
Number of passengers (all classes) carried in cars.....	126,066
Number of tons of 2,000 lbs. of through freight for the year on main road.....	265,425
Number of passengers carried one mile.....	2,581,419
Number of tons of freight carried one mile.....	18,860,364
Number of passengers carried one mile in the State of Penn- sylvania.....	1,050,810
Number of tons of freight carried one mile in the State of Pennsylvania.....	6,714,428
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	308,102
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	<u>32 "</u>

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

October, 1874.....	11,611	April, 1875.....	12,100
November, 1874.....	10,271	May, 1875.....	10,260
December, 1874.....	9,766	June, 1875.....	11,009
January, 1875.....	8,084	July, 1875.....	13,021
February, 1875.....	5,914	August, 1875.....	12,150
March, 1875.....	9,630	September, 1875.....	<u>12,250</u>

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	5,002	Agricultural products.....	8,384
Bituminous coal.....	182,739	Merchandise and manufactures..	6,163
Petroleum and other oils.....	125,098	Live stock.....	551
Pig iron.....	40	Lumber.....	23,060
Other iron or castings.....	420	Other articles.....	5,885
Iron and other ores.....	4		
Stone and lime.....	746	Total.....	<u>308,102</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 "</u>

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 "
For local freight, per ton per mile.....	3 "
For local coal, per ton per mile.....	<u>1½ "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$135,734 71	\$40,720 36	\$95,014 35
Taxes on real estate	7,591 06	2,274 30	5,306 76
Total.....	143,315 77	42,994 66	100,321 11
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$13,122 36	\$4,199 70	\$8,922 66
Repairs of passenger and baggage cars.....	5,251 37	5,251 37	.....
Repairs of freight cars	11,440 22	.....	11,440 22
Repairs of tools and machinery in shops.....	452 08	135 60	316 48
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	3,902 88	1,170 86	2,732 02
Total.....	34,168 91	10,757 53	23,411 38
OPERATING THE ROAD.			
Office expenses, stationery, and train supplies.....	\$6,680 58	\$2,176 39	\$4,504 19
Agents, clerks, and station labor	24,047 84	8,055 65	16,892 19
Porters, watchmen and switch tenders.....	4,839 72	1,318 41	3,071 31
Legal expenses	3,719 38	1,115 81	2,603 57
Conductors, baggage masters and brakemen.	37,817 07	10,612 92	27,204 75
Engineers and firemen	28,855 18	8,518 68	20,336 50
Fuel and cost of preparing for use.....	29,478 77	7,236 93	22,239 84
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	7,575 21	2,468 55	5,106 66
Telegraph	674 32	202 29	472 03
Loss and damage of goods and baggage.....	730 80	46 45	684 35
Advertising	85 42	.....	.....
Use of freight and passenger cars.....	9,792 32	167 86	0,624 46
Damage for injury of persons	595 61	45 50	550 11
Damage to property, including damage by fire and cattle killed on the road.....	336 95	36 05	300 90

EXPENSES—CONTINUED.

OPERATING THE ROAD— <i>Continued.</i>	Amount.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
General superintendence.....	\$7,300 00	\$2,190 00	\$5,110 00
Contingencies.....	1,310 50	393 15	917 35
Total	164,288 27	44,670 06	119,618 21
Grand total	341,772 95		

252 DUNKIRK, ALLEGHENY VALLEY AND PITTSBTRG

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... \$7,210 56

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
October, 1874...	\$6,734 88	\$22,993 98	\$558 86	\$200 73	\$25 00	\$30,513 45
November, 1874..	5,957 37	27,005 66	517 30	208 09	25 00	33,713 42
December, 1874..	5,664 77	32,188 75	495 06	189 31	26 01	38,563 90
January, 1875...	4,689 07	22,020 28	489 54	162 53	744 01	28,105 43
February, 1875..	3,430 08	10,595 67	463 35	91 41	.....	14,580 51
March, 1875.....	5,532 08	22,434 63	487 81	97 43	32 62	28,584 57
April, 1875.....	6,545 15	23,221 03	554 06	100 72	25 00	30,445 96
May, 1875.....	5,941 50	19,078 44	477 39	58 36	.....	25,555 69
June, 1875.....	6,300 95	15,469 70	568 82	77 20	.....	22,416 67
July, 1875.....	7,610 62	15,742 57	526 97	135 48	.....	24,015 64
August, 1875....	6,627 80	20,563 24	501 21	2,284 63	.....	29,956 88
September, 1875.	7,206 21	20,456 59	603 04	180 15	15,449 10	43,695 09
Total.....	72,040 48	251,770 54	6,243 41	3,766 04	16,326 74	350,147 21

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$7,210 56
For maintaining the road, &c.—repairs of machinery and operating the road	341,772 95
Balance.....	1,163 70
Total	<u>350,147 21</u>

Cost of transportation :

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

What express companies run on your road, and on what terms? American, who pay a stated sum per diem, and different rates per 100 pounds, on excess, according to distance.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	1
Employees	3	5
Others.....	1	..
Total	<u>4</u>	<u>6</u>

1874.

October 9. Henry Bradley, a brakeman, hurt about his head ; train run through open switch in Titusville yard.

November 24. Benjamin J. Allen, a brakeman, killed by falling between cars, while switching train at Russellburg.

1875.

January 19. C. F. Toles, conductor, hand crushed in wreck caused by running his train off track, near Norton's.

February 10. Dennis O'Connor, a brakeman, killed near Falconer, by breaking of stakes on car of piles; he was crushed by a falling pile.

March 5. A. H. Gardner, a brakeman, arm bruised by being caught between bumpers, while coupling cars at Sinclairville.

March 18. R. Stanton, a brakeman, while making up train at Irvineton, caught his foot in frog and train passed over him; arm and leg amputated; he died.

April 28. John Moore, a brakeman, slightly injured by jumping from moving train at Irvineburg.

May 24. Edward Toles, a brakeman, while cutting off caboose from his train, at Irvineton, fell, and caboose passed over him, hurting his back; not serious.

August 8. Jeffry Frank, citizen, lying on track near Warren, was run over and killed.

September 16. L. D. Parmalee, citizen, jumped from passenger train, at Warren, while in motion, hurting his head and otherwise bruising himself.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Cornelius Vanderbilt.....	New York City.
William H. Vanderbilt.....	New York City.
Augustus Schell.....	New York City.
William K. Vanderbilt.....	New York City.
Joseph Harper.....	New York City.
Samuel F. Barger.....	New York City.
Chauncey M. Depew.....	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.
Edwin D. Worcester, President.....	Albany, N. Y.
Joseph Harper, Secretary.....	New York City.
William M. Lester, Treasurer and Auditor for Lessee.	
D. Thayer, Superintendent for Lessee.	

EAST BRANDYWINE AND WAYNESBURG.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

Personally appeared John Cornog, president, and John E. Finger, 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

JOHN CORNOG, *President.*

JOHN E. FINGER, *Treasurer.*

Affirmed and subscribed before me, this)
 28th day of February, 1876. }

WM. MORTON, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	151,000 00
Amount paid in as by last report.....	134,250 00
Total amount now paid in of capital stock.....	137,580 00
Funded debt as per last report	247,100 00
The amount now of funded debt, (classified as follows, with date of maturity :)	
1st mortgage bonds, (date of maturity, July 1st, 1885,).....	\$140,000 00
2d mortgage bonds, (date of maturity, January 1st, 1893,).....	35,000 00
Extension mortgage bonds.....	129,600 00
	304,600 00
Floating debt as per last report.....	2,000 00
The amount now of floating debt.....	2,000 00
Total amount now of floating and funded debt.....	306,600 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent; 2d mortgage, 8 per cent; extension mortgage, 7 per cent.	
Date and rate per annum of dividend.....	None.
Number of shares of stock issued	2,717
Par value of each share.....	\$50 00
Average market value during the year.....	No value.

RAILROAD REPORT.

255

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$391,250 00	\$444,180 00
Equipment by Pennsylvania railroad company.		

CHARACTERISTICS OF ROAD.

Proposed 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 “
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard.....	56 lbs.
Number of miles of road graded.....	27½ miles.
Number of engine houses	1
Number of wooden bridges, (total length in feet, 192,)....	6
Number of culverts, (total length in feet, 110,).....	22
Number of railroads crossed.....	1
Number of stations on main road	12
Number of wood and water stations	2
Value of real estate held by the company, exclusive of roadway	2,500 00
How is track laid, and on what foundation? Cross ties and stone ballast.	
Length in miles laid with steel rails.....	<u>None.</u>

This road is leased to the Pennsylvania railroad company for five years from November 2d, 1871, and run by them as a branch; and all the operations are included in the report of that company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Strickland Kneass.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
William Morton.....	Honeybrook, Pa.
Theodore M. Storb.....	New Holland, Pa.
B. F. Kinzer.....	New Holland, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Joseph M. M'Clure.....	Milford Mills, Pa.
S. M. Felton.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
John Stauffer.....	Goodville, Pa.
A. J. Cassatt.....	Philadelphia, Pa.
J. W. Du Barry.....	Philadelphia, Pa.
John Cornog, President.....	Wallace.
Thomas Millard, Secretary.....	Loag.
John E. Finger, Treasurer.....	Honeybrook.

EAST BROAD TOP.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Wm. A. Ingham, president, and Wm. Boyd Jacobs, 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 November 30, 1875, are true to the best of their knowledge and belief.

(Signed)

WM. A. INGHAM, *President.*

WM. BOYD JACOBS, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of February 1876. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$650,000 00
Amount of stock subscribed.....	560,000 00
Amount paid in as by last report.....	409,000 00
Total amount now paid in of capital stock.....	505,760 00
Funded debt as per last report.....	388,000 00
The amount now of funded debt, classified and date of maturity, as follows:	
1st mortgage bonds, (date of maturity, July 1, 1903,)...	500,000 00
Floating debt as per last report.....	197,427 18
The amount now of floating debt.....	43,044 94
Total amount now of floating and funded debt.....	543,044 94
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.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	30 00
Amount paid in on each share issued.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$867,421 05	\$900,986 14
Equipment.....	116,621 50	124,524 46
Total cost.....	<u>984,042 55</u>	<u>1,025,510 60</u>

RAILROAD REPORT.

257

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mount Union to Robertsdale	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	None.
Length of sidings.	5 $\frac{3}{10}$ miles.
Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	40, 45 & 50 lbs.
Branch roads owned by the company, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	5
Number of engines	6
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,) 13; trucks, (average cost of each, \$390,) 25; total.....	38
Number of coal, ore and stone cars: Coal, (average cost of each, \$375,) 76; ore, (average cost of each, \$250,) 30; stone, none; total.....	106
Number of caboose cars, (average cost of each, \$450,)....	2
Number of iron and stone bridges	None.
Number of wooden bridges, (total length in feet, 1,371,)..	17
Number of culverts.....	114
Number of railroads crossed.....	None.
Number of stations on main road: Passenger and freight combined.....	9
Number of wood and water stations on main road.....	6
Number of tunnels, (length of each 830 and 1,150 feet,)...	2
How is track laid, and on what foundation? On oak cross ties and broken 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.....	22,748
Number of miles run by freight trains: Run as mixed trains, freight, passenger and coal.....	31,579

Number of miles run by construction trains.....	13,666
Number of through passengers for the year on main road,	634
Number of passengers (all classes) carried in cars.....	33,130
Number of tons, (of 2,000 pounds) of through freight for the year on main road.....	54,694 $\frac{493}{2000}$
Number of passengers carried one mile.....	335,631
Number of tons of freight carried one mile.....	1,920,129 $\frac{2888}{2000}$
Number of passengers carried one mile in the State of Penn- sylvania.....	335,631
Number of tons of freight carried one mile in the State of Pennsylvania.....	1,920,129 $\frac{2888}{2000}$
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	72,017 $\frac{441}{2000}$
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: No express trains.	
Average rate of speed adopted by freight trains, including stops.....	12 "
Weight of first class passenger engines.....	17 tons.
Weight of freight engines.....	25 "

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

December, 1874.....	2,920	June, 1875.....	2,746
January, 1875.....	3,088	July, 1875.....	2,767
February, 1875.....	1,617	August, 1875.....	3,937
March, 1875.....	2,251	September, 1875.....	2,563
April, 1875.....	2,940	October, 1875.....	2,898
May, 1875.....	2,755	November, 1875.....	2,650

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	375 $\frac{1493}{2000}$
Bituminous coal.....	63,309 $\frac{487}{2000}$
Petroleum and other oils.....	36 $\frac{289}{2000}$
Flour and feed.....	173 $\frac{846}{2000}$
Railroad iron.....	1 $\frac{533}{2000}$
Iron and other ores.....	76 $\frac{213}{2000}$
Stone and lime.....	360
Agricultural products.....	3,239 $\frac{546}{2000}$
Merchandise and manufactures.....	2,894 $\frac{844}{2000}$
Live stock.....	3
Lumber.....	1,377 $\frac{713}{2000}$
Other articles.....	169 $\frac{589}{2000}$

RAILROAD REPORT.

259

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 and way passengers.....	None.

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

For through freight.....	12 cents.
For through coal.....	2½ "
For local freight.....	12 "
For local coal.....	3 "

EXPENSES.

260

EAST BROAD TOP

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
Repairs or maintenance of way, including buildings.....	\$12,110 02	\$3,302 78	\$8,717 24
Taxes on real estate.....	80 00	not	divided.
Total.....	12,200 01		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$2,094 53	\$607 41	\$1,487 12
Repairs of passenger and baggage cars.....	67 10	67 10	
Repairs of freight cars.....	1,825 53		1,825 53
Repairs of tools and machinery in shops: No account.			
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops: No separate account.			
Total.....	3,987 16	674 51	3,312 65
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	8522 76	\$121 84	\$400 02
Agents and clerks.....	3,572 07	1,261 00	2,311 07
Labor—loading and unloading freight.....	2,145 39		2,145 39
Porters, watchmen and switch tenders.....	1,620 26	469 87	1,150 39
Car cleaning and inspecting, furniture and fixtures.....	518 34	44 79	453 55
Wood and water station attendance.....	802 28	258 76	533 52
Conductors, baggage masters and brakemen.....	3,912 66	1,320 46	2,596 20
Engineers and firemen.....	4,370 25	1,383 24	2,987 01
Fuel and cost of preparing for use.....	1,627 18	471 83	1,155 35
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	718 27	175 33	540 94
Telegraph and mail expenses.....	389 60	389 60	
Loss and damage of goods and baggage.....	3 15		3 15
Shovelling snow: Included in maintenance of way.			
General superintendence.....	2,938 96	1,209 77	1,729 19
Contingencies.....	291 47	115 57	175 90
Total.....	23,521 54	7,248 06	16,273 48
Grand total.....	39,708 71		

RAILROAD REPORT.

261

Receipts on construction and equipment account during the year :

From stockholders	\$96,760 00
Sale of bonds	112,000 00
Total	208,760 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail.	Use of cars.	Miscellaneous.	Total.
December, 1874,	\$911 07	\$1,975 37		\$15 50	\$58 00	\$2,959 94
January, 1875.....	886 61	2,324 78		52 00	44 50	3,307 89
February, 1875....	543 47	2,693 08		36 00	22 50	3,295 05
March, 1875.....	793 25	3,638 18				4,431 43
April, 1875.....	1,047 72	6,187 73		95		7,236 20
May, 1875.....	927 00	5,001 35		123 00	50	6,056 85
June, 1875.....	940 73	4,405 82				5,346 55
July, 1875.....	1,102 12	3,658 33	78 51	84 00		4,922 96
August, 1875.....	1,533 39	4,464 20	4 10		1 25	6,002 94
September, 1875..	960 41	5,582 29		90 00	81 42	6,714 12
October, 1875.....	1,084 53	6,527 09	1,096 43	177 59	2 00	8,887 55
November, 1875..	939 36	7,134 21	258 41		125 17	8,457 15
Total	11,669 66	53,592 43	1,437 45	583 75	335 34	67,618 63

SUMMARY OF PAYMENTS.

For construction and equipment	\$41,468 05
For maintaining the road, &c.—Repairs of machinery and operating the road	39,708 71
For dividends	None.
For interest	32,829 55
For miscellaneous, (being mainly reduction of floating debt,)	159,611 32
For municipal taxes	89 99
For State taxes	373 88

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average	No record.
--	------------

What express and transportation companies run on your road? None.

ACCIDENTS.

	Injured.
Employees	2
Others	1
Total	3

1874.

December 23 William D. Ripple, brakeman on construction train, right hand crushed when coupling cars.

1875.

August 25. Alfred Secrist, an employee of Rockhill iron and coal company, right hand crushed in attempting to couple cars.

November 16. Peter Longacre, yard hand, fell out of car while transferring freight, injuring his back and side.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. A. Ingham.....	320 Walnut st., Philadelphia Pa.
Ario Pardee.....	Hazleton, Luzerne county, Pa.
J. G. Fell.....	303 Walnut st., Philadelphia, Pa.
Geo. B. Markle.....	1936 Arch st., Philadelphia, Pa.
Edw. Roberts, Jr.....	320 Walnut st., Philadelphia, Pa.
Percival Roberts.....	265 South 4th st., Philadelphia, Pa.
Edw. R. Wood.....	400 Chestnut st., Philadelphia, Pa.
Randolph Wood.....	258 South 3d st., Philadelphia, Pa.
Wm. A. Ingham.....	President.
Wm. Boyd Jacobs.....	Sec. and Treas.

EAST MAHANOY.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed.....	392,550 00
Amount paid in as by last report.....	392,550 00
Total amount now paid in of capital stock.....	392,550 00
The amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: Cash.....	5.8 per cent.
Number of shares of stock issued.....	7,851
Par value of each share.....	\$50 00

RAILROAD REPORT.

263

Average market value during the year.....	\$38 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared.....	392,550 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$392,550 00	\$392,550 00

Equipment furnished by 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	3.45 miles.
Gauge of road..	4 feet 8½ inches.
Weight of rail per yard on main track	68 pounds.
Branch roads owned by the company, and their length, viz:	
Four colliery branches	3.57 miles.
Roads worked or leased by the company	None.
Number of engines, engine houses and shops.....	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, 11⅙,)....	1
Number of culverts	No record.
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 1; freight, 2; total.....	3
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of roadway	\$600 00
Number of tunnels, (length, 3,400 feet,)	1
How is track laid, and on what foundation? Cross-ties and stone and coal dust ballast.	
Length in miles laid with steel rail.....	None.

RECEIPTS.

From lease and contract.....	\$25,493 12
From miscellaneous.....	97 04
Total	25,590 16

EAST BRANDYWINE

SUMMARY OF PAYMENTS.

For construction and equipment, maintaining the road, &c.,	Nothing.
For dividends.....	\$22,767 90
For miscellaneous.....	784 45
For State taxes.....	2,049 11
Total.....	<u>25,601 46</u>

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.

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

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia, Pa.
A. E. Borie.....	Philadelphia, Pa.
Robert B. Cabeen.....	Philadelphia, Pa.
J. B. Lippincott.....	Philadelphia, Pa.
John Ashhurst.....	Philadelphia, Pa.
Charles E. Smith.....	Philadelphia, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welch, Treasurer.....	Philadelphia, Pa.

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, 1875, are true, to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

RAILROAD REPORT.

265

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$1,594,650 00
Amount paid in as by last report.....	1,309,200 00
Total amount now paid in of capital stock.....	1,594,650 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, and the amount now of floating debt.....	Nothing.
Total amount now of floating and funded debt.....	495,900 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash.....	6 "
Number of shares of stock issued.....	31,893
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: January dividend, \$1,309,200 00; July dividend, \$1,594,650 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,484,290 12	\$1,769,766 68

Equipment furnished by Philadelphia and Reading railroad 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.....	18.3 "
Length of sidings.....	16.3 "
Gauge of road.....	4 feet 8½ inches.
Weight of rail per yard on main track: 52, 57, 60, 64 and 68 pounds.	
Branch roads owned and roads worked or leased by the company.....	None.

EAST BRANDYWINE

Number of engine houses and shops: 2 engine houses and 1 shop; total.....	3
Number of iron bridges, (total length in feet, 191,).....	4
Number of wooden bridges, (total length in feet, 395,)....	22
Number of stone bridges, (total length in feet, 305,).....	7
Number of culverts, (total length in feet, 2,559,).....	65
Number of railroads crossed.....	None.
Number of stations on main road—passenger and freight..	12
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of roadway.....	\$6,033 18
Number of tunnels.....	None.
How is track laid, and on what foundation? Wooden cross ties, broken stone and furnace ciuder ballast.	
Length in miles laid with steel rail.....	None.

Receipts on construction and equipment account during the year :

From stockholders.....	\$285,450 00
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SUMMARY OF PAYMENTS.

For construction and equipment.....	\$285,476 56
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All expenses, as well as interest on bonded debt and dividends, are paid by the Philadelphia and Reading railroad company, as per terms of lease.

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 1st, 1869, for a term of 999 years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. E. Borie.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
J. B. Lippincott.....	Philadelphia, Pa.
James E. Gowen.....	Philadelphia, Pa.
Thomas Hart, Jr.....	Philadelphia, Pa.
Morton P. Henry.....	Philadelphia, Pa.
George D. Stitzel.....	Reading, Pa.
Joseph L. Stichter.....	Reading, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welch, Treasurer.....	Philadelphia, Pa.

EBENSBURG AND CRESSON.

STATE OF PENNSYLVANIA, }
Cambria County, } ss :

Personally appeared A. A. Barker, president, and F. H. Barker, treasurer, of the Ebensburg and Cresson railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending _____, are true to the best of their knowledge and belief.

(Signed)

A. A. BARKER, *President.*

F. H. BARKER, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of August, A. D. 1875. }

H. KINKEAD, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	42,000 00
Amount paid in as by last report.....	42,000 00
Total amount now paid in of capital stock.....	42,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1891,).....	80,000 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	80,000 00
Rate per cent. per annum of interest on funded debt : 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	840
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share.....	50 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, and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of coal, ore, stone and caboose cars.....	None.
Number of iron bridges.....	None.
Number of wooden bridges.....	1
Number of stone bridges and culverts.....	None.
Number of railroads crossed.....	None.
Number of stations on main road : Passenger, 3 ; freight, 3 ; total.....	3
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of roadway.....	\$400 00
Number of tunnels.....	None.
How is track laid and on what foundation ? 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, and all the business of the road will be included in their report.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. T. Firth.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Joseph B. Myers.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
E. Roberts.....	Ebensburg, Pa.
J. A. Moore.....	Ebensburg, Pa.
George J. Rodgers.....	Ebensburg, Pa.
Thomas Griffith.....	Ebensburg, Pa.
Richard Jones, Jr.....	Ebensburg, Pa.
Abel Lloyd.....	Ebensburg, Pa.
F. H. Barker.....	Ebensburg, Pa.
A. A. Barker, President.....	Ebensburg, Pa.
Abel Lloyd, Secretary.....	Ebensburg, Pa.
F. H. Barker, Treasurer.....	Ebensburg, Pa.

EDGEWOOD.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared William 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 _____, are true to the best of their knowledge and belief.

(Signed)

W. H. SHOENBERGER, *President.*

THOS. C. DICKSON, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1876. }

C. O'DONNELL, *J. P.*

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.....	15,000 00
Funded debt as per last report, and the amount now of funded debt.....	None.
Floating debt as per last report.....	9,483 05
The amount now of floating debt.....	13,126 37
Total amount now of floating and funded debt.....	13,126 37
Rate per cent. per annum of interest on funded debt, and 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.....	\$50 00
Amount of capital on which the respective dividends were declared : No dividends declared.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$24,483 65	\$25,431 23
Equipment.....	2,000 00	2,000 00
Total cost.....	26,483 65	27,431 23

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.....	1 "
Length of main line of road laid in Pennsylvania.....	1 "
Length of double track of road.....	None.
Length of sidings.....	3,171½ feet.
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	56 lbs.
Branch roads owned by the company, and roads worked or leased by the company.....	None.
Number of engines.....	1
Number of engine houses and shops, first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars.....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 221,)....	1
Number of culverts, (total length in feet, 210,).....	7
Number of railroads crossed, number of stations on main road, number of wood and water stations, value of real estate held by the company, and 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, freight and coal trains, number of through passengers for the year on main road, and number of passengers (all classes) carried in cars...	None.
Number of tons (of 2,000 pounds,) of through freight for the year on main road.....	24,612
Number of passengers carried one mile, and number of passengers carried one mile in the State of Pennsylvania...	None.
Number of tons of freight carried one mile.....	24,612
Number of tons of freight carried one mile in the State of Pennsylvania.....	24,612
Gross amount of tonnage for the year, (2,000 lbs per ton,)	24,612
Average rate of speed adopted by passenger, express and freight trains: No regular speed.	
Weight of first class passenger engines.....	None.
Weight of freight engines.....	28 tons.

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	24,612
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For through and local coal, per ton per mile.....	10 cents.
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EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$194 26
Taxes on real estate.....	None.
Total.....	194 26

Repairs of machinery :

Repairs of engines and tenders.....	\$752 40
Repairs of passenger, baggage and freight cars, tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	None.
Total.....	752 40

Operating the road :

Office expenses, stationery, &c., agents and clerks, 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.....	None.
Engineers and firemen.....	\$256 96
Fuel and cost of preparing for use.....	120 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	57 56
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.....	None.
General superintendence.....	221 25
Contingencies.....	3,442 20
Total.....	4,097 97

Receipts on construction and equipment account during the year :

From stockholders..... \$948 18

RECEIPTS.

MONTHS.	Freight.	Miscellaneous.	Total.
November, 1874.....		\$370 91	\$370 91
December, 1874.....		77 27	77 27
January, 1875.....			
February, 1875.....			
March, 1875.....	\$8 40		8 40
April, 1875.....	120 00		120 00
May, 1875.....	279 60		279 60
June, 1875.....	450 00		450 00
July, 1875.....	380 40		380 40
August, 1875.....	421 20		421 20
September, 1875.....	258 00		258 00
October, 1875.....	240 00		240 00
November, 1875.....	219 60		219 60
December, 1875.....	84 00		84 00
Total.....	2,461 20	948 18	3,409 38

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$948 18
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,602 43
For dividends and interest.....	None.
For miscellaneous.....	858 77
For surplus fund, municipal, State and United States taxes,	None.
Total.....	<u>3,409 38</u>
Total amount of surplus fund.....	<u>None.</u>

Cost of transportation :

Cost per ton freight per mile, proximate average..... 10 cents.

What express and transportation companies run on your road? None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
W. H. Shoenberger.....	Pittsburg, Pa.
Thos. C. Dickson.....	Pittsburg, Pa.
C. L. Fitzhugh.....	Pittsburg, Pa.
Robt. Dickson.....	Pittsburg, Pa.
C. H. Armstrong.....	Pittsburg, Pa.
W. H. Shoenberger, President.....	Pittsburg, Pa.
Ed. P. Loy, Secretary.....	Pittsburg, Pa.
Thomas C. Dickson, Treasurer.....	Pittsburg, Pa.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

THOMAS KIMBER, JR, *President.*

WM. C. LONGSTRETH, *Treasurer.*

Affirmed and subscribed before me, this }
 5th day of January, 1876. }

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,)..... 570,000 00

Mortgage (999 years) real estate Elmira, 50,000 00

1,620,000 00

Floating debt as per last report, and the amount now of floating debt.....

None.

Total amount now of floating and funded debt..... 1,620,000 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent. ; five per cent. bonds, 5 per cent. ; mortgage real estate, 7 per cent.

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

Cash, January, 1875, 3½ per cent. on \$500,000, preferred stock ; July, 1875, 3½ per cent. on \$500,000, preferred stock ; May, 1875, 2½ per cent. on \$500,000, common stock ; November, 1875, 2½ per cent. on \$500,000, common stock.

18 RAILROAD REP.

ELMIRA AND WILLIAMSPORT

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 : \$40 for preferred, and \$24 50 for common.	
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared : \$500,000 preferred stock, and \$500,000 common stock.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,268,000 00	\$2,268,000 00
Equipment.....	352,000 00	352,000 00
Total cost.....	2,620,000 00	2,620,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Williamsport, Pa., to Elmira, New York.....	78 miles.
Length of main line of road laid.....	78 "
Length of main line of road laid in Pennsylvania.....	70 "

This road is leased to the Northern Central railway company for 999 years from May 1, 1863, and all other returns are included in the report furnished by the lessee.

SUMMARY OF PAYMENTS.

For dividends.....	\$60,000 00
For interest.....	102,000 00
For miscellaneous.....	3,000 00
	165,000 00

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. D. Lewis.....	Florence, N. J.
Alex. S. Diven.....	Elmira, N. Y.
Wm. C. Longstreth.....	Philadelphia, Pa.
Thomas Neilson.....	Philadelphia, Pa.
Wm. Read Fisher.....	Philadelphia, Pa.
Lewis P. Gelger.....	Philadelphia, Pa.
Thomas Kimber, Jr., President.....	308 Walnut street, Philadelphia, Pa.
Lewis P. Gelger, Secretary.....	308 Walnut street, Philadelphia, Pa.
Wm. C. Longstreth, Treasurer.....	308 Walnut street, Philadelphia, Pa.

ELMIRA AND WILLIAMSPORT.

[Northern Central railway company, lessee.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared A. J. Cassatt, vice 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 _____, are true to the best of their knowledge and belief.

(Signed)

A. J. CASSATT, *Vice President,*J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1876. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT AND 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, New York.....	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.....	14.66 miles.
Gauge of road.....	4.75 feet.
Weight of rail per yard on main track: 56, 60 and 64 lbs.	
Number of engine houses and shops.....	3
Number of wooden bridges, (total length in feet, 4,062,)..	27
Number of culverts, (total length in feet, 126,).....	31
Number of stations on main road: Passenger and freight,	27
Number of wood and water stations on main road.....	7
Value of real estate held by the company exclusive of roadway.....	\$84,106 00
How is track laid, and on what foundation? Earth-bed and cross-ties.	
Length in miles laid with steel rail.....	8.77

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of through passengers for the year on main road..	33,208
Number of passengers (all classes) carried in cars.....	116,919

Number of tons of 2,000 lbs. of through freight for the year on main road	363,473
Number of passengers carried one mile.....	4,320,387
Number of tons of freight carried one mile.....	36,296,735
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	547,242
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

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

January, 1875.....	7,801	July, 1875.....	11,879
February, 1875.....	5,914	August, 1875.....	13,253
March, 1875.....	7,757	September, 1875.....	15,453
April, 1875.....	8,209	October, 1875.....	9,805
May, 1875.....	7,915	November, 1875.....	9,276
June, 1875.....	9,826	December, 1875.....	9,829

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal..	381,723	Agricultural products.....	79,168
Petroleum and other oils.....	552	Merchandise and manufactures..	29,518
Pig iron.....	6,222	Live stock.....	938
Railroad iron.....	612	Lumber.....	27,578
Other iron or castings.....	6,209	Other articles.....	11,663
Iron and other ores.....	1,843		
Stone and lime.....	1,216	Total.....	547,242

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

For all passengers.....	3.05 cents.
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For all freight, per ton per mile, average rate.....	1.354 cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
Repairs or maintenance of way, including buildings.....	\$155,321 10	\$38,830 27	\$116,490 83
Taxes on real estate.....	2,991 53	747 88	2,243 65
Total.....	158,312 63	39,578 15	118,734 48
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$30,218 17	\$7,101 07	\$23,117 10
Repairs of passenger and baggage cars.....	7,144 82	7,144 82	.....
Repairs of freight cars.....	1,245 99	.....	1,245 99
Repairs of tools and machinery in shops.....	4,274 41	1,068 00	3,205 81
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	37,874 88	9,468 72	28,406 16
Total.....	80,758 27	24,783 21	55,975 06
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$4,578 15	\$1,698 95	\$2,879 20
Agents and clerks.....	11,585 76	2,898 82	8,686 94
Labor—loading and unloading freight.....	9,719 76	.....	9,719 76
Porters, watchmen and switch tenders.....	12,599 80	4,939 06	7,660 74
Car cleaning and inspecting, furniture and fixtures.....	3,606 13	1,420 97	2,185 16
Wood and water station attendance.....	8,326 14	2,081 53	6,244 61
Conductors, baggagemasters and brakemen.....	32,410 18	9,373 04	23,037 14
Engineers and firemen.....	22,920 82	7,230 78	25,690 04
Fuel and cost of preparing for use.....	43,436 35	11,157 40	32,278 95
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,572 30	1,554 00	5,018 30
Telegraph, mail and station expenses.....	6,265 46	1,807 22	4,458 24
Loss and damage of goods and baggage.....	1,523 70	.....	1,523 70
Use of freight cars.....	65,629 04	.....	65,629 04
Shoveling snow.....	1,758 66	439 66	1,319 00
Damage for injury of persons.....	204 24	204 24	.....
General superintendence.....	2,375 00	593 74	1,781 26
Contingencies.....	30,956 20	7,739 05	23,217 15
Total.....	274,467 69	53,138 46	221,329 23
Grand total.....	513,538 59	.....	.....

ELMIRA AND WILLIAMSPORT

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875.....	\$9,296 42	\$21,252 64	\$1,884 52	\$7 03	\$32,440 61
February, 1875.....	6,840 18	22,808 85	1,637 50	178 64	31,465 17
March, 1875.....	8,706 76	26,169 49	1,746 03	99 52	36,721 80
April, 1875.....	9,532 68	23,729 22	1,926 80	26 55	35,215 25
May, 1875.....	9,459 96	38,293 68	1,910 82	150 27	49,814 73
June, 1875.....	10,955 05	54,377 69	1,927 98	143 36	67,404 08
July, 1875.....	12,138 52	54,270 00	1,664 44	116 98	68,189 94
August, 1875.....	14,871 41	46,106 99	2,096 01	67 48	63,141 89
September, 1875.....	17,474 45	39,952 39	2,613 59	42 82	60,083 25
October, 1875.....	12,194 97	60,509 86	2,575 32	60 49	75,340 64
November, 1875.....	10,575 62	59,228 23	2,319 51	236 09	72,359 45
December, 1875.....	9,793 36	44,992 37	2,029 18	168 28	56,983 19
Total.....	131,839 38	491,691 41	24,331 70	1,297 51	649,160 00

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$513,538 59
For dividends, interest, miscellaneous and rent.....	165,000 00
Total.....	<u>678,538 59</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	2 ⁹³ / ₁₀₀₀ cents.
Cost per ton freight per mile, proximate average.....	1 ⁹⁵ / 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.

	Killed.	Injured.
Employees.....	1	11
Others.....	2	4
Total.....	<u>3</u>	<u>15</u>

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer of company.

ERIE.

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

Personally appeared Hugh J. Jewett, president, and Wm. P. Shearman, treasurer, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

H. J. JEWETT, *President.*

W. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of March, 1876. }

EDSON D. HAMMOND,

Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$86,536,910 00
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.....	45,576,814 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1897,).....	\$2,483,000 00
2d mortgage bonds, (date of maturity, September 1, 1879,).....	2,174,000 00
3d mortgage bonds, (date of maturity, March 1, 1883,).....	4,852,000 00
4th mortgage bonds, (date of maturity, October 1, 1880,).....	2,937,000 00
5th mortgage bonds, (date of maturity, January 1, 1888,).....	709,500 00
Buffalo Branch bonds, (date of maturity, July 1, 1891,).....	182,600 00
Sterling loan convertible bonds, (date of maturity, September 1, 1875,) being £916,000, at \$4 86 ⁸⁵ / ₁₀₀ per £.....	4,457,714 00
1st consolidated mortgage bonds, (date of maturity, September 1, 1920,).....	12,076,000 00

Convertible mortgage bonds, (date of maturity, January 1, 1903,).....	\$10,000,000 00
2d consolidated mortgage bonds, (date of maturity, March 2, 1894,).....	14,400,000 00
	<u>\$54,271,814 00</u>
Floating debt as per last report	2,552,203 34
The amount now of floating debt, consisting of loans and bills payable.....	1,421,641 83
Total amount now of floating and funded debt.....	55,693,455 83
Rate per cent. per annum of interest on funded debt: 1st mortgage, on \$2,412,000, 7 per cent., currency; on \$71,000, 7½ per cent., gold; 2d mortgage, 7 per cent., currency; 3d mortgage, 7 per cent., currency; 4th mortgage, 7 per cent., currency; 5th mortgage, 7 per cent., currency; Buffalo Branch bonds, 7 per cent., currency; sterling loan, 6 per cent., gold; 1st consolidated mortgage bonds, 7 per cent., gold; convertible mortgage bonds, 7 per cent., gold; 2d consolidated mortgage bonds, 7 per cent., gold.	
Date and rate per cent. per annum of dividend or dividends, None declared.	
Number of shares of stock issued: Common, 780,000; preferred, 85,369 ¹⁰ / ₁₀₀ ; total.....	
	865,369 ¹⁰ / ₁₀₀
Par value of each share	\$100 00
Average market value during the year: Common stock, \$23 25; preferred, \$37 87½.	
Amount paid in on each share: Records do not show.	
Amount of capital on which the respective dividends were declared: No dividends declared.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction.....	\$102,152,896 66	\$102,640,723 37
Equipment	12,923,004 21	13,355,223 26
Total cost.....	<u>115,075,900 87</u>	<u>115,995,946 63</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Jersey City, N. J., to Dunkirk, N. Y	459	miles.
Length of main line of road laid.....	459	"
Length of main line of road laid in Pennsylvania.....	42.05	"
Length of double track of road: On the main line, 266.75 miles; branches, 39.60 miles; total	303.35	"
Length of sidings: On the main line, 189.38 miles; on the branches, 148.05 miles; total.....	337.43	"

Length of third rail: On the main line, 43.80 miles; on the branches, 70.50 miles; reduced to single track, 57.15 miles.	
Gauge of road.....	6 feet.
Weight of rail per yard on main track: Steel, 60 to 67 pounds; steel or silicon iron top, 67½ pounds; iron 56 to 70 pounds.	
Branch roads owned by the company and their length, viz: Piermont Branch, Piermont to Sufferns, 18 miles; Newburg Branch, Greycourt to Newburg, 18.75 miles; Buffalo Branch, Hornellsville to Attica, 60 miles; total....	96.75 miles.
Roads worked by the company, viz: Newark and Hudson railroad, Delaware, Lackawanna and Western railroad junction to Newark, N. J., 5.57 miles; Weehawken Branch, east end Bergen Tunnel to Oil Docks, N. J., New York and Fort Lee railroad, Oil Docks, at Weehawken, N. J., to stock yards at Oak Cliff, N. J., 5 miles; Northern railroad of New Jersey and Nyack and Northern railroad, N. R. R. Junction at Bergen, N. J., to Nyack, N. Y., 26 miles; Newburg and New York railroad, Greenwood Junction to Vail's Gate Junction, N. Y., 12.75 miles; total.....	49.32 "
Roads leased by the company, viz: Paterson and Hudson railroad and Paterson and Ramapo railroad, 30.12 miles; Union, .83 miles; Jersey City, N. J., to Sufferns, N. Y., main line, 30.95 miles; Montgomery and Erie, Goshen, N. Y., to Montgomery, N. Y., 10.25 miles; Goshen and Deckertown, Goshen, N. Y., to Pine Island, N. Y., 11.75 miles; Paterson and Newark, Paterson, N. J., to Newark, N. J., 11.18 miles; Hawley Branch, Lackawaxen, Pa., to Hawley, Pa., 16 miles; Honesdale Branch, Hawley to Honesdale, Pa., 9 miles; Jefferson Branch, Carbondale to Susquehanna, 36.50 miles; Buffalo, Bradford and Pittsburg, Carrollton, N. Y., to Gilesville, N. Y., 25.50 miles; Buffalo, New York and Erie, Corning, N. Y., to Avon, N. Y., 76 miles; Avon to Attica, N. Y., 34.50 miles; Attica to Buffalo, N. Y., 31 miles; Rochester and Genesee Valley, Avon, N. Y., to Rochester, N. Y., 18.25 miles; Avon, Genesee and Mt. Morris, Avon, N. Y., to Mt. Morris, N. Y., 15.25 miles; Erie and Genesee Valley, Mt. Morris, N. Y., to Dansville, N. Y., 14.75 miles; Suspension Bridge and Erie Junction, East Buffalo Junction, N. Y., to Suspension Bridge, N. Y., 23.25 miles; Erie International, International Bridge, Buffalo, N. Y., to Main St. Station, N. Y., 4.25 miles; total.....	368.38 "
Total owned, leased and operated.....	514.45 miles.

Number of engine houses and shops: Engine houses, 44 ; machine shops, 8 ; car repair shops, 8 ; total	60
Number of engines on the books of the company: In good condition, 239 ; in fair condition, 194 ; in bad condi- tion, 28 ; broken up, 44 ; total.....	505
Number of first class passenger cars, (average cost of each, \$5,500,).....	198
Number of second class passenger cars, (average cost of each, \$3,000,).....	67
Number of baggage, mail and express cars, (average cost of baggage and express cars, each, \$2,300, ; post office, \$2,750,)	93
Number of freight cars: House cars, (average cost of each, \$698 50,) 4,366 ; trucks, (average cost of each, \$658 33,) 2,743 ; box freight, \$647 ; milk, \$647 ; stock, \$800 ; slat oil, \$760 ; oil tanks, \$950 ; gondolas, \$525 ; flats, \$500 ; total.....	7,109
Number of coal and gravel cars: Coal, 4 wheels, (av- erage cost of each, \$450,) 2,891 ; 8 wheels, (average cost of each, \$640,) 2,446 ; gravel, 4 wheels, (average cost of each, \$450,) 138 ; 8 wheels, (average cost of each, \$640,) 60 ; total.....	4,020½
Number of caboose cars, 4 wheels, (average cost of each, \$625,) 172 ; 8 wheels, (average cost of each, \$1,200,) 58 ; total.....	144
Number of iron bridges: Main line, 38 ; branches, 18 ; total.....	56
Number of wooden bridges: Main line, 203 ; branches, 143 ; total.....	346
Number of stone bridges: Main line, 41 ; branches, 17 ; total.....	58
Number of culverts.....	2,231
Number of railroads crossed: Main line, 3 over, 3 under, 12 grade ; branches, 2 over, 2 under, 8 grade ; total....	30
Number of stations on main road: Passenger and freight, 101 ; on branches, 155 ; total.....	256
Number of coal and water stations: Coal, main line, 16 ; branches, 12 ; total, 28 ; water, main line, 109 ; branches, 57 ; total, 166.	
Value of real estate held by the company exclusive of road- way: The company owns no real estate in Pennsylvania other than that required for roadway purposes.	

RAILROAD REPORT.

Number of tunnels—Bergan Hill, N. J.,—(length in feet, 4,388,).....	1
How is track laid and on what foundation? On oak and hemlock ties, filled in with gravel and broken stone.	
Length in miles laid with steel rails, 249.84; silicon iron top rail, 618.28; iron, 775.31; total.....	1,643.43

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

Number of miles run by passenger trains.....	3,202,392
Number of miles run by freight trains.....	9,405,024
Number of miles run by coal trains.....	930,197
Number of passengers (all classes) carried in cars.....	5,052,855
Number of passengers carried one mile.....	155,396,804
Number of tons of freight carried one mile.....	1,016,618,050
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	6,239,943
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20 to 22
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.....	70,000 pounds.
Weight of freight engines.....	80,000 “

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

November, 1874.....	392,417	June, 1875.....	433,679
December, 1874.....	383,442	July, 1875.....	500,697
January, 1875.....	328,761	August, 1875.....	498,719
February, 1875.....	293,506	September, 1875.....	547,187
March, 1875.....	367,895	October, 1875.....	434,376
April, 1875.....	404,542		
May, 1875.....	467,657	Total.....	5,052,878

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	3,292,394	Merchandise and manufactures.....	738,263
Bituminous coal.....	560,173	Live stock.....	107,392
Petroleum and other oils.....	230,230	Lumber.....	131,607
Pig iron, railroad iron, other iron or castings, iron and other ores, stone and lime: Included in other articles.		Other articles: Balance of produce of forest, 47,907; balance of produce of animals, 181,488; miscellaneous, 163,123; total.....	392,518
Agricultural products, viz: Food, 674,171; other agricultural produce, 113,195; total,	787,366	Total.....	6,239,943

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

For first class through passengers.....	2.11	cents.
For first class way passengers.....	2.33	“
For emigrant through passengers.....	1.82	“
For emigrant way passengers.....	1.54	“

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

For through freight, per ton per mile	1 ¹⁸ / ₁₀₀₀ cents.
For local coal, per ton per mile	1 ²⁶ / ₁₀₀₀ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$2,976,184 16	\$755,088 64	\$2,221,095 52
Taxes on real estate.....	345,186 41	86,557 15	258,629 26
Total.....	3,321,370 57	841,645 79	2,479,724 78
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$807,719 85	\$193,892 32	\$613,827 53
Cleaning and housing engines.....	300,382 07	77,070 95	223,311 12
Repairs of passenger and baggage cars.....	290,025 30	290,025 30	
Repairs of freight cars.....	870,327 29		870,327 29
Repairs of tools and machinery in shops.....	69,092 55	17,258 74	51,833 81
Incidental expenses, including oil, fuel, clerks, watchman, &c., about shops.....	100,316 47	25,054 81	75,261 66
Total.....	2,446,863 53	603,302 12	1,843,561 41
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$232,761 34	\$5,844 85	\$146,916 40
Agents and clerks.....	833,589 94	236,710 67	596,879 27
Labor—loading and unloading freight.....	673,160 30		673,160 30
Porter, watchmen and switch tenders.....	324,499 31	72,708 05	251,791 26
Wood and water station attendance.....	73,836 17	18,459 80	55,376 37
Conductors, baggage masters and brakemen.....	1,304,672 94	345,194 38	959,478 56
Engineers and firemen.....	1,000,360 71	224,162 59	776,198 12
Fuel and cost of preparing for use.....	1,075,963 19	225,515 90	850,447 29
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	229,486 10	47,678 56	181,807 54
Telegraph operators.....	118,845 62	30,077 54	88,768 08
Loss and damage of goods and baggage.....	86,702 08	1,622 16	35,079 92
Hire of cars.....	159,595 52	84,006 92	75,588 60
Damage for injury of persons.....	7,253 40	5,165 61	2,087 79
Damage to property, including damage by fire and cattle killed on road.....	10,760 10	2,908 50	7,851 60

EXPENSES—CONTINUED.

OPERATING THE ROAD—Continued.	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
General office expenses.....	\$128,239 85	\$32,059 61	\$96,180 24
General superintendence.....	233,463 06	58,390 76	175,072 30
General office clerks.....	145,574 53	36,393 13	109,181 40
Contingencies.....	208,825 82	51,141 22	157,684 60
Legal expenses.....	113,306 87	28,326 21	84,980 66
Total.....	6,910,806 85	1,586,396 46	5,324,500 39

Receipts on construction and equipment account during the year :

From sale of bonds..... \$5,242,465 90

RECEIPTS.

MONTHS.	Passen- gers.	Freight— miscellan's	Mail and express.	Freight from coal.	Miscella- neous.	Total.
Nov., 1874.	\$290,007 41	\$755,908 87	\$91,681 16	\$283,725 74	\$26,342 40	\$1,447,665 58
Dec., 1874.	244,929 59	661,555 19	89,460 68	278,569 77	13,035 68	1,287,550 89
Jan., 1875.	200,271 45	582,391 91	89,450 41	280,975 89	11,885 69	1,164,975 35
Feb., 1875.	161,616 73	568,231 83	63,640 30	279,834 45	28,308 20	1,101,631 51
Mar., 1875.	211,917 70	551,188 62	59,568 55	235,887 09	16,180 87	1,074,742 83
April, 1875.	276,461 03	689,170 42	69,606 17	374,187 96	13,960 51	1,423,386 09
May, 1875.	315,392 80	635,968 95	75,713 55	499,203 42	30,245 27	1,556,521 99
June, 1875.	294,961 13	703,129 35	71,648 53	484,696 75	16,034 53	1,570,470 29
July, 1875.	346,371 11	682,985 68	70,505 92	421,691 24	12,544 81	1,534,098 76
Aug., 1875.	362,185 58	664,627 96	67,091 00	382,645 41	20,979 99	1,497,529 94
Sept., 1875.	398,660 54	699,218 56	71,518 03	361,093 30	19,598 98	1,538,089 39
Oct., 1875.	370,529 26	828,283 24	84,725 83	382,230 25	14,427 40	1,680,195 98
Total.....	3,461,304 31	8,022,658 58	904,610 13	4,264,741 27	223,544 31	16,876,858 60
*Special miscellaneous receipts.....						800,887 89
Grand total.....						17,677,746 49

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$835,782 71
For maintaining the road, &c.—repairs of machinery and operating the road.....	12,679,130 95
For interest on the funded debt, \$3,761,964 50; Long Dock bonds, \$210,000; on Buffalo, Hudson and Erie bonds, \$133,000; on Weehawken dock mortgage, \$66,- 671 93; on loans, \$176,412 89; on mortgages, &c., \$31,- 382 28; total..	4,378,431 60
Miscellaneous: Gold premiums, \$114,247 34; London transfer office expenses, \$39,688 39; claims due prior to October 7, 1874, \$321,346 06; legal expenses, London, \$5,745; other expenses other than transportation, \$494,- 434 59; total.....	975,461 38
*Pavonia Ferry earnings.....	\$219,163 98
Pavonia Horse Railroad earnings.....	24,098 69
Erie baggage express.....	71,020 46
Weehawken docks.....	66,061 45
Grand Opera House property—rents.....	36,095 25
Unclaimed freight and baggage department receipts.....	6,586 64
	423,026 47
From interest on securities.....	205,625 21
From claims due prior to October 1, 1874.....	172,236 21
Total.....	800,887 89

Rentals of leased lines.....	\$802,414 86
State taxes: State of New Jersey, \$19,337 33; State of Pennsylvania, \$81,635 14; total.....	100,972 47
Use of cars.....	94,500 00
Total.....	19,030,911 26

Deficit..... 1,353,164 77

Cost of transportation:

Cost per passenger per mile, proximate average.....	1 ⁹⁵⁸⁷ / ₁₀₀₀₀ cents.
Cost per ton freight per mile, proximate average.....	0 ⁸⁴⁸⁸ / ₁₀₀₀₀ "

What express companies run on your road, and on what terms? The United States express company, paying 60 per cent of its gross earnings to the Erie railway company.

What transportation companies run on your road, and on what terms? The Great Western Dispatch and South Shore Line, the Erie and Pacific Dispatch, and the North-Western Dispatch for the south side of Lake Erie, and the Erie and North Shore Line, Commercial Express and Diamond Line for the North side of Lake Erie. The accounts of these companies with the Erie railway company are adjusted on the basis of mileage.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	5	12
Employees.....	41	146
Others.....	60	45
Total.....	106	203

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Hermann R. Baltzer.....	New York city, N. Y.
John B. Brown.....	Portland, Maine.
Thomas Dickson.....	Philadelphia, Pa.
R. Suydam Grant.....	New York city, N. Y.
Solomon S. Guthrie.....	Buffalo, N. Y.
Giles W. Hotchkiss.....	Binghampton, N. Y.
John Taylor Johnson.....	New York city, N. Y.
Louis H. Meyer.....	New York city, N. Y.
Hugh J. Jewett.....	New York city, N. Y.
Edwin D. Morgan.....	New York city, N. Y.
Asa Packer.....	Mauch Chunk, Pa.
Cortlandt Parker.....	Newark, N. J.
Homer Ramsdell.....	Newburgh, N. Y.
Lucius Robinson.....	Elmira, N. Y.
Samuel Sloan.....	New York city, N. Y.
Henry G. Stebbins.....	New York city, N. Y.
J. Lowber Welsh.....	Philadelphia, Pa.
Hugh J. Jewett, President.....	P. O. box No. 839, N. Y. city.
Augustus R. Macdonough, Secretary.....	P. O. box No. 839, N. Y. city.
Wm. P. Shearman, Treasurer.....	P. O. box No. 839, N. Y. city.

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 December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

WILLIAM L. SCOTT, *President.*

WM. BREWSTER, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1876. }

F. CURTZE, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,500,000 00
Amount of stock subscribed.....	1,998,400 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, \$1,001,900 00 at par, and 10 per cent. on \$996,500 00.....	1,101,550 00
Funded debt as per last report.....	3,457,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1882,).....	\$291,700 00
2d mortgage bonds, (date of maturity, March 1, 1890,).....	92,300 00
Consolidated mortgage bonds, (date of maturity, July 1, 1898,).....	2,193,000 00
Equipment mortgage bonds, (date of ma- turity, October 1, 1900,).....	800,000 00
	3,377,000 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	3,377,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent. ; 2d mortgage, 7 per cent. ; consoli- dated mortgage, 7 per cent. ; equipment mortgage, 7 per cent.	

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

Stock—none; cash— March 10, 1875, June 10, 1875, September 10, 1875, and December 10, 1875, each.....	1½ per cent.
Number of shares of stock issued.....	39,968
Par value of each share.....	\$50 00
Average market value during the year.....	70 to 75 cents.
Amount paid in on each share: \$50 00 on 20,038 shares, and 10 per cent. on 19,930 shares.	
Amount of capital on which the respective dividends were declared, average.....	<u>\$1,996,925 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,175,136 23	\$3,178,641 05
Equipment.....	1,895,032 78	1,895,725 18
Total cost.....	<u>5,070,469 01</u>	<u>5,074,366 23</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle to Girard....	81 miles.
Length of main line of road laid.....	81 “
Length of main line of road laid in Pennsylvania.....	81 “
Length of double track of road.....	None.
Length of sidings.....	19 ³³⁸ / ₁₀₀₀ 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 roads worked or leased by the company.....	None.
Number of engine houses and shops.....	5
Number of engines.....	29
Number of first class passenger cars, (average cost of each, \$4,500.).....	4
Number of second class passenger cars, (average cost, \$1,500,).....	1
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	4
Number of freight cars: House cars, (average cost of each, \$500,) 50; stock cars, (average cost of each, \$500,) 8; total.....	58
Number of coal, ore and stone cars, (average cost of each, \$500,).....	1,281
Number of caboose cars, (passenger cars used as caboose,) (average cost of each, \$1,500,).....	10

RAILROAD REPORT.

291

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, 864,).....	75
Number of railroads crossed.....	5
Number of stations on main road: Passenger, 22; freight, 16; total.....	22
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? Fish-plate con- nections, ballasted with gravel.	
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.....	145,919
Number of miles run by freight and coal trains.....	345,367
Number of through passengers for the year on main road,	9,265
Number of passengers (all classes) carried in cars.....	179,924
Number of tons of 2,000 lbs of through freight for the year on main road.....	76,513
Number of passengers carried one mile.....	3,633,888
Number of tons of freight carried one mile.....	32,478,580
Number of passengers carried one mile in the State of Penn- sylvania.....	3,633,888
Number of tons of freight carried one mile in the State of Pennsylvania.....	32,478,580
Gross amount of tonnage for the year, (2,000 lbs per ton,)	609,608
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	23
Average rate of speed adopted by express trains, including stops.....	23 miles.
Average rate of speed adopted by freight trains, including stops.....	12 "
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	33 "

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

January, 1875.....	11,453	July, 1875.....	17,684
February, 1875.....	10,360	August, 1875.....	15,123
March, 1875.....	14,482	September, 1875.....	18,392
April, 1875.....	14,109	October, 1875.....	23,102
May, 1875.....	13,628	November, 1875.....	14,244
June, 1875.....	13,793	December, 1875.....	13,554

The amount of freight, specifying the quantity in tons :

Bituminous coal.....	248,307	Stone and lime.....	43,892
Petroleum and other oils.....	51,551	Agricultural products.....	12,821
Pig iron.....	60,520	Merchandise and manufactures...	25,973
Railroad iron.....	2,434	Live stock.....	3,855
Other iron or castings.....	11,544	Lumber.....	20,330
Iron and other ores.....	124,267	Other articles.....	4,064

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, per ton per mile.....	$\frac{8}{10}$ cents.
For through coal, per ton per mile.....	$\frac{8}{10}$ "
For local freight, per ton per mile.....	$\frac{1.6}{10}$ "
For local coal, per ton per mile.....	$\frac{1.6}{10}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$124,274 90	\$41,069 62	\$33,205 37
Taxes on real estate.....	869 34	325 90	543 44
Total	125,144 33	41,395 52	83,748 81
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$25,645 81	\$8,514 06	\$17,130 88
Repairs of passenger and baggage cars.....	6,975 50	6,975 50	
Repairs of freight cars.....	41,895 59		41,895 59
Repairs of tools and machinery in shops.....	1,501 90	457 96	1,043 94
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	4,144 93	1,657 96	2,486 97
Total	80,163 76	17,606 38	62,557 38
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,753 90	\$1,877 60	\$2,876 39
Agents and clerks.....	34,318 20	6,854 39	27,463 81
Labor—loading and unloading freight.....	6,502 94	1,646 77	4,856 17
Porters, watchmen and switch tenders.....	8,452 46	3,084 30	5,368 16
Car cleaning and inspecting, furniture and fixtures.....	8,021 78	2,568 40	5,453 38
Wood and water station attendance.....	1,026 97	410 80	616 17
Conductors, baggage masters and brakemen.....	40,353 29	8,498 81	31,854 48
Engineers and firemen.....	21,266 64	5,473 88	15,792 76
Fuel and cost of preparing for use.....	29,156 27	8,665 48	20,490 79
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	6,438 25	1,819 16	4,619 10
Telegraph, mail and station expenses.....	8,222 80	2,881 34	5,341 46
Loss and damage of goods and baggage.....	562 18	6 00	556 18
Use of freight cars.....	1,096 86		1,096 86
Damage for injury of persons.....	1,706 40	350 07	1,356 33
Damage to property, including damage by fire and cattle killed on road.....	143 03		143 08
General superintendence.....	2,730 78	910 19	1,820 59
Total	174,752 90	45,047 19	129,705 71

Receipts on construction and equipment account during the year :

From stockholders.....	\$2,000 00
Other sources.....	1,897 22
Total	3,897 22

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Dockage.	Miscellaneous.	Total.
January, 1875.	\$6,925 63	\$34,206 20	\$1,292 73	\$2,261 72	\$167 05	\$44,853 33
February, 1875.	6,187 37	26,254 44	1,235 85	1,196 87	96 12	34,970 65
March, 1875.	8,480 43	35,995 27	1,321 18	903 19	441 32	47,141 30
April, 1875.	8,929 23	36,905 34	1,292 73	880 35	167 75	48,175 40
May, 1875.	8,427 14	32,779 11	1,292 73	1,100 38	487 46	44,086 82
June, 1875.	8,927 12	37,951 98	1,292 74	1,609 33	184 32	49,965 49
July, 1875.	11,848 83	42,616 46	1,321 17	1,757 96	195 67	57,740 09
August, 1875.	12,022 16	49,221 17	1,292 73	3,551 75	576 24	66,664 05
September, 1875.	11,924 73	35,431 98	5,320 02	3,135 24	810 81	56,622 78
October, 1875.	10,840 18	53,357 12	1,638 57	3,720 17	450 41	70,006 45
November, 1875.	8,490 39	35,548 47	1,638 57	2,953 38	453 98	49,084 79
December, 1875.	8,078 00	17,817 28	1,667 00	2,000 00	440 00	30,002 28
Total.	111,081 21	483,084 82	20,606 02	25,070 34	4,471 13	519,313 52

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$3,897 22
For maintaining the road, &c.—repairs of machinery and operating the road, \$380,060 99; less taxes, \$869 34..	379,191 65
For dividends, \$139,819 76; less taxes, \$12,583 78.....	127,235 98
For interest.....	236,390 00
For miscellaneous, (expenses maintaining organization, &c.)	3,102 39
For surplus fund.....	None.
For State taxes.....	869 34
For State taxes on dividends.....	12,583 78
For United States taxes.....	2,911 09
Total	766,181 45

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 ⁸ / ₁₀ cents.
Cost per ton freight per mile, proximate average.....	1 ^{8.5} / ₁₀₀ "

What express companies run on your road, and on what terms? Adams express company, \$30 00 per day.

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

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	2
Employees.....	1	2
Others.....	..	2
Total	1	6

1875.

February 9. Miss Jane M'Cray, Linesville, passenger, while standing at coach door waiting for train to come to a stop, door closed suddenly, crushing little finger of right hand badly ; end of finger amputated.

March 15. Michael Doulin, switchman, run over in Erie yard and instantly killed. Deceased got on engine to ride to engine house yard ; while some couplings were being made he got off engine and was not seen again until found under first car from engine ; he was noticed by no one after leaving the engine.

April 21. John Barry, laborer, while attempting to cross the track ahead of the train, two miles south of Jamestown, was struck by engine and badly bruised and cut about the head and left side.

June 11. John Waters, Sharon, aged twelve years, got on train at Sharon, before it came to a stop, and in getting off had the fleshy part of his foot crushed between the bumpers.

September 10. Edward M'Daniels, brakeman, had thumb of right hand crushed while coupling cars in Sharpsville yard.

November 8. James O'Brien, aged about ten years, got on the drawbar of rear coach, at Sharon station ; when train was a few rods north of canal bridge he fell off and received some severe cuts about the head.

November 23. John Cutler, passenger, while attempting to get off train at Main street crossing, fell under train, one truck of the rear car running over his right arm ; was otherwise cut and bruised ; he was left in charge of a physician at Sharon ; the arm was amputated.

The Erie and Pittsburg railroad is leased to the Pennsylvania railroad company for the period of nine hundred and ninety-nine years from the first day day of March, A. D. one thousand eight hundred and seventy, and is operated by the Pennsylvania company under the said lease.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
William L. Scott	Erie, Pa.
Milton Courtright.....	Erie, Pa.
David Dows.....	New York, N. Y.
John F. Tracy	Chicago, Illinois.
Joseph M'Carter	Erie, Pa.
Charles M. Reed.....	Erie, Pa.
William Brewster.....	Erie, Pa.
William L. Scott, President.....	Erie, Pa.
William Brewster, Secretary and Treasurer.....	Erie, Pa.

FAYETTE COUNTY.

STATE OF PENNSYLVANIA, } ss:
Fayette County,

Personally appeared William Beeson, president, and William H. Baily, 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 April 30, 1875, are true to the best of their knowledge and belief.

(Signed)

WILLIAM BEESON, *President.*

W. H. BAILY, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of September, 1875. }

C. E. SWEARINGEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law : Originally, \$750,000, and might be increased to \$1,500,000, but fixed by new company at.....	\$107,400 00
Amount of stock subscribed, about.....	100,000 00
Amount paid in as by last report, about.....	90,000 00
Total amount now paid in of capital stock, about.....	90,000 00
Funded debt as per last report, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, total amount now of floating and funded debt, and rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend of dividends :	
Cash, March 1, June 1, September 1, December 1, each,	\$1 per share
Number of shares of stock issued.....	2,148
Par value of each share.....	\$50 00
Average market value during the year.....	50 00
Amount paid in on each share, in addition to the original payment.....	16 67
Amount of capital on which the respective dividends were declared.....	<u>107,400 00</u>

COST OF ROAD AND EQUIPMENT.

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

CHARACTERISTICS OF ROAD.

Length of main line of road, from Uniontown to Connells-ville	12 $\frac{6.6}{100}$ miles.
Length of main line of road laid	12 $\frac{6.6}{100}$ "
Length of main line of road laid in Pennsylvania.	12 $\frac{6.6}{100}$ "
Length of double track of road, branch roads owned and roads worked or leased by the company, number of engines, first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars, iron and stone bridges, railroads crossed, tunnels, and length in miles laid with steel rail.....	None.
Length of sidings: Supposed about 2,000 to 2,500 feet.	
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	43 pounds.
Number of engine houses and shops	1 of each.
Number of wooden bridges, (total length in feet, cannot tell,).....	22
Number of culverts, (total length in feet, cannot tell,)....	10
Number of stations on main road: Passenger, 6; freight, 5; total.....	11
Number of wood and water stations on main road: One water station; wood got anywhere.	
Value of real estate held by the company, exclusive of roadway: Paid \$1,000 for depot ground, and part given, worth \$500.	
How is track laid, and on what foundation? On cross-ties, bedded in stone and filled between with stone.	

SUMMARY OF PAYMENTS.

For dividends	\$8,592 00
For surplus fund.....	None.
For State taxes	601 44

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

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

The lease to the Pittsburg and Connellsville company is for ninety-nine years, and dates from November 1, 1864.

FRANKFORD AND HOLMESBURG

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Beeson	Uniontown, Pa.
William H. Baily	Uniontown, Pa.
Daniel Kaine	Uniontown, Pa.
A. D. Ewing	Uniontown, Pa.
E. B. Dawson	Uniontown, Pa.
John M. Haeden	Uniontown, Pa.
J. M. Thompson	Uniontown, Pa.
William Beeson, President	Uniontown, Pa.
William H. Baily, Secretary and Treasurer	Uniontown, Pa.

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, 1874, are true to the best of their knowledge and belief.

(Signed)

LEWIS THOMPSON, *President.*

MAXWELL ROWLAND, *Treasurer.*

Sworn and subscribed before me, this 24th }
 day of November, 1875. }

AMOS C. SHALLCROSS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report	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, as follows :	
1st mortgage bonds	50,000 00
2d and 3d mortgage bonds	None.
Floating debt as per 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 :	
Cash, January 1	3 per cent.

RAILROAD REPORT.

299

Number of shares of stock issued	2,000
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.....	100,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$159,427 07</u>	<u>\$159,427 07</u>

Equipment: Own none. Road run by Philadelphia and Trenton railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Holmesburg Junction to Bustleton	4 $\frac{15}{100}$ miles.
Length of main line of road laid.....	4 $\frac{15}{100}$ "
Length of main line of road laid in Pennsylvania	4 $\frac{15}{100}$ "
Length of double track of road.....	None.
Length of sidings	$\frac{73}{100}$ "
Gauge of road	4 ft. 10 inches.
Weight of rail per yard on main track	50 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses: 1 at Bustleton.	
Number of engines, first and second class passenger, bag- gage, mail, express, freight, coal, ore, stone and caboose cars	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,330,)..	5
Number of culverts, (total length in feet, 380,).....	6
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 rails.....	None.

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

This road is leased to the Philadelphia and Trenton railroad company from January 1, 1871, for a term of ten (10) years, and would respectfully refer to them for any further information.

300 HANOVER JUNCTION, HANOVER AND GETTYSBURG

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Andreas Hartel	Holmesburg, Pa.
Presley Blakiston	Philadelphia, Pa.
George S. Clark	Holmesburg, Pa.
Josiah Bacon	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
J. Tunis Way	Philadelphia, Pa.
Benj. F. Crispin	Philadelphia, Pa.
Robert N. Murray	Bustleton, Pa.
Wm. Dedaker	Bustleton, Pa.
J. M. Banes	Bustleton, Pa.
J. B. William	Bustleton, Pa.
M. Rowland	Holmesburg, Pa.
Lewis Thompson, President	Philadelphia, Pa.
B. F. Crispin, Secretary	Philadelphia, Pa.
M. Rowland, Treasurer	Holmesburg, Pa.

HANOVER JUNCTION, HANOVER AND GETTYSBURG.

STATE OF PENNSYLVANIA, }
York County, } ss:

Personally appeared A. W. Eichelberger, President, and R. A. Eichelberger, treasurer, of the Hanover Junction, Hanover and Gettysburg railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1875, 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 }
 1st day of February, 1876. }

A. N. MICHAEL, *Notary Public*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	116,850 00
Amount paid in as by last report	116,850 00
Total amount now paid in of capital stock	116,850 00
Funded debt as per last report	None.
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1895.)	123,000 00
2d and 3d mortgage bonds	None.

RAILROAD REPORT.

301

Floating debt as per last report.	None.
The amount now of floating debt.	10,000 00
Total amount now of floating and funded debt.	133,000 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, 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.	60 00
Amount paid in on each share.	50 00
Amount of capital on which the respective dividends were declared.	116,850 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.	\$205,169 88	\$206,021 14
Equipment.	85,346 30	85,973 86
Total cost.	290,516 18	291,995 00
Paid for Susquehanna, Gettysburg and Potomac railroad, now consolidated with Hanover Branch railroad.		175,000 00
		466,995 00

CHARACTERISTICS OF ROAD

Length of main line of road, from Hanover Junction to Gettysburg.	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.	None.
Length of sidings.	2,176 00
Gauge of road.	4 ft. 8½ inches.
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, viz: Bachman Valley railroad is worked by this company.	
Number of engine houses and shops.	5
Number of engines.	8
Number of first class passenger cars, (average cost of each, \$4,000 00,)	3
Number of second class passenger cars, (average cost of each, \$2,000 00,)	3

302 HANOVER JUNCTION, HANOVER AND GETTYSBURG

Number of baggage, mail and express cars, (average cost of each, \$800 00,).....	2
Number of freight cars: House cars, (average cost of each, \$500 00,).....	8
Number of coal and stone cars: Coal, 6; stone, 32; (average cost of each, \$200 00;) total.....	38
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 553,)....	20
Number of culverts, (total length in feet, 118,).....	30
Number of railroads crossed.	1
Number of stations on main road: Passenger, 13; freight, 11; total.....	24
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of roadway.....	\$16,600 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Part on earth and part on stone ballast.	
Length in miles laid with steel rail.....	<u>3,500 feet.</u>

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

Number of miles run by passenger trains.....	38,500
Number of miles run by freight trains.....	31,600
Number of through passengers for the year on main road..	26,753
Number of passengers (all classes) carried in cars.....	51,625
Number of tons of 2,000 lbs of freight for the year on main road.....	95,434
Number of passengers carried one mile.....	1,070,069
Number of tons of freight carried one mile.....	1,132,122
Number of passengers carried one mile in the State of Pennsylvania.....	1,070,069
Number of tons of freight carried one mile in the State of Pennsylvania.....	1,132,122
Gross amount of tonnage for the year (2,000 lbs per ton)..	95,434
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	21 miles.
Average rate of speed adopted by express trains, including stops.....	21 "
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, 1874.....	3,180	July, 1875.....	3,065
December, 1874.....	3,041	August, 1875.....	6,850
January, 1875.....	2,990	September, 1875.....	11,011
February, 1875.....	2,315	October, 1875.....	3,858
March, 1875.....	3,544	November, 1875.....	2,901
April, 1875.....	3,820	December, 1875.....	3,264
May, 1875.....	4,027		
June, 1875.....	3,980		

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	18,978½	Stone and lime.....	5,904
Bituminous coal.....	1,541½	Agricultural products.....	} 37,422
Other iron or castings: not classified.		Merchandise & manufactures..	
Iron and other ores.....	23,028	Live stock.....	2,086
		Lumber.....	6,474

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

For first class through passengers.....	3½ cents.
For first class way passengers.....	4 "

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

For through freight and through coal, per ton per mile, average.....	3½ cents.
For local freight and local coal, per ton per mile, average,	3½ "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$11,543 01
Taxes on real estate.....	1,357 27
Total.....	12,900 28

Repairs of machinery:

Repairs of engines and tenders.....	\$4,829 87
Repairs of passenger, baggage and freight cars.....	4,694 69
Repairs of tools and machinery in shops.....	46 85
Total.....	9,571 41

Operating the road:

Office expenses, stationery, &c.....	\$551 72
Agents and clerks.....	2,277 70
Labor—loading and unloading freight.....	707 00
Car cleaning and inspecting, furniture and fixtures.....	45 00
Wood and water station attendance.....	43 75
Conductors, baggage masters and brakemen.....	4,710 04
Engineers and firemen.....	4,752 13
Fuel and cost of preparing for use.....	9,053 63

304 HANOVER, HANOVER JUNCTION AND GETTYSBURG

Oil and waste for engines and tenders, passenger, baggage and freight cars.....	\$913 77
Telegraph, mail and station expenses.....	94 00
Loss and damage of goods and baggage.....	11 00
Use of freight cars.....	1,245 87
Damage for injury of persons, and damage to property, including damage by fire and cattle killed on road.....	None.
General superintendence.....	750 00
Contingencies.....	193 25
Total.....	25,348 86
Grand total.....	\$47,820 55

Receipts on construction and equipment account during the year :

From sale of bonds.....	\$117,500 00
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars, and working other roads.	Miscellaneous.	Total.
January, 1875...	\$1,130 01	\$2,729 51	\$85 91	\$1,195 70	\$32 93	\$5,174 06
February, 1875...	884 02	2,558 07	80 36	1,114 40	58 78	4,695 63
March, 1875.....	1,321 20	3,641 52	84 12	234 00	86 56	5,367 40
April, 1875.....	2,354 99	5,598 09	189 31	1,195 70	54 30	9,392 39
May, 1875.....	2,389 98	6,331 97	188 56	621 00	54 89	9,596 40
June, 1875.....	2,739 75	4,456 11	210 46	92 00	311 83	7,810 15
July, 1875.....	2,967 23	2,484 40	188 59	1,606 50	8 00	7,254 72
August, 1875....	3,531 22	2,851 54	188 11	150 98	48 93	6,770 78
September, 1875,	4,534 82	3,652 34	198 24	214 50	107 22	8,707 12
October, 1875....	2,610 06	3,001 93	195 85	60 00	65 12	5,992 96
November, 1875.	1,733 43	2,135 42	212 39	488 12	.....	4,569 36
December, 1875.	1,724 03	2,477 32	223 48	47 00	25 45	4,497 28
Total.....	27,920 74	41,978 22	2,045 38	7,019 90	854 01	79,808 25

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$1,478 82
For maintaining the road, &c.—repairs of machinery and operating the road.....	47,820 55
For dividends.....	11,685 00
For interest.....	6,928 68
For miscellaneous.....	764 49
For municipal taxes.....	59 16
For State taxes.....	1,298 11
Total.....	70,034 81

Total amount of surplus fund: \$60,000 in stock and bonds of other railroads.

Cost of transportation :

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

What express companies run on your road, and on what terms? Adams express company, at 20 cts. per 100 lbs.

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

ACCIDENTS.

	Injured.
Employees.....	1
1875.	<u>1</u>

May 3. Robert Baily, brakeman, leg broken when freight train ran off at an open switch.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Jacob Forney.....	Hanover, Pa.
John Nyman.....	Hanover, Pa.
Peter Flickinger.....	Hanover, Pa.
R. Young.....	Hanover, Pa.
Wm. Grumbine.....	Hanover, Pa.
Robert Wirt.....	Hanover, Pa.
F. E. Metzger.....	Hanover, Pa.
C. W. Slagle.....	Baltimore, Md.
Matthew Eichelberger.....	Gettysburg, Pa.
George Swope.....	Gettysburg, Pa.
A. W. Eichelberger, President.....	Hanover, Pa.
F. E. Metzger, Secretary.....	Hanover, Pa.
R. A. Eichelberger, Treasurer.....	Hanover, Pa.

HANOVER JUNCTION AND SUSQUEHANNA.

STATE OF PENNSYLVANIA, }
Lancaster County, } ss :

Personally appeared Robert T. Ryon, president, and Jeremiah G. Hess, treasurer, of the Hanover Junction 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

ROBERT T. RYON, *President.*

J. G. HESS, *Treasurer.*

Sworn and subscribed before me, this)
 4th day of February, 1876. }

SAMUEL EVANS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed	112,100 00
Amount paid in as by last report.....	21,551 60
Total amount now paid in of capital stock.....	35,781 40
The amount now of funded debt, as follows:	
1st mortgage bonds.....	34,900 00
The amount now of floating debt.....	33,281 74
Total amount now of floating and funded debt	68,181 74
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Number of shares of stock issued.....	509
Par value of each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$103,963 14
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CHARACTERISTICS OF ROAD.

Length of main line of road, from near Landisville to Han- over Branch, York county.....	34 miles.
Length of main line of road laid, length of main line of road laid in Pennsylvania, length of double track of road, length of sidings, gauge of road and weight of rail per yard on main track: Road in the course of construction, 7 miles grading and masonry done.	

NAMES AND RESIDENCE OF OFFICERS FOR 1876.

Directors.	Post office address.
R. T. Ryon.....	Columbia, Pa.
J. S. Given	Columbia, Pa.
J. G. Hess.....	Columbia, Pa.
Dr. F. Hinkle.....	Columbia, Pa.
J. H. Musser.....	Marietta, Pa.
S. C. Hiestand	Marietta, Pa.
J. Z. Lindemuth.....	Marietta, Pa.
H. Copenhuffer.....	Columbia, Pa.
Hon. Jas. Ryon	Pottsville, Pa.
Robert T. Ryon, President.....	Columbia, Pa.
John S. Given, Secretary.....	Columbia, Pa.
J. G. Hess, Treasurer	Columbia, Pa.

HARRISBURG, PORTSMOUTH, MOUNT JOY AND LANCASTER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas A. Scott, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

THOMAS A. SCOTT, *President.*

GEORGE TABER, *Treasurer.*

Affirmed and subscribed before me, this }
12th day of October, 1875. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$2,500,000 00
Amount of stock subscribed	1,182,550 00
Amount paid in as by last report	1,182,550 00
Total amount now paid in of capital stock	1,182,550 00
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, 1883)..	\$700,000 00
Floating debt as per last report	None.
The amount now of floating debt	None.
Total amount now of floating and funded debt	700,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January 10 and July 10	7 per cent.
Number of shares of stock issued	23,651
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	1,182,550 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction at time of lease to Pennsylvania Railroad Company.....	\$1,882,550 00	\$1,882,550 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Dillerville 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 those of private parties.....	9.61	"
Gauge of road.....	4 ft. 8½	inches.
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.
Roads worked or leased by the company.....	None.	
Number of engine houses, shops, engines and cars: Included in return of Pennsylvania railroad company.		
Number of iron bridges, (total length in feet, 1,628½,)....	53	
Number of wooden bridges, (total length in feet, 782½)...	7	
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 station on main road.....	5	
Value of real estate held by the company, exclusive of roadway: All included in cost of road.		
Number of tunnels, (length of each, 200 and 900 feet,)....	2	
How is track laid, and on what foundation? Cross-ties, resting on ballast of broken stone and furnace cinder.		
Length in miles laid with steel rails.....	27.11	

The Harrisburg, Portsmouth, Mount Joy and Lancaster railroad is leased to the Pennsylvania railroad company for 999 years, from December 29, 1860.

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

See Pennsylvania railroad report.

SUMMARY OF PAYMENTS.

For dividends.....	\$82,778 50
For interest.....	42,000 00
For State taxes.....	5,794 44
Total.....	130,572 94
Total amount of surplus fund	\$30,947 30

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia.
Josiah Bacon.....	Philadelphia.
Wistar Morris.....	Philadelphia.
George B. Roberts.....	Philadelphia.
John M. Kennedy.....	Philadelphia.
Strickland Kneass.....	Philadelphia.
James Magee.....	Philadelphia.
James Young.....	Middletown, Pa.
Lewis Elkin.....	Philadelphia.
Thomas A. Scott, President.....	Philadelphia.
George Taber, Secretary and Treasurer.....	Philadelphia.

HARRISBURG AND POTOMAC.

STATE OF PENNSYLVANIA, }
 Cumberland County, } ss:

Personally appeared Daniel V. Ahl, president, and Asbury Derland, 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 31st December, 1875, are true to the best of their knowledge and belief.

(Signed)

DANIEL V. AHL, *President.*

ASBURY DERLAND, *Treasurer.*

Sworn and subscribed before me, this }
 23th day of February, 1876. }

J. M. ALLEN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$217,000 00
Amount paid in as by last report.....	121,519 43
Total amount now paid in of capital stock.....	251,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1904,).....	252,000 00

Floating debt as per last report	\$225,860 00
The amount now of floating debt.....	35,010 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	None paid.
Number of shares of stock issued	1,540 $\frac{1}{2}$
Par value of each share.....	\$100 00
Average market value during the year.....	No record.
Amount paid in on each share	\$100 00
Amount of capital on which the respective dividends were declared	No record.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$345,014 82	\$463,010 00
Equipment	5,716 05	5,766 05
Total cost.....	<u>350,730 87</u>	<u>468,776 05</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Harrisburg to Waynesboro'	60 miles.
Length of main line of road laid.....	16 "
Length of main line of road laid in Pennsylvania	16 "
Length of sidings	2 $\frac{1}{2}$ "
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track.....	56 lbs.
Branch roads owned by the company, and their length, viz: Ore branch to P. and R. Coal and Iron company's mines, 2 miles; branch 10 miles west of Harrisburg to Littlestown, Pa., 30 miles	
Roads worked or leased by the company	None.
Number of engine houses and shops	1
Number of engines.....	1 rented.
Number of first class passenger, baggage, mail, express, coal, ore, stone and caboose cars	None.
Number of second class passenger cars, (average cost of each, \$500,)	1
Number of freight cars: House cars, (average cost of each, \$750,) 2; trucks, (average cost of each, \$625,) 4; total,	6
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 728,) ...	15
Number of culverts, (total length in feet, 372,).....	34
Number of railroads crossed.....	2

RAILROAD REPORT.

311

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	\$75,000 00
Number of tunnels	None.
How is track laid, and on what foundation? On cross ties and broken 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, (trains mixed,)	13,572
Number of through passengers for the year on main road . .	1,301
Number of passengers (all classes) carried in cars	6,904
Number of tons of 2,000 pounds of through freight for the year on main road	36,833
Number of passengers and amount of freight carried: No account kept.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	36,833
Average rate of speed per hour adopted by all trains, mixed,	9 miles.
Weight of first class passenger engines	56,000 lbs.

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

[Company commenced operating road on the 1st day of April, 1875.]

April, 1875.	412	September, 1875	880
May, 1875.	460	October, 1875.	886
June, 1875.	390	November, 1875	875
July, 1875.	1,040	December, 1875.	381
August, 1875.	2,600		

The amount of freight, specifying the quantity in tons:

Anthracite coal	5,224	Iron and other ores.	28,123
Bituminous coal.	595	Agricultural products.	1,082
Pig iron	1,738	Merchandise and manufactures. . .	156
Railroad iron	136	Lumber	779

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

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

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

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

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings	\$425 00		\$425 00
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$43 25		\$43 25
Repairs of passenger and baggage cars.....	208 20	\$208 20	
Repairs of freight cars	11 56		11 56
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	180 00	40 00	140 00
Total	443 01	248 20	194 81
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$127 07	\$10 00	\$117 07
Agents and clerks	585 00		585 00
Labor—loading and unloading freight.....	245 00		245 00
Conductors, baggage masters and brakemen.....	675 00	200 00	475 00
Engineers and firemen.....	900 00	300 00	600 00
Fuel and cost of preparing for use	1,660 00	250 00	1,410 00
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	110 00	5 00	105 00
Use of freight cars	15 00	15 00	
General superintendence	915 00		915 00
Contingencies.....	155 76	22 50	133 26
Total	5,387 83	802 50	4,585 33

RAILROAD REPORT.

313

*Receipts on construction and equipment account during the year :*From stockholders \$129,480 57

RECEIPTS.

[Company commenced operating road April 1, 1875.]

MONTHS.	Passen- gers.	Freight.	Total.
April, 1875	\$77 57	\$475 80	.....
May, 1875	79 37	498 73	.....
June, 1875	76 70	450 92	.....
July, 1875	211 11	562 58	.....
August, 1875	674 15	644 41	.....
September, 1875	185 69	1,188 07	.....
October, 1875	73 69	1,365 22	.....
November, 1875	62 34	1,781 15	.....
December, 1875	64 25	1,351 18	.....
Total	1,504 92	8,318 06	\$9,822 98

SUMMARY OF PAYMENTS.

For construction and equipment \$118,045 18
 For maintaining the road, &c.—repairs of machinery and
 operating the road 6,255 84
 Miscellaneous 3,304 46

Cost of transportation :

Cost per passenger and ton freight per mile : No account kept. Trains
 all run as mixed.

What express companies run on your road, and on what terms? Adams.
 \$1 per ton.

What transportation companies run on your road? None.

ACCIDENTS

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. V. Ahl	Newville, Pa.
Joshua Hunt	Catasauqua, Pa.
Jno. Moore	Dickinson, Pa.
W. H. Longsdorf	Dickinson, Pa.
Asbury Derland	Bolling Springs, Pa.
Jacob Bowman	Shepherdstown, Pa.
Moses Bricker	Carlisle, Pa.
L. W. Helkes	York Springs, Pa.
Geo. Clever	Shippensburg, Pa.
Daniel V. Ahl, President	Newville, Pa.
John Evans, Secretary	Carlisle, Pa.
Asbury Derland, Treasurer and Superintendent, Bolling Springs, Pa.	

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, 1875, are true to the best of their knowledge and belief.

(Signed)

B. ANDREWS KNIGHT, *President.*

J. P. AERTSEN, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of February, 1876. }

GEO. C. SHELMEKDINE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,300,000 00	
Amount of stock subscribed, (and by merger of Bedford railroad \$2,035,000,).....	250,000 00	
		\$3,550,000 00
Amount paid in as by last report, and total amount now paid in of capital stock.....		Full paid.
Funded debt as per last report.....	2,268,640 29	
The amount now of funded debt, (classified and date of maturity,) as follows:		
1st mortgage bonds, (date of maturity, Sept. 30, 1890,).....	\$416,000 00	
2d mortgage bonds, (date of maturity, Jan. 31, 1895).....	367,500 00	
3d mortgage bonds, (date of maturity, March 31, 1895).....	1,500,000 00	
Scrip.....	100,707 50	
		\$2,384,207 50
The amount now of floating debt.....	201,007 00	
Total amount now of floating and funded debt.....	2,585,214 50	
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.: scrip, 6 and 7 per cent.		
Date and rate per cent. per annum of dividend or divi- dends: Stock and cash.....		None.

RAILROAD REPORT.

315

Number of shares of stock issued.....	40,700
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	Full paid.
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment in one account on books.....	\$4,184,917 57	\$4,210,152 09

CHARACTERISTICS OF ROAD.

Length of main line of road, from Huntingdon to Mt. Dallas.....	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 feet 8½ in.
Weight of rail per yard on main track.....	56 and 60 lbs.
Branch roads owned by the company and their length, viz: Shoup's Run, 9¼, and 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.....	20
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,).....	4
Number of freight cars: House cars, none; trucks, (average cost of each, \$450,).....	13
Number of coal, ore and stone cars: Coal, 23; ore, none; stone, 6; (average cost of each, \$362;) total.....	29
Number of caboose cars, (average cost of each, \$456,)....	9
Number of iron bridges, (total length in feet, 165,).....	3
Number of wooden bridges, (total length in feet, 9,487,)..	87
Number of stone bridges, culverts, and railroads crossed..	None.
Number of stations on main road: Passenger 17; freight, 17; total.....	34
Number of wood and water stations on main road.....	10

Value of real estate held by the company exclusive of road-way : 2 collieries and about 2,500 acres of land ; cannot give the cash value.

Number of tunnels.....	None.
How is track laid, and on what foundation ? On white oak cross ties, ballasted in part with cinder 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.....	40,970
Number of miles run by freight trains.....	32,400
Number of miles run by coal trains.....	137,895
Number of through passengers for the year on main road,	7,161½
Number of passengers (all classes) carried in cars.....	51,407
Number of tons of 2,000 lbs of through freight for the year on main road.....	192,723
Number of passengers carried one mile.....	896,175
Number of tons of freight carried one mile, (including Broad Top and Cumberland coal,).....	14,940,303
Number of passengers carried one mile in the State of Pennsylvania.....	896,175
Number of tons of freight carried one mile in the State of Pennsylvania.....	14,940,303
Gross amount of tonnage for the year, (2,000 lbs per ton,)	485,458
Average rate of speed adopted by ordinary passenger and express trains, including stops.....	20
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines, (tons, 2,000 lbs,)	30
Weight of freight engines, (tons, 2,000 lbs,).....	<u>45</u>

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

January, 1875.....	3,621	July, 1875.....	6,430½
February, 1875.....	2,542	August, 1875.....	5,716½
March, 1875.....	3,520	September, 1875.....	4,756
April, 1875.....	4,082	October, 1875.....	4,571½
May, 1875.....	3,969	November, 1875.....	3,250½
June, 1875.....	5,370	December, 1875.....	<u>3,578</u>

The amount of freight specifying the quantity in tons :

Anthracite coal.....	1,621	Iron and other ores.....	45,890
Bituminous coal, (Broad Top & Cumberland,).....	380,075	Stone and lime.....	17,768
Petroleum and other oils.....	2¼	Agricultural products.....	4,629
Pig iron.....	12,725	Merchandise and manufactures..	3,453
Manufactured iron and other iron or castings.....	1,430	Live stock.....	283
		Lumber.....	<u>17,365</u>

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

For first class through and way passengers, proximate average.....	3 cents.
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For through freight, per ton per mile, proximate.....	2 $\frac{1}{2}$ cents.
For through coal, per ton per mile.....	1 $\frac{1}{3}$ "
For local freight, per ton per mile, according to distance..	2 to 5 "
For local coal, per ton per mile.....	2 $\frac{1}{2}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$59,920 98	\$5,417 30	\$54,473 62
Taxes on real estate.....	767 70		
Total.....	60,688 68		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders, passenger, baggage and freight cars.....	\$15,904 23	\$1,445 84	\$14,458 39
Repairs of tools and machinery in shops.....	1,205 92	109 63	1,096 29
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	9,756 31	886 94	8,809 37
Total.....	26,866 46	2,442 41	24,424 05
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,726 02	\$156 91	\$1,569 11
Agents and clerks.....	9,287 56	844 32	5,443 24
Labor—loading and unloading freight.....	480 00		480 00
Porters, watchmen and switch tenders.....	388 15	35 29	352 86
Car cleaning and inspecting.....	589 15	164 16	424 99
Wood and water station attendance.....	492 85	44 76	447 59
Conductors, baggage masters and brakemen, engineers, firemen and dispatchers.....	31,462 30	2,860 21	28,602 09
Fuel and cost of preparing for use.....	7,045 05	1,566 71	6,378 34
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,960 21	380 18	1,580 03
Telegraph, mail and station expenses.....	5,829 31	529 93	5,299 38
Tolls over other roads: None,			
Use of freight cars.....	4,801 21		4,801 21
Damage to property, including damage by fire and cattle killed on the road, including loss and damage of goods and baggage.....	318 99		318 99

EXPENSES—CONTINUED.

OPERATING THE ROAD— <i>Continued.</i>	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
General superintendence.....	\$3,000 00	\$1,000 00	\$2,000 00
Contingencies.....	424 15	38 56	385 59
Total.....	68,704 45	7,621 03	61,083 42
Grand total.....	156,259 59		

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources..... \$15,014 59

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Miscel- laneous.	Total.
January, 1875.....	\$1,810 52	\$12,855 70	\$350 00	\$123 30	\$15,139 52
February, 1875.....	1,774 21	20,569 93	350 00	262 12	22,956 26
March, 1875.....	1,813 60	31,958 90	350 00	395 32	34,517 82
April, 1875.....	2,045 55	27,565 68	350 00	291 68	30,252 91
May, 1875.....	2,025 81	34,188 83	350 00	471 95	37,036 59
June, 1875.....	2,570 49	29,513 91	350 00	320 35	32,754 75
July, 1875.....	3,102 86	23,171 37	350 00	300 66	26,924 89
August, 1875.....	3,852 03	17,987 04	350 00	247 19	22,436 26
September, 1875.....	3,110 91	21,054 22	350 00	364 15	24,879 28
October, 1875.....	2,842 69	22,847 70	350 00	239 22	26,279 61
November, 1875.....	1,861 07	25,600 92	350 00	194 02	28,006 01
December, 1875.....	1,923 69	21,416 00	350 00	132 77	23,827 46
Total.....	28,738 43	288,730 20	4,200 00	3,342 73	325,011 36

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$24,467 78
For maintaining the road, &c.—Repairs of machinery and operating the road.....	155,491 89
For dividends, surplus fund, municipal taxes and United States taxes.....	None.
For interest.....	95,028 32
For miscellaneous.....	47,988 85
For State taxes.....	1,088 17
Total.....	324,065 01

Cost of transportation:

Cost per passenger per mile, proximate average.....	1 $\frac{7}{10}$ $\frac{3}{10}$ cents.
Cost per ton freight per mile, proximate average.....	0 $\frac{9}{10}$ $\frac{4}{10}$ "

What express companies run on your road, and on what terms? Adams express company, at \$100 00 per month.

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

ACCIDENTS

Employees.....	Killed. <u>1</u>
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1875.

April 17. A. T. Butler, brakeman, in attempting to jump from one section of train to the other, fell off and was killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Rathmell Wilson.....	Philadelphia, Pa.
Jas. Long.....	Philadelphia, Pa.
C. D. Invilliers.....	Philadelphia, Pa.
Wm. Whitaker.....	Philadelphia, Pa.
Jno. Devereux.....	Philadelphia, Pa.
Wm. Cummings.....	Philadelphia, Pa.
J. V. Williamson.....	Philadelphia, Pa.
Jos. H. Trotter.....	Philadelphia, Pa.
Wm. P. Jenks.....	Philadelphia, Pa.
Chas. W. Wharton.....	Philadelphia, Pa.
J. B. Wood.....	Philadelphia, Pa.
D. J. Morrell.....	Johnstown, Pa.
B. Andrews Knight, President.....	
J. A. Watson, Secretary and Treasurer.	

 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, 1875, are true to the best of their knowledge and belief.

(Signed)

ELI J. SAEGER, *President.*

CHARLES STEWART WURTS, *Treasurer.*

Sworn and subscribed before me, this }
 5th day of February, 1876. }

JOSHUA STAHLER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 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, (income bonds,).....	200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
Income bonds, (date of maturity, July 1, 1884,).....	200,000 00
Floating debt as per last report	None.
The amount now of floating debt.....	5,287 50
Total amount now of floating and funded debt.....	205,287 50

21 RAILROAD REP.

Rate per cent. per annum of interest on funded debt: 6 per cent. gold.

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

Cash.....	6 per cent.
Number of shares of stock issued.....	4,000
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 dividend was declared...	200,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction (same as 1874).....	\$250,000 00	\$250,000 00
Equipment (same as 1874).....	18,000 00	18,000 00
Total.....	268,000 00	268,000 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Coplay (same as 1874). to Ironton and ore field.....	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.....	Not any.
Length of sidings.....	2 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	50 to 57 lbs.
Branch roads owned and roads worked or leased by the company, number of first and second class passenger, baggage, mail, express, freight, coal, ore, stone and ca- boose cars, iron and stone bridges, culverts, railroads crossed, stations on main road, tunnels, and length in miles laid with steel rail.....	None.
Number of engine houses and shops.....	1
Number of engines.....	2
Number of wooden bridges, (total length in feet, 150,)....	5
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road- way.....	\$32,330 00
How is track laid, and on what foundation? Oak ties, furnace cinder ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger and coal trains, through passengers for the year on main road, passengers (all classes) carried in cars, passengers carried one mile, passengers carried one mile in the State of Pennsylvania, average rate of speed adopted by ordinary passenger and express trains.....	None.
Number of miles run by freight trains, about.....	10,016
Number of tons of 2,240 lbs. of through freight for the year on main road.....	69,242.19
Number of tons of freight carried one mile.....	56,367.14
Average rate of speed adopted by freight trains, including stops.....	6 per hour.
Weight of freight engines.....	25 to 30 tons.

The amount of freight specifying the quantity in tons, (2,240 lbs. :)

Anthracite coal.....	7,391.02	Stone and lime.....	12,875.05
Iron and other ores.....	46,563.02	Other articles.....	2,413.10

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

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

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$6,186 04
Taxes on real estate.....	263 03
Total.....	6,449 07

Repairs of machinery.....	\$1,606 63
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Operating the road :

Engineers, firemen and brakemen.....	\$3,724 60
Fuel and cost of preparing for use.....	1,665 52
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	219 73
Tolls over other roads.....	131 85
General superintendence.....	3,150 00
Contingencies.....	433 70
Total.....	9,325 40

Grand total.....	\$17,381 10
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IRONTON

RECEIPTS—*Freight.*

January, 1875	\$3,244 16
February, 1875.....	2,334 55
March, 1875.....	2,678 86
April, 1875.....	2,287 24
May, 1875.....	2,643 03
June, 1875	1,776 27
July, 1875	2,114 32
August, 1875.....	2,193 31
September, 1875	2,231 65
October, 1875.....	2,844 27
November, 1875.....	2,197 34
December, 1875.....	2,453 09
Total	<hr/> 28,998 09

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road...	17,118 07
For dividends.....	12,000 00
For interest.....	14,118 98
For municipal taxes	263 03
For State taxes.....	1,080 00
Total.....	<hr/> 44,580 08

What express and transportation companies run on your road? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. J. Saeger.....	Allentown, Pa.
R. M'Allister.....	Allentown, Pa.
R. L. Kennedy.....	New York.
L. V. Kennedy	New York.
C. S. Wurts.....	Philadelphia, Pa.
E. J. Sager, President	
C. S. Wurts, Secretary and Treasurer for company's business, Iron-	
ton, Lehigh county, Pa.	

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

(Signed)

JAMES MILES, *President.*

GEO. B. ELY, *Treasurer.*

Sworn and subscribed before me, this }
23d day of February, 1876. }

NICHOLAS BARTLETT,

Commissioner for Pennsylvania.

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.....	962,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1897).....	\$443,000 00
2d mortgage bonds, (date of maturity, January 1, 1894,).....	500,000 00
	943,000 00
Floating debt as per last report	1,065,851 19
The amount now of floating debt.....	1,070,752 43
Total amount now of floating and funded debt.....	2,013,752 43
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.....	\$50 00

JAMESTOWN AND FRANKLIN

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,504,888 19	\$2,516,597 34

Equipment: Own none. Equipped by lessee Lake Shore and Michigan Southern railway.

CHARACTERISTICS OF ROAD.

Length of main line of road, Jamestown, Pa., to Oil City, Pa.....	51.10 miles.
Length of main line of road laid.....	51.10 "
Length of main line of road laid in Pennsylvania.....	51.10 "
Length of double track of road.....	None.
Length of sidings.....	18 miles.
Gauge of road.....	4 ft. 9½ inches.
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.
Number of engine houses and shops: 4 engine houses, 1 shop.	
Number of engines, first class passenger cars, second class passenger cars, baggage, mail and express cars.....	Own none.
Number of coal, ore and stone cars.....	Own none.
Number of iron bridges, (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 rails, all iron.....	None.

This road is operated by and as a part of the Lake Shore and Michigan Southern railway, and these statistics are included in the report of that company to the State. Are not kept separate.

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

Same as above.

RAILROAD REPORT.

The amount of freight, specifying the quantity of tons :

Same as above.

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.....	2¼ cents.

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

See Lake Shore and Michigan Southern report.

EXPENSES.

This road is operated by the Lake Shore and Michigan Southern railway company lessee, for sixty per cent. of its gross earnings, which for 1875 amounts to \$137,307 86: Passenger, \$24,990 06; freight, \$112,317 80.

Receipts on construction and equipment account during the year :

From other sources: Advanced by lessee, in addition to the gross earnings of 1875.....	\$5,383 81
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1875.....	\$2,820 48	\$12,613 11	\$162 31	\$15,595 90
February, 1875.....	2,764 85	10,634 31	158 33	13,557 49
March, 1875.....	3,618 17	15,995 27	152 17	19,765 61
April, 1875.....	3,420 45	14,918 80	202 12	18,541 37
May, 1875.....	3,446 27	14,816 68	170 78	18,433 73
June, 1875.....	3,367 08	15,204 91	225 25	18,797 24
July, 1875.....	3,689 47	19,840 38	195 43	23,725 28
August, 1875.....	3,188 83	18,691 04	179 26	22,059 13
September, 1875.....	3,836 10	18,201 79	210 87	22,248 76
October, 1875.....	3,420 03	15,948 54	203 92	19,572 49
November, 1875.....	2,922 32	13,589 81	185 80	16,697 93
December, 1875.....	2,851 23	16,784 36	216 59	19,852 18
Total.....	39,345 28	187,239 00	2,262 83	228,847 11

SUMMARY OF PAYMENTS.

For construction.....	\$11,709 15
For maintaining the road, &c.—Repairs of machinery and operating the road, 60 per cent. of earnings.....	137,307 86
For interest.....	66,885 00
For bonds, (first mortgage,) redeemed.....	17,000 00
For State taxes, 1873, \$525; 1874, \$803 91.....	1,328 91
Total.....	\$234,230 92

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 companies run on your road, and on what terms? Lake Shore crude oil transportation company. This company is paid one cent per mile for the use of its cars, (borne wholly by Lake Shore and Michigan Southern railway,) and its earnings from piping oil from Lake Shore and Michigan Southern railway across the city of Cleveland to the refineries.

ACCIDENTS.

	Killed.	Injured..
Employees .....	..	3
Others	1	..
Total	1	3

September 15. Albert Marsh, brakeman, right arm crushed at elbow, coupling cars, at Raymilton.,

October 15. John Strong, not an employee, found dead on track three-quarters of a mile west of Jamestown, seen drunk in Jamestown shortly after 8 o'clock, supposed train No 4 run over him.

November 22. Thomas Cain, engine wiper, climbing to top of caboose, while train was passing water tank, spout knocked him off, head cut, and body badly though not seriously bruised, at Two Mile Run.

December 8. John Shea, yard conductor, coupling cars, broke finger of right hand, at Stoneboro'.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Miles.....	Erie Pa.
J. C. Cornwell	Stoneboro', Pa.
S. P. M'Calmont.....	Franklin, Pa.
J. S. M'Calmont.....	Franklin, Pa.
A. W. Raymond.....	Franklin, Pa.
William Collins.....	Cleveland, O.
William Epley.....	Franklin, Pa.
James Miles, President.....	Erie, Pa.
J. C. Cornwell, Secretary.....	Stoneboro', Pa.
Geo. B. Ely, Treasurer.....	Cleveland, O.

JEFFERSON.

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

Personally appeared Edward M. Clymer, president, and William 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, 1875, are true to the best of their knowledge and belief.

(Signed)

EDWARD M. CLYMER, *President.*

W. P. SHEARMAN, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of February, 1876. }

EDSON D. HAMMOND,

Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law: Amount sufficient to
 build the road.

Amount of stock subscribed \$2,096,050 00

Amount paid in as by last report 2,096,050 00

Total amount now paid of capital stock 2,096,050 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, January 1,
 1889,) \$2,000,000 00

1st mortgage bonds, on Hawley Branch,
 (date of maturity, January 1, 1887,) 204,000 00

2d mortgage bonds, on Hawley Branch,
 (date of maturity, January 1, 1889,) 96,000 00

2,300,000 00

Floating debt as per last report and amount now None.

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 41,921

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	\$4,396,050 00	\$4,396,050 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Susquehanna Depot to Carbondale, Pa., 36½ miles; from Hawley to Honesdale, 9 miles; total.....	45½ miles.
Length of main line of road laid.....	45½ "
Length of main line of road laid in Pennsylvania.....	45½ "
Length of double track of road, branch roads owned by the company.....	None.
Length of sidings.....	8 miles.
Gauge of road	6 feet.
Weight of rail per yard on main track.....	55, 60, 67½ lbs.
Number of engine houses and shops, engines, first and sec- ond class passenger, baggage, mail, express and freight cars, trucks, coal, ore, stone and caboose cars.....	None.
Number of wooden bridges, (total length in feet, 4,350,)..	28
Number of stone bridges, (length in feet, 14,).....	1
Number of iron bridges and culverts, and number of rail- roads crossed	None.
Number of stations on main road, (passenger and freight combined,).....	10
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? Wooden cross- ties, filled in with earth, stone and cinders.	
Length in miles laid with steel rail	None.

This road is leased and operated by the Erie railway company, from January 1, 1869, during the corporate existence of the charters of both parties, and of all renewals thereof.

The particulars of the operations and expenditures during the past year have been kept as a part of the general accounts of the Erie railway company, and cannot be more particularly specified as applied exclusively to this road.

ACCIDENTS.

one killed or injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas Dickson	Scranton, Pa.
Edward M. Clymer	Reading, Pa.
Joseph H. Steell	Scranton, Pa.
George Beadle	Scranton, Pa.
Samuel G. Butler	Wilkesbarre, Pa.
Edward P. Darling	Wilkesbarre, Pa.
Thomas S. Hewitt	Staten Island, N. Y.
Samuel Hines	Scranton, Pa.
George J. Jewett	New York city, N. Y.
John M. Barlow	New York city, N. Y.
Robert Macdonough	New York city, N. Y.
No vacancies.	
Edward M. Clymer, President	Reading, Pa.
Augustus R. Macdonough, Secretary	New York city, N. Y.
William P. Shearman, Treasurer	New York city, N. Y.

NEW JERSEY SHORE, PINE CREEK AND BUFFALO.

STATE OF PENNSYLVANIA, }
Potter County, } ss:

Personally appeared Sobieski Ross, president, and J. M. Hamilton, treasurer, of the Jersey Shore, Pine Creek and Buffalo railway company, and due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

S. ROSS, *President.*

JNO. M. HAMILTON, *Treasurer.*

Witnessed and subscribed before me, this }
 31st day of December, 1875. }

ARTHUR B. MANN, *Notary Public.*

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
Amount paid in as by last report	500,000 00
Total amount now paid in of capital stock	500,000 00
Outstanding debt as by last report (should have been entered as \$215,090.)	

The amount now of floating debt.....	\$281,831
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50
Average market value during the year.....	No market
Amount paid in on each share.....	50

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Amount paid on account of construction.....	\$727,956 95	\$782,962 95

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Williamsport, Pa., to Port Allegheny, Pa.....	118 miles
Length of main line of road laid.....	None

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George B. McClellan.....	New York city.
Sobieski Ross.....	Coudersport, Potter co., Pa.
A. G. Olmsted.....	Coudersport, Potter co., Pa.
P. A. Stebbins, Jr.....	Coudersport, Potter co., Pa.
John S. Ross.....	Coudersport, Potter co., Pa.
Chas. H. Armstrong.....	Coudersport, Potter co., Pa.
Arch. F. Jones.....	Coudersport, Potter co., Pa.
Sobieski Ross, President.....	Coudersport, Pa.
John M. Hamilton, Secretary and Treasurer.....	Coudersport, Pa.

JUNCTION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Isaac Hinckley, president, and Jno. 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, 1875, 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 }
11th day of February, 1876. }

W. W. DOUGHERTY, *Alderman.*

RAILROAD REPORT.

333

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
Amount now paid in of capital stock.....	185,250 00
Unfunded debt, as per last report.....	800,000 00
Amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1862, 1882).....	\$500,000 00
2d mortgage bonds, (date of maturity, 1865, 1900).....	300,000 00
	800,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent. ; 2d mortgage, 6 per cent.	
Number of shares of stock issued.....	3,705
Value of each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$927,383 12	\$927,383 12

CHARACTERISTICS OF ROAD.

Length of main line of road, from Belmont to Gray's Ferry,	3- ⁵ / ₁₀₀ miles.
Length of main line of road laid.....	3- ⁶⁵ / ₁₀₀ "
Length of main line of road laid in Pennsylvania.....	3- ⁶⁵ / ₁₀₀ "
Length of double track of road.....	3- ⁶⁵ / ₁₀₀ "
Length of sidings.....	5,821 feet.
Grade of road.....	4 feet 8½ in.
Weight of rail per yard on main track.....	67 lbs.
Number of iron bridges, (total length in feet, 425,).....	4
Number of railroads crossed (West Chester railroad).....	1
Number of tunnels (length in feet, 750).....	1
Length in miles laid with steel rail.....	3½

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

Number of miles run by passenger trains.....	6,790
Number of miles run by freight and coal trains.....	35,320
Number of through passengers for the year, on main road, and passengers (all classes) carried in cars.....	401,315
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.....
 Average rate of speed adopted by freight trains, including stops.....

Estimated monthly statement of passengers (all classes) carried in cars

January, 1875.....	31,084	July, 1875.....	35,424
February, 1875.....	28,444	August, 1875.....	31,724
March, 1875.....	31,724	September, 1875.....	35,113
April, 1875.....	35,113	October, 1875.....	25,074
May, 1875.....	25,074	November, 1875.....	35,424
June, 1875.....	35,424	December, 1875.....	

The amount of freight, specifying the quantity in tons :

No tonnage account kept, as freight cars are moved by rate per car and not by rate per ton.

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

No account kept.

EXPENSES.

No account kept.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875.....	\$1,913 75	\$7,059 76	\$356 80	\$253 66	\$9,583 97
February, 1875.....	1,741 25	6,725 08	332 80	306 38	8,105 51
March, 1875.....	1,938 75	8,750 44	928 80	6 62	11,624 61
April, 1875.....	1,838 75	11,168 16	389 60	89 58	13,486 09
May, 1875.....	2,110 80	10,941 24	377 60	93 50	13,523 14
June, 1875.....	2,237 05	12,660 28	949 60	93 23	15,940 16
July, 1875.....	2,183 76	12,933 64	351 20	94 58	15,563 18
August, 1875.....	2,130 62	14,224 92	333 60	94 04	16,783 18
September, 1875.....	2,063 25	14,832 84	905 60	87 29	17,889 98
October, 1875.....	2,312 46	13,590 20	379 20	96 74	16,378 60
November, 1875.....	1,950 75	12,187 64	312 80	90 94	14,542 13
December, 1875.....	1,874 40	10,886 24	923 20	99 44	13,783 28
Total.....	24,295 59	135,958 44	6,540 80	1,406 00	168,399 83

SUMMARY OF PAYMENTS.

Maintaining the road, &c.—repairs of machinery and operating the road.....	\$81,312 3
Interest, coupons, interest on bonds, &c.....	48,576 0
Miscellaneous.....	3,598 0
Municipal taxes.....	304 9
State taxes.....	425 5
Total.....	\$134,216 8

Details of funded debt, (classified and date of maturity,) as follows :

L. S. and M. S., 1st mortgage consolidated bonds, (date of maturity, 1900,)	\$6,608,000 00
L. S. and M. S. sinking fund, (date of maturity, 1879).....	1,198,000 00
M. S. and N. I., 1st mortgage, (date of maturity, 1885,).....	5,256,000 00
M. S. and N. I. second mortgage, (date of maturity, 1877,).....	2,692,000 00
Cleveland and Toledo 1st mortgage, (date of maturity, 1885,).....	1,595,000 00
Cleveland and Toledo 2d mortgage, (date of maturity, 1886,).....	849,000 00
C., P. and A. registered, (date of maturity, 1880,).....	1,000,000 00
C., P. and A. third mortgage, (date of maturity, 1892,).....	1,000,000 00
C., P. and A., Sunbury and Erie, (date of maturity, 1874,).....	10,000 00
Buffalo and Erie, (date of maturity, 1882,).....	200,000 00
Buffalo and Erie, (date of maturity, 1886,).....	300,000 00
Buffalo and Erie, (date of maturity, 1898,).....	2,850,000 00
Lake Shore railway, (date of maturity, 1899,).....	1,442,000 00
	<hr/>
	25,000,000 00
Less sinking fund.....	1,250,000 00
First mortgage debt	<hr/> \$23,750,000 00
L. S. and M. S. second general mortgage, (date of maturity, 1903,).....	\$9,105,000 00
L. S. and M. S. plain bonds, (date of maturity, 1882,).....	3,395,000 00
Second mortgage debt.....	<hr/> 12,500,000 00
Total amount now of floating and funded debt,.....	36,250,000 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, February 1, 1875, 5 per cent., guaranteed; February 1, 1875, 3½ per cent., common; August 1, 1875, 5 per cent., guaranteed.	
Number of shares of stock issued	500,000

RAILROAD REPORT.

337

Par value of each share.....	\$100 00
Average market value during the year.....	62 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.....	\$64,876,528 59	\$65,152,010 44
Equipment	14,283,471 02	14,378,709 04
Total cost.....	<u>79,159,999 61</u>	<u>79,530,719 48</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Buffalo, N. Y., to Chicago, Illinois.....	540.37 miles.
Length of main line of road laid	540.37 "
Length of main line of road laid in Pennsylvania.....	44.06 "
Length of double track of road	230.80 "
Length of sidings	447.82 "
Gauge of road.....	4 ft. 9½ inches.
Weight of rail per yard on main track.....	60 pounds.

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

Elyria Junction to Millbury Junction *via* Sandusky, 72.95 miles; Pier Branch Sandusky, 3.74 miles; Air Line Junction to Detroit, (D., M. and T. R. R.), 62.29 miles; Lenawee Junction to Monroe, 29.50 miles; White Pigeon to Kalamazoo, (K. and W. P. R. R.), 36.68 miles; Ash-
tabula, O., to Jamestown, Pa., 36.09 miles; Air Line Junction to Elkhart, 130.70; Lenawee Junction to Jack-
son, 41.90 miles; Palmyra Junction to Adrian, 5.33 miles; Jonesville to Lansing, (North,) N. C. M. R. R., 61.14
miles; Ashtabula to Ashtabula Harbor, 2.51 miles; Junc-
tion with D., A. V. and P. R. R., (Dunkirk,) 1.50 miles; total, 484 $\frac{33}{100}$ miles.

Roads worked or leased by the company, viz: Kalamazoo, Allegan and Grand Rapids R. R.—Kalamazoo to Grand Rapids, 58 miles; Jamestown and Franklin R. R.—Jamestown, Pa., to Oil City, Pa., 51.10 miles; Mahoning Coal R. R.: Andover, O., to Youngstown, O., 38 miles; Branch Tunnel Hill to Vienna, 2.60 miles; Branch Coal-
burg to New York, O., .98 miles—41.58 miles; total, 150.68 miles.

22 RAILROAD REP.

Number of engine houses and shops.....	40
Number of engines.....	495
Number of first class passenger cars, (average cost of each, \$5,700,).....	141
Number of second class passenger cars, (average cost of each, \$3,000,).....	9
Number of baggage, mail and express cars, (average cost of each, \$1,850,).....	86
Number of freight cars: House cars, (average cost of each, \$700,) 6,788; trucks, (average cost of each, \$575,) 3,079; total.....	9,867
Number of coal, ore and stone cars: Included in "truck" or platform cars.	
Number of caboose cars, (average cost of each, \$1,281,)..	249
Number of iron bridges, (total length in feet, 2,341,).....	22
Number of wooden bridges, (total length in feet, 2,304,)..	17
Number of stone bridges, (total length, 2,055).....	19
Number of culverts: No record of this kept.	
Number of railroads crossed.....	31
Number of stations on main road: Passenger, 45; freight, 39; combined, 51; total.....	135
Number of wood and water stations on main road.....	95
Value of real estate held by the company, exclusive of roadway.....	\$3,500,000 00
Number of tunnels, (length, 142 feet,).....	1
How is track laid, and on what foundation? On cross-ties, splices for joints, stone, gravel and sand ballast.	
Length in miles laid with steel rail.....	613.63

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

Number of miles run by passenger trains.....	2,743,617
Number of miles run by freight and coal trains.....	5,798,617
Number of through passengers for the year on main road,	67,611
Number of passengers (all classes) carried in cars.....	2,994,030
Number of tons of 2,000 lbs. of through freight for the year on main road.....	500,128
Number of passengers carried one mile.....	162,831,098
Number of tons of freight carried one mile.....	943,124,161
Number of passengers carried one mile in the State of Pennsylvania.....	9,769,866
Number of tons of freight carried one mile in the State of Pennsylvania.....	56,587,450

RAILROAD REPORT.

339

Gross amount of tonnage for the year, (2,000 lbs. per ton,)	5,022,492
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, 1875	204,305	July, 1875	298,423
February, 1875.....	181,698	August, 1875	300,041
March, 1875.....	244,987	September, 1875.....	321,440
April, 1875.....	245,604	October, 1875	237,985
May, 1875.....	240,661	November, 1875.....	223,518
June, 1875.....	250,027	December, 1875.....	245,341

The amount of freight, specifying the quantity in tons:

Anthracite coal	58,645	Agricultural products.....	1,042,125
Bituminous coal.....	635,466	Merchandise and manufactures	481,181
Petroleum and other oils.....	530,986	Live stock.....	410,152
Pig iron.....	52,659	Lumber.....	511,055
Railroad iron.....	28,013	Other articles.....	1,000,445
Other iron or castings.....	117,727		
Iron and other ores.....	3,942	Total.....	5,022,492
Stone and lime.....	150,096		

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.....	2¼ "
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, per ton per mile	$\frac{84}{100}$ cents.
For through coal, per ton per mile.....	None carried.
For local freight, per ton per mile	2 cents.
For local coal, per ton per mile.....	$1\frac{20}{100}$ "
Average on all freight, per ton per mile.....	$1\frac{10}{100}$ "

OPERATING EXPENSES—COMPANY'S CLASSIFICATION.

General office expenses	\$208,399 30
Conductors and trainmen.....	593,316 19
Enginemen and firemen	702,748 81
Agents' and station labor	1,748,592 15
Telegraph repairs and supplies.....	18,750 03
Gas light account	33,958 31

Repairs, engines and tenders	\$653,387 09
Repairs, cars	868,729 95
Repairs, roadway and track	1,314,144 38
Rail account (steel rails)	1,101,013 90
Repairs, bridges	68,514 76
Repairs, fences	54,279 44
Repairs, buildings and fixtures	288,193 65
Fuel consumed	1,151,722 30
Oil and tallow	168,938 61
Waste and rags	24,957 16
Office, train and station supplies	180,325 58
Damage and loss of freight, &c	24,427 62
Damage to property	7,080 50
Personal injuries	44,303 53
Law expenses	30,324 35
New York office	7,467 21
Rents payable	70,146 26
Outside agencies and advertising	243,163 99
Contingencies	12,107 19
Hire of cars	428,807 03
Total operating	10,047,799 59
Taxes	485,030 20
Total	<u>10,532,829 79</u>

73 per cent of gross earnings.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation. 32.4 per cent.	Freight transportation. 67.6 per cent.
Repairs or maintenance of way, including buildings.....	\$2,826,146 13	\$915,671 35	\$1,910,474 78
Taxes on real estate.....	485,030 20	157,149 78	327,880 42
Total.....	3,311,176 33	1,072,821 13	2,238,355 20
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$653,387 09	\$211,697 42	\$441,689 67
Repairs of passenger, baggage and freight cars.....	868,729 95	281,468 50	587,261 45
Total.....	1,522,117 04	493,165 92	1,028,951 12
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$180,325 58	\$58,425 48	\$121,900 10
Agents and clerks, labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, and wood and water station attendance: Agents and station labor.....	1,748,592 45	566,543 95	1,182,048 50
Conductors, baggage masters and brakemen.....	593,316 19	192,234 45	401,081 74
Engineers and firemen.....	702,748 81	227,690 61	475,058 20
Fuel and cost of preparing for use.....	1,151,722 30	373,158 03	778,564 27
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	193,895 77	62,822 23	131,073 54
Telegraph expenses.....	18,750 03	6,075 01	12,675 02
Loss and damage of goods and baggage.....	24,427 62	7,914 55	16,513 07
Gas light account.....	33,958 31	11,002 49	22,955 82
Law expenses.....	30,324 35	9,825 09	20,499 26
Use of freight cars.....	428,807 03	.....	428,807 03
New York office.....	7,467 21	2,419 38	5,047 83
Rents.....	70,146 26	22,727 39	47,418 87
Damage for injury of persons.....	44,303 53	14,354 34	29,949 19
Damage to property, including damage by fire and cattle killed on road.....	7,080 50	2,294 08	4,786 42
General superintendence.....	208,399 30	67,521 37	140,877 93
Contingencies.....	12,107 19	3,922 73	8,184 46
Outside agencies and advertising.....	243,163 99	121,581 99	121,582 00
Total.....	5,699,536 42	1,750,513 17	3,949,023 25

Receipts on construction and equipment account during the year :

From reduction supplies on hand, &c. \$1,239,151 12

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875	\$249,745 68	\$344,779 36	\$59,660 57	\$9,378 68	\$1,163,564 29
February, 1875	214,552 24	756,439 91	57,606 31	8,919 35	1,037,517 81
March, 1875	293,470 53	922,181 35	62,325 37	9,863 69	1,287,840 94
April, 1875	318,971 75	891,560 36	63,264 26	11,867 57	1,275,663 91
May, 1875	318,284 98	709,335 35	59,838 35	12,683 33	1,100,142 01
June, 1875	341,553 36	641,702 32	60,573 78	11,868 97	1,055,698 43
July, 1875	361,615 02	651,128 74	58,094 02	8,970 51	1,079,808 29
August, 1875	394,128 44	714,490 09	59,127 88	10,578 53	1,178,324 94
September, 1875	425,956 33	808,231 61	64,110 97	10,527 45	1,306,826 36
October, 1875	393,131 95	923,186 09	65,133 00	11,035 97	1,392,487 01
November, 1875	315,059 38	883,570 66	66,943 74	10,380 59	1,275,954 37
December, 1875	296,323 22	904,432 30	67,816 80	11,793 08	1,280,370 40
Total	3,922,797 88	9,639,438 14	744,495 05	127,867 69	14,434,198 76

SUMMARY OF PAYMENTS.

For construction and equipment	\$370,719 87
For maintaining the road, &c.—repairs of machinery and operating the road	10,047,799 59
For dividends (No. 10, 3¼ per cent., February 1, 1875, was paid from earnings of 1874)	1,661,011 25
For interest (\$2,665,307 50 less \$168,159 55 interest and dividends on assets)	2,497,147 95
For miscellaneous (rental four branch roads)	259,795 69
For surplus fund	101,845 33
For municipal and State taxes	485,030 20
For sinking fund (contribution for 1875)	250,000 00

Total 15,673,349 88

Total amount of surplus fund \$2,281,143 33

Result for the year 1875, as it will be stated in the company's sixth annual report, to be issued in May, 1876 :

EARNINGS.

From freight	\$9,639,038 14
From passengers	3,922,797 88
From all other sources	872,362 74

Total 14,434,198 76

RAILROAD REPORT.

343

Operating expenses.....	\$10,047,799 59	
Taxes.....	485,030 20	
		\$10,532,829 79
Net earnings.....		3,901,368 97
Deduct interest account.....	\$2,497,147 95	
Leases, branch roads.....	259,795 69	
Dividends, guaranteed stock.....	53,350 00	
		2,810,293 64
Balance.....		1,091,075 33
Dividend No. 11, February 1, 1876, 2 per cent.....		989,230 00
Surplus.....		101,845 33
Add surplus January 1, 1875.....		2,179,303 00
Surplus January 1, 1876.....		2,281,148 33
Contribution to sinking fund, 1875.....	\$250,000 00	
Construction, 1875.....	275,481 85	
Equipment, 1875 (95 cars).....	95,238 02	

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 $\frac{3}{4}$ cents.
Cost per ton freight per mile, proximate average.....	8 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 companies run on your road, and on what terms? Red Line, White Line and Great Western Despatch, 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.
Employees.....	1	5
Others.....	6	2
Total.....	<u>7</u>	<u>7</u>

January 7. D. Foley, brakeman, finger crushed while coupling cars at Erie yard.

February 27. D. C. Sherman, tramp, killed while walking on track; struck by train at Wesleyville.

April 5. Philip Geitz and Lawrence Garline, farmers, killed while crossing in front of train at Fairview.

April 25. James Roberts, brakeman, killed; head crushed between a large trunk and side of baggage car at North-East.

July 21. Chas. Schultz, laborer, squeezed in breast while loading car at Erie.

July 21. A. Oaks, boy of 12 years, seriously but not fatally injured; struck by train while playing on track at Harbor Creek.

July 25. Wm. Smith, tramp, right foot run over; drunk and attempting to board a passing train at Erie yard.

August 10. Jas. P. Ball, watchman at Erie yard, struck by train while foot was caught in a guard rail; right foot cut off above ankle, and left foot bruised, and great toe cut off, at Erie yard.

August 1. Christian Gladitz, brakeman, fell and bruised shoulder and arm attempting to climb on a car at Erie yard.

August 23. L. E. Fiesler, brakeman, fell from top of car at Fairview; badly bruised and hurt internally.

September 18. Chas. Kurtzberger, carriage painter, (not employee,) head crushed; found dead on track 2 miles west of Erie at Green House crossing; circumstances unknown.

October 30. Frank Jochim, boy, went to sleep on forward end of baggage car, stealing a ride home from school; brakeman going to set a brake hit him; boy seemed bewildered and jumped off and was killed, at P. and E. crossing, Erie yard.

December 26. Jas. E. Kane, brakeman P. and E. road, walking track at night; struck by train at Erie yard and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Vanderbilt	New York.
Wm. H. Vanderbilt	New York.
Samuel F. Barger	New York.
Augustus Schell	New York.
Robert L. Crawford	New York.
John E. Burrell	New York.
J. Condit Smith	Buffalo, N. Y.
W. L. Scott	Erie, Pa.
Chas. M. Reed	Erie, Pa.
J. C. Spencer	Erie, Pa.
Amasa Stone	Cleveland, O.
H. B. Payne	Cleveland, O.
Albert Keep	Chicago, Ills.
Cornelius Vanderbilt, President	New York.
Geo. B. Ely, Secretary	Cleveland, O.
E. D. Worcester, Treasurer	New York.

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, 1875, are true, to the best of their knowledge and belief.

(Signed)

R. W. SHENK, *President.*

W. LEAMAN, *Treasurer.*

Affirmed and subscribed before me, this }
 24th day of February, 1876. }

J. L. LYTE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to issue \$250,000 in addition for each and every road constructed,)	\$500,000 00
Amount of stock subscribed.....	123,750 00
Amount paid in as by last report.....	82,720 00
Total amount now paid in of capital stock.....	82,720 00
Floating debt as per last report, and amount now of floating debt.....	None.
Number of shares of stock issued.....	1,700
Par value of each share.....	\$50 00
Average market value during the year.....	Not in market.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

Amount paid on account of construction.....	By last report. \$142,041 43
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(Thirty thousand dollars of this amount were paid in the bonds of the company.)

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from Lancaster to Reading.....	34 miles.
Proposed length of main line of road laid, and length of main line of road laid in Pennsylvania.....	None.
Proposed gauge of road.....	3 feet.

On the 13th day of March, 1874, this company entered into a contract with William H. Bines, representing the Philadelphia and Reading railroad company, to complete the construction of the Quarryville section as a railroad of four feet eight and a half inches gauge, and on the same day executed a lease of the said Quarryville section to the Reading and Columbia railroad company, for a term of nine hundred and ninety-nine years, from and after the completion of the work of construction under the contract aforesaid. The work of construction was completed under the contract aforesaid, on the 12th day of May, 1875, and the lease to the Reading and Columbia railroad company went into effect and operation on that date.

The Lancaster and Millersville railway, built under the charter of this company and its supplements, as reported last year, (see Auditor General's Report on Railroads, Canals and Telegraphs, 1874, page 236,) is in operation under the lease of December 29, 1874.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. W. Shenk.....	Lancaster, Pa.
A. H. Peacock.....	Lancaster, Pa.
D. G. Swartz.....	Lancaster, Pa.
W. L. Peiper.....	Lancaster, Pa.
C. A. Bitner.....	Lancaster, Pa.
J. D. Skiles.....	Lancaster, Pa.
John Keller.....	Lancaster, Pa.
H. Carpenter.....	Lancaster, Pa.
D. Herr.....	Lancaster, Pa.
A. Hollinger.....	Lancaster, Pa.
G. W. Hensel.....	Lancaster, Pa.
F. Von A. Cabeen.....	Philadelphia, Pa.
C. M. Hess.....	Quarryville, Pa.
R. W. Shenk, President.....	Lancaster, Pa.
W. Leaman, Secretary and Treasurer.....	Lancaster, Pa.

LAWRENCE.

STATE OF PENNSYLVANIA, }
Allegheny County, } SS:

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, 1875, are true to the best of their knowledge and belief.

(Signed)

THOS. D. MESSLER, *President.*

F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of February, 1876. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	450,000 00
Amount paid in as by last report.....	443,700 00
Total amount now paid in of capital stock	450,000 00
Funded debt as per last report.....	346,000 00
The amount now of funded debt: 1st mortgage bonds....	344,000 00
Floating debt as per last report, and amount now of float- ing debt	None.
Total amount now of floating and funded debt.....	344,000 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—10 per cent. per annum, payable quarterly.	
Number of shares of stock issued	9,000
Par value of each share.....	\$50 00
Average market value during the year.....	Don't know.
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared, quarter ending as follows: March 31, 1875, \$443,700; June 30, 1875, \$450,000; October 31, 1875, \$450,000; December 31, 1875, \$450,000.	

COST OF ROAD AND EQUIPMENT.

Construction, (December estimated,).....	<u>\$787,591 66</u>	<u>\$791,917 89</u>
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Lawrence Junction, Pa., to Market street, Youngstown, Ohio.....	17.98 miles.
Length of main line of road laid.....	17.98 "
Length of main line of road laid in Pennsylvania.....	9.363 "
Length of sidings.....	3.219 "
Length of double track of road.....	None.
Gauge of road.....	4 ft. 9½ inches.
Weight of rail per yard on main track.....	60 pounds.
Branch roads owned by the company, and their length, viz:	
Canfield Branch.....	4.063 miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops, engines, first and second class passenger, baggage, mail, express, freight and house cars, trucks, coal, ore, stone and caboose cars....	None.
Number of iron bridges and tunnels.....	None.
Number of wooden bridges, (total length in feet, 685.5,)..	6
Number of stone arch culverts of fifteen span and over, (total length in feet, 30,).....	1
Number of open culverts, from 6 to 25 feet span, (total length in feet, 246,).....	16
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 11; freight, 4; total.....	11
Number of wood and water stations on main road.....	2
Value of real estate held by the company, exclusive of roadway.....	None.
How is track laid, and on what foundation? With fish-plate connections, and ballasted with sand and gravel.	
Length in miles laid with steel rails.....	<u>None.</u>

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

Number of miles run by passenger trains.....	32,314
Number of miles run by freight and coal trains.....	109,303
Number of through passengers for the year on main road..	None.
Number of passengers (all classes) carried in cars.....	63,210
Number of tons of 2,000 lbs. of through freight for the year on main road.....	79
Number of passengers carried one mile.....	720,188
Number of tons of freight carried one mile.....	5,866,389
Number of passengers carried one mile in the State of Pennsylvania.....	404,008

Number of tons of freight carried one mile in the State of Pennsylvania	3,373,173
Gross amount of tonnage for the year, (2,000 lbs per ton.)	410,863
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 and freight engines.....	None.

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

January, 1875.	4,568	July, 1875.....	5,617
February, 1875.....	3,959	August, 1875	5,988
March, 1875.....	5,212	September, 1875.....	5,376
April, 1875.....	5,067	October, 1875.....	6,103
May, 1875.....	5,126	November, 1875	5,138
June, 1875.....	5,273	December, 1875, (estimated,)....	5,785

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal, 137,762	Stone and lime.....	88,707	
Coke..... 50,097	Agricultural products.....	5,079	
Petroleum and other oils	165	Merchandise and manufactures..	3,784
Pig and bloom iron	44,886	Live stock.....	4,948
Railroad iron	129	Lumber.....	4,092
Other iron or castings.....	3,733	Other articles.....	5,361
Iron and other ores	71,120		

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 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.....	1 2/10 cents.
For local freight and coal, per ton per mile.....	3 2/10 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings....	\$28,008 03	\$6,189 52	\$21,818 51
Taxes on real estate.....	756 22	169 92	586 30
Total	28,764 25	6,359 44	22,404 81
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$5,361 58	\$1,183 83	\$4,177 75
Repairs of passenger and baggage cars.....	2,196 27	2,196 27	
Repairs of freight cars.....	3,026 24		3,026 24
Repairs of tools and machinery in shops.....	182 53	40 30	142 23
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	927 72	204 84	722 88
Total	11,694 34	3,625 24	8,069 10
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$678 18	\$196 73	\$481 45
Agents and clerks.....	4,897 16	1,307 76	3,589 40
Labor—loading and unloading freight.....	664 02		664 02
Porters, watchmen and switch tenders.....	109 25	24 12	85 13
Car cleaning and inspecting, furniture and fixtures.....	655 22	425 52	229 70
Conductors, baggage masters and brakemen.....	10,488 88	1,555 94	8,930 94
Engineers and firemen.....	9,417 69	2,079 42	7,338 27
Fuel and cost of preparing for use.....	6,832 38	1,519 14	5,313 24
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,536 03	375 25	1,160 78
Telegraph, mail and station expenses.....	853 75	317 77	535 98
Loss and damage of goods and baggage.....	187 01		187 01
Use of freight cars.....	8,704 56		8,704 56
Damage for injury of persons.....	195 56	19 01	176 55
Damage to property, including damage by fire and cattle killed on road.....	108 89	30 00	78 89
General superintendence.....	1,827 91	354 44	1,473 47
Contingencies.....	2,147 05	1,978 58	168 47
Total	49,801 54	10,183 68	39,117 86
Grand total	89,760 18	20,168 36	69,591 77

RAILROAD REPORT.

351

Receipts on construction and equipment account during the year :

From stockholders.....	\$6,300 00
From other sources.....	2,311 75
Total	8,611 75

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875.....	\$1,590 03	\$8,327 29	\$355 00	.....	\$10,272 32
February, 1875.....	1,327 18	9,224 87	355 00	.....	10,887 05
March, 1875.....	1,735 15	10,446 64	365 00	.....	12,546 79
April, 1875.....	1,700 49	12,929 01	355 00	.....	15,044 50
May, 1875.....	1,896 08	12,575 26	355 00	.....	14,826 34
June, 1875.....	1,771 98	17,235 12	355 00	.....	19,362 10
July, 1875.....	1,967 11	11,577 20	365 00	.....	13,909 31
August, 1875.....	2,209 42	13,266 56	355 00	.....	15,830 98
September, 1875.....	1,941 37	13,766 06	355 00	\$713 61	16,776 04
October, 1875.....	2,190 75	13,949 98	355 00	1 16	16,496 89
November, 1875.....	1,722 46	11,733 56	355 00	4 10	13,815 12
December, 1875.....	2,042 95	12,076 74	365 00	5 00	*14,489 69
Total	22,154 97	147,108 29	4,270 00	723 87	174,257 13

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$4,326 23
For maintaining the road, &c.—repairs of machinery and operating the road, \$89,760 13; less taxes, \$756 22...	89,003 91
For dividends.....	44,842 50
For interest and sinking fund.....	26,655 00
For miscellaneous.....	1,861 50
For surplus fund.....	None.
For municipal and State taxes.....	2,477 47
Total	169,166 61

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 ⁸ / ₁₀ cents.
Cost per ton freight per mile, proximate average.....	1 ¹⁸⁸ / ₁₀₀₀ "

What express companies run on your road, and on what terms? Adams express company, \$10 00 per day.

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

ACCIDENTS.

Employees.....	Injured. 1
----------------	---------------

* December estimated.

1875.

November 8. D. Halsingler, Hilltown, brakeman, coupling cars, fingers mashed.

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.
George W. Cass.....	Pittsburg, Pa.
A. L. Crawford.....	New Castle, Pa.
R. W. Cunningham.....	New Castle, Pa.
Caleb B. Wick.....	Youngstown, O.
Thomas D. Messler, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary and Treasurer.....	Pittsburg, Pa.

LAWRENCEVILLE AND EVERGREEN.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared J. J. Gillespie, president, and A. C. M'Callam, treasurer, of the Lawrenceville and Evergreen railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true, to the best of their knowledge and belief.

(Signed,)

J. J. GILLESPIE, *President.*

A. C. M'CALLAM, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of February, 1876. }

WM. LITTLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$25,000 00
Amount of stock subscribed.....	15,000 00
Amount paid in as by last report.....	10,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1878: \$3,750 of this debt is disputed as illegal,).....	12,500 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	848 26
Total amount now of floating and funded debt.....	13,348 26
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.

RAILROAD REPORT.

353

Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued.....	300
Par value of each share.....	\$50 00
Average market value during the year: No sales; none offered.	
Amount paid in on each share	<u>33 33½</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment: Total cost.....	<u>\$10,000 00</u>	<u>\$10,000 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bennett to Evergreen..	2 ⁸¹ / ₁₀₀ miles.
Length of main line of road laid.....	2 ⁸¹ / ₁₀₀ "
Length of main line of road laid in Pennsylvania.....	2 ⁸¹ / ₁₀₀ "
Length of double track of road.....	None.
Length of sidings.....	400 feet.
Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	28 and 30 lbs.
Branch roads owned by the company, and 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, baggage, mail and express cars.....	None.
Number of freight cars: Trucks, (average cost of each, \$464 44,).....	1
Number of coal, ore, stone and caboose cars.....	None.
Number of iron and stone bridges, culverts and railroads crossed.....	None.
Number of wooden bridges, (total length in feet, 200,)....	9
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 roadway.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? On 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.....	18,250
Number of miles run by freight and coal trains: No separate account. Freight car attached to passenger train.	
Number of through passengers for the year on main road,	52,114
Number of passengers (all classes) carried in cars.....	52,114
Number of tons, (of 2,000 pounds) of through freight for the year on main road.....	134
Number of passengers and tons of freight carried one mile, and number of passengers and tons of freight carried one mile in the State of Pennsylvania: No account kept.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	134
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	7
Average rate of speed adopted by express trains, including stops: No express train on road.	
Average rate of speed adopted by freight trains, including stops.....	7
Weight of first class passenger engines.....	18,000 lbs.
Weight of freight engines.....	None.

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

January, 1875.....	4,216	July, 1875.....	5,996
February, 1875.....	3,568	August, 1875.....	4,673
March, 1875.....	3,808	September, 1875.....	4,818
April, 1875.....	4,314	October, 1875.....	3,820
May, 1875.....	4,736	November, 1875.....	4,140
June, 1875.....	4,811	December, 1875.....	3,214

The amount of freight, specifying the quantity in tons:

Bituminous coal.....	102
Other articles.....	32

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.....	4½ "
For second class through and way passengers.....	None.

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

For through freight, per ton per mile.....	10 cents.
For through coal, per ton per mile.....	10 "
For local freight, per ton per mile.....	12 "
For local coal, per ton per mile.....	12 "

RAILROAD REPORT.

356

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings..... \$1,018 19

Repairs of machinery :

Repairs of engines and tenders..... \$275 63

Repairs of passenger and baggage cars..... 55 74

Total 331 37

Operating the road :

Office expenses, stationery, &c..... \$87 15

Porters, watchmen and switch tenders..... 295 35

Conductors, baggage masters and brakemen..... 502 00

Engineers and firemen 725 00

Fuel, and cost of preparing for use..... 388 21

Oil and waste for engines and tenders, passenger, baggage and freight cars..... 121 21

Total 2,118 92

Grand total..... 3,468 48

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	Passengers.	Freight.	Total.
January, 1875	\$266 27	\$12 00	
February, 1875	223 10		
March, 1875	238 54		
April, 1875	258 83		
May, 1875.....	296 81		
June, 1875.....	338 03		
July, 1875.....	394 91		
August, 1875.....	393 55	18 21	
September, 1875.....	316 50	12 33	
October, 1875.....	241 78	2 44	
November, 1875.....	258 02	2 91	
December, 1875.....	266 83	3 49	
Total.....	3,453 17	51 38	3,504 55

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road..... \$3,468 48

For interest..... 875 00

Cost of transportation :

Cost per passenger per mile, proximate average.....	3 cents.
Cost per ton freight per mile, proximate average.....	2 "

What express and transportation companies run on your road? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. J. Gillespie.....	Pittsburg, Pa.
John F. Dravo.....	Pittsburg, Pa.
A. C. M'Callum.....	Pittsburg, Pa.
G. W. M'Callum.....	Pittsburg, Pa.
John Wilkinson.....	Pittsburg, Pa.
Thos. M. Bayne.....	Pittsburg, Pa.
J. J. Gillespie, President.....	No. 86 Wood st., Pittsburg, Pa.
A. C. M'Callum, Sec. and Treas.....	No. 86 Wood st., Pittsburg, Pa.

LEHIGH AND EASTERN.

STATE OF PENNSYLVANIA, }
Dauphin County. } ss :

Personally appeared S. P. Kase, president, and Charlton Burnett, treasurer of the Lehigh and Eastern railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

S. P. KASE, *President.*

CHARLTON BURNETT, *Treasurer.*

Sworn and subscribed before me, this }
 8th day of March, 1876. }

D. C. MAURER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed, about.....	620,000 00
Amount paid in as by last report.....	54,000 00
Total amount now paid in of capital stock.....	58,550 00
Funded debt as per last report.....	None.
The amount now of funded debt	None.
Par value of each share.....	\$50 00

RAILROAD REPORT.

357

Average market value during the year	No value.
Amount paid in on each share.....	10 per cent.

COST OF ROAD AND EQUIPMENT.

Construction: Amount paid on account of construction, engineering, taxation and incidentals, about.....	By present report \$52,000 00
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Tomhickin, in Luzerne county, to Port Jervis	92½ miles.
Length of main line of road laid	None.
Length of main line of road laid in Pennsylvania.....	None.
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track.....	60 lbs.

The Lehigh and Eastern railway will form, when completed, the wanted connecting link between the Danville, Hazleton and Wilkesbarre railroad, and the Erie at Port Jervis, on the line of the New York and Erie in the State of New York, thereby connecting with roads already constructed, reaching from the latter point to the city of Boston interiorly, and away from the sea-board, passing directly through the anthracite and bituminous coal fields of Pennsylvania by a road already constructed, reducing the actual distance from Boston to Pittsburg 77 miles, and saving the time and expense of passing through New York and Philadelphia, thus affording an all rail route from Boston to the west and southwest.

NAMES AND RESIDENCE OF OFFICERS.

Officers.	Post office address.
S. P. Kase, President	1601 North Fifteenth street, Phila.
Hon. Charlton Burnett, Treasurer.....	Stroudsburg, Pa.
Dr. H. P. Fulmer, Secretary.....	Dingman's Ferry.

LEHIGH AND LACKAWANNA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Charles Brodhead, president, and S. Shepherd, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

CHARLES BRODHEAD, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of February, 1876. }

CHARLES GIBBONS, JR., *Notary Public.*

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
Total amount now of floating and funded debt.....	300,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Number of shares of stock issued	7,502
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.

	By last report.	By present report.
Construction.....	\$675,100 00	\$675,100 00

Equipment furnished by Central railroad of New Jersey.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Bethlehem to Stroudsburg.....	36 miles.
Length of main line of road laid.....	15 "
Length of main line of road laid in Pennsylvania.....	15 "

Length of double track of road.....	None.
Length of sidings.....	1½ miles.
Gauge of road.. .. .	4 feet 8½ inches.
Weight of rail per yard on main track	50 pounds.
Branch roads owned by the company, and their length.	None.
Roads worked or leased by the company	None.
Number of engine houses, engines and shops: Equipment included in report of the Lehigh and Susquehanna railroad.	
Number of iron and stone bridges, culverts, railroads crossed, tunnels, length in miles laid with steel rail	None.
Number of wooden bridges, (total length in feet, 100,)....	2
Number of stations on main road: Passenger and freight...	4
Number of wood and water stations on main road.....	1
How is track laid, and on what foundation? Gravel ballast and wooden cross-ties.	

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,	637
Number of passengers (all classes) carried in cars.....	18,410½
Number of passengers carried one mile	139,437
Number of tons of freight carried one mile, (coal, 97,228,).	289,969
Gross amount of tonnage for the year, (2,000 lbs per ton,) (coal, 10,224).....	23,576
Average rate of speed adopted by ordinary passenger and express trains, including stops, (miles per hour,).....	15
Average rate of speed adopted by freight trains, including stops	8 to 15
Weight of first class passenger and freight engines: Included in Lehigh and Susquehanna railroad equipment.	

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

January, 1875.....	1,221	July, 1875.....	1,736½
February, 1875.....	966	August, 1875.....	1,545
March, 1875.....	1,661	September, 1875.....	1,367½
April, 1875.....	1,665	October, 1875.....	1,639
May, 1875.....	1,482	November, 1875.....	1,648
June, 1875.....	1,525	December, 1875.....	1,904½

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	10,224	Agricultural products.....	809
Iron and other ores.....	8,535	Merchandise and manufactures...	1,998
Stone and lime.....	11,710	Lumber.....	524

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

For first class through passengers.....	4 and 3½ cents.
For first class way passengers.....	4 and 3½ "

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

For through freight, per ton per mile.....	9 ⁷ / ₁₀ cents.
For through coal, per ton per mile.....	1 ⁶ / ₁₀ "
For local freight, per ton per mile.....	9 ⁷ / ₁₀ "
For local coal, per ton per mile.....	1 ⁶ / ₁₀ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$12,431 22
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Repairs of machinery :

Repairs of engines, tenders, passenger, baggage and freight cars, tools and machinery in shops, and incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops: Included in Lehigh and Susquehanna report.

Operating the road :

Office expenses, stationery, &c., agents and clerks, 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.....	3,060 00
Use of engines, fuel and cost of preparing for use.....	6,395 61
Use of freight cars.....	2,691 74
General superintendence.....	1,956 19
Contingencies.....	1,413 62
Total.....	<u>\$15,517 16</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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RAILROAD REPORT.

361

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Total.
			\$750 00	Mail.	
January, 1875.....	\$332 23	\$1,046 25			\$1,378 49
February, 1875.....	286 55	1,107 63			1,394 18
March, 1875.....	476 46	1,217 42			1,693 88
April, 1875.....	481 88	2,940 27			3,422 15
May, 1875.....	410 08	2,994 52			3,404 60
June, 1875.....	414 86	4,114 68	27 06	Express.	4,556 60
July, 1875.....	462 91	3,752 55			4,215 46
August, 1875.....	444 04	4,030 09			4,474 13
September, 1875.....	392 94	4,050 93			4,443 87
October, 1875.....	538 09	3,902 51			4,440 60
November, 1875.....	445 65	3,027 67			3,473 32
December, 1875.....	565 08	1,615 53	46 14	Express.	2,226 73
Total.....	5,250 70	33,800 06	823 20		39,873 96

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$27,948 38
For interest.....	21,000 00
For miscellaneous, surplus fund, municipal taxes, State taxes and United States taxes.....	376 36
Total.....	<u>\$49,324 74</u>

Cost of transportation :

What express companies run on your road, and on what terms? Central express company, paying regular rates.

What transportation companies run on your road? None.

ACCIDENTS.

Passengers.....	Killed, <u>1</u>
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March 13. James Richard Smith, of Northampton county, Pennsylvania, a passenger on Bath accommodation train, No. 24, was instantly killed by falling between the cars, while in motion, near Brodhead station. Smith was intoxicated, and had twice been taken into the car, but stepped out on the platform unobserved with the above result.

The coroner's jury rendered a verdict of accidental death, and exonerated the company and its employees from all blame. James M'Carty, engineer, H. J. Green, conductor.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. Woile.....	Bethlehem, Pa.
E. W. Clark.....	Philadelphia, Pa.
John Leisenring.....	Mauch Chunk, Pa.
F. R. Cope.....	Philadelphia, Pa.
Charles Brodhead.....	President.
Solomon Shepherd.....	Secretary and Treasurer.

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, 1875, are true, to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of February, 1876. }

CHARLES GIBBONS, JR., *Notary Public.*

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.

	By last report.	By present report.
Construction.....	\$13,046,208 81	\$13,232,332 90

Equipment: Furnished by Central railroad company of New Jersey, lessees.

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.....	48 "
Length of sidings.....	86 "
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track: 56, 60, 62½ and 65 pounds.	
Branch roads owned by the company and their length, viz:	
Nescopoc Branch, 9 miles; Nanticoke Branch, 20¼ 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.....	91
Number of first class passenger cars, (average cost of each, \$4,750.)	15
Number of second class passenger cars	None.
Number of baggage, mail and express cars, (average cost of each, \$3,500.).....	11
Number of freight cars: House cars, (average cost of each, \$600,) 128; trucks, (average cost of each, \$575,) 428; total.....	556
Number of coal, ore and gravel cars: Coal, (average cost of each, \$225,) 17,244; ore, (average cost of each, \$250,) 14; gravel, (average cost of each, \$250,) 163; total,	17,421
Number of caboose cars, (average cost of each, \$525,)...	40
Number of iron bridges, (total length in feet, 2,878,).....	18
Number of wooden bridges, (total length in feet, 3,189,)..	37
Number of stone bridges, (total length in feet, 250,)....	21
Number of culverts	None
Number of railroads crossed: Belvidere and 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
Number of tunnels, (length of each, 1,800 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: 33 during the year...	140

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

Number of miles run by passenger trains.....	469,512
Number of miles run by freight trains.....	205,010
Number of miles run by coal trains.....	1,095,900
Number of miles run by construction trains.....	147,066
Number of through passengers for the year on main road,	1,508½
Number of passengers (all classes) carried in cars.....	572,031
Number of passengers carried one mile.....	7,522,016
Number of tons of freight carried one mile: Coal, 166,825,834; miscellaneous, 9,486,970.	

Number of passengers carried one mile in the State of Pennsylvania	7,522,016
Number of tons of freight carried one mile in the State of Pennsylvania: Coal, 166,825,834; 9,486,970.	
Gross amount of tonnage for the year, (2,000 lbs. per ton :)	
Coal, 2,514,796; miscellaneous, 237,687; total.....	2,752,483
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, 1875.....	45,955	July, 1875.....	52,247
February, 1875.....	36,495	August, 1875.....	50,869½
March, 1875	50,592	September, 1875.....	50,684½
April, 1875.....	45,504	October, 1875.....	58,123
May, 1875.....	43,246½	November, 1875	45,297
June, 1875.....	42,260	December, 1875.....	55,757½

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	2,514,796	Stone and lime.....	39,422
Bituminous coal.....	320	Agricultural products.....	11,966
Petroleum and other oils.....	157	Merchandise and manufactures... ..	89,018
Pig iron.....	10,370	Live stock.....	185
Railroad iron.....	2,500	Lumber.....	46,837
Other iron or castings.....	12,055	Other articles	7,746
Iron and other ores.....	16,111		

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

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

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

For through freight, per ton per mile	3 $\frac{43}{100}$ cents.
For through coal, per ton per mile	1 $\frac{6}{10}$ "
For local freight, per ton per mile.....	3 $\frac{43}{100}$ "
For local coal, per ton per mile	1 $\frac{6}{10}$ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	<u>\$580,569 16</u>
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RAILROAD REPORT.

365

Repairs of machinery :

Repairs of engines and tenders	\$84,822 68
Repairs of passenger and baggage cars.....	2,124 62
Repairs of freight cars.....	203,132 88
Repairs of tools and machinery in shops.....	15,438 07
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops : Included in running expenses.	

Total	<u>305,518 25</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, baggagemasters and brakemen, engineers and firemen..	\$662,345 48
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Fuel and cost of preparing for use	143,549 51
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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 : Included in
running expenses.

Damage for injury of persons, damage to property, includ-
ing damage by fire and cattle killed on road : Included
in contingencies.

General superintendence : Included in running expenses.

Contingencies.....	25,916 21
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Total	<u>831,811 20</u>
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Grand total.....	<u>\$1,717,898 61</u>
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Receipts on construction and equipment account during the year :

From stockholders	\$150,000 00
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RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1875.....	\$11,890 10	\$45,298 43	\$272 51	\$57,461 04
February, 1875.....	9,176 10	56,392 21	467 35	66,035 66
March, 1875.....	12,804 97	96,682 98	304 32	109,792 27
April, 1875.....	12,312 51	86,001 22	295 09	98,608 82
May, 1875.....	12,514 80	120,352 56	306 64	133,174 00
June, 1875.....	12,588 17	166,324 60	250 18	179,162 95
July, 1875.....	16,252 95	387,184 96	223 25	403,661 16
August, 1875.....	18,084 98	426,311 86	500 00	444,896 84
September, 1875.....	16,356 33	407,963 28	365 18	424,684 79
October, 1875.....	14,918 97	448,154 11	430 88	463,498 96
November, 1875.....	12,305 59	396,643 75	394 41	409,343 75
December, 1875.....	13,877 54	374,022 10	426 12	388,325 76
Total.....	168,078 01	3,011,332 06	4,235 93	3,178,646 00

LEHIGH AND SUSQUEHANNA

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$186,124 09
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,717,898 61
For dividends, interest, miscellaneous, surplus fund, municipal taxes, State taxes, and United State taxes: Included in the report of the Lehigh coal and navigation company.	

What express companies run on your road, and on what terms? Central express company, paying regular rates, same as other parties.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Passengers .....	..	1
Employees.....	3	3
Others	9	3
Total	12	7

1875.

January 5. John Jones, a resident of Miners; standing on the platform of an accommodation train car, fell from the train, received injuries which terminated fatally the next day. Jones was intoxicated at the time, and resisted all efforts of the conductor to induce him to get inside the car. James Street, engineer; George Geary, conductor.

January 18. Tilghman Steinmets, a prisoner, in custody of an officer, on express train No. 1, when near Bethlehem, jumped from the car and was instantly killed. William Dolan, engineer; E. D. Horn, conductor.

March 16. Anthony Lannon, of Parsons, Pa., walking on the track near that station, was struck by engine of express train No. 6, and fatally injured, death ensuing the next day. James M'Carty, engineer; L. J. Green, conductor.

March 27. Martin Logan, section foreman, in stepping from one track to the other at Summit station, to avoid a passing coal train, was struck by engine No. 249, approaching from the opposite direction, receiving injuries which terminated fatally the same day. John Lefrance, engineer; J. J. Pettigrew, conductor.

July 8. John Boyle, a boy, about eight years of age, playing on the track near mile post 71, was struck by engine of express train No. 5, and instantly killed. Charles M'Ginley, engineer; J. J. Moyer, conductor.

August 2. Mrs. Bowers, a resident of Wilkesbarre, Pa., walking along side the track of No. 2 plane, at Ashley, was struck by the descending

truck and drawn under it. Both her legs were crushed above the ankle, and she died on being conveyed to her home soon afterward.

August 28. Capt. Theo. Howell and Miss Julia Levan, driving across the track at Seigfried's with a double team and heavily laden wagon, were both slightly injured and the wagon demolished by engine of coal train No. 56 striking the wagon. One of the horses was instantly killed, the other escaped injury. John Beatty, engineer; Edward Garrecht, conductor.

August 30. Rev. C. M. Rittenhouse, of Cherryville, Pa., a passenger on express train No. 4, had two ribs broken and was otherwise bruised by a collision between train No. 4 and an east bound coal train at Wheeler's bridge, this date. Charles M'Ginley, engineer; J. J. Moyer, conductor.

September 4. Harry Titus, a young man residing at Easton, in attempting to jump on coal train No. 57 at Weissport station, had one leg severed from his body by wheels of train passing over it. George Louder, engineer; Jacob H. Jones, conductor.

September 14. Mrs. Daniel Krotzer, an aged lady residing at Lehigh Gap, while picking coal on the track near that station, was struck by engine of coal train No. 53, and received injuries which terminated fatally next day. H. E. Grover, engineer; Edward Glenn, conductor.

September 16. Elizabeth Ward, aged 80 years, residing at Smithville, Pa., in attempting to cross the track near Pittston station, was struck by engine of passenger train No. 16, and was instantly killed. John H. Butz, engineer; James Brady, conductor.

September 28. Charles Shields, track laborer, was instantly killed while at work on the track near Sugar Notch breaker, by a loaded coal train running down from the breaker and striking him.

October 19. Clara Klugh, aged 12 years, in attempting to crawl under a shifting coal train, at South Wilkesbarre, was caught by the wheels and died almost instantly. James H. Heatherby, engineer; Sylvester Albert, conductor.

October 23. William Hunkey, intoxicated, walking on the track near Lehigh Gap, was struck by engine of express train No. 7, and instantly killed, the blow breaking his neck. John H. Warg, engineer; John H. Schwab, conductor.

December 17. About 9 A. M. this day, engine No. 282, hauling coal train No. 57 south, was thrown from the track near Penn Haven Junction by a broken switch rail, throwing the engine into the Lehigh River. Reuben Wait, brakeman, was killed, and D. Messinger, engineer, Joseph Winton, fireman, and J. J. Pettigrew, conductor, were all more or less cut and bruised, but not seriously. Daniel Messinger, engineer; J. J. Pettigrew, conductor.

All the above mentioned engineers and conductors remain in the employ ment of the company.

NAMES AND RESIDENCE OF OFFICERS.

Same as the Lehigh coal and navigation company.

LEHIGH VALLEY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Chas. Hartshorne, vice president, and L. 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 30th, 1875, are true to the best of their knowledge and belief.

(Signed) CHAS. HARTSHORNE, *Vice President,*
 L. CHAMBERLAIN, *Treasurer.*

Affirmed and subscribed before me, this }
 26th day of January, 1876. }

W. C. ALDERSON, *Notary Pnblic.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount paid in as by last report.....	\$24,419,250 00
Total amount now paid in of capital stock.....	27,042,900 00
Funded debt as per last report.....	16,859,000 00
The amount now of funded debt, (classified and date of ma- turity,) as follows :	
1st mortgage bonds, (date of maturity, June 1st, 1898,).....	\$5,000,000 00
2d mortgage bonds, (date of maturity, Sept. 1st, 1910,).....	6,000,000 00
Consolidated mortgage bonds, (date of maturity: Dec. 1, 1923, \$5,913,000 ; portions due annually, 1897, \$4,900,- 000; perpetual, \$316,000,).....	11,129,000 00
	22,129,000 00
Floating debt as per last report, and the amount now of floating debt: Less cash on hand.....	None.
Total amount now of floating and funded debt, less cash on hand.....	20,501,338 65

Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent. ; 2d mortgage, 7 per cent. ; consolidated mortgage, 6 per cent.

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

Cash, Jan. 15, \$611,108 25, (2½ per cent. ;) April 15, \$614,012 50, (2½ per cent. ;) July 15, \$617,190, (2½ per cent. ;) Oct. 15, \$672,458 75, (2½ per cent. ;) total, \$2,514,767 50; per annum.....

10 per cent.

Number of shares of stock issued

540,858

Par value of each share.....

\$50 00

Amount paid in on each share.....

50 00

Amount of capital on which the respective dividends were declared : January, \$24,444,250 ; April, \$24,560,500 ; July, \$24,687,600 ; October, \$26,898,350.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$14,621,680 38	\$14,621,680 38
Equipment.....	5,997,090 64	7,224,485 50
Total cost.....	<u>20,618,771 02</u>	<u>21,846,165 88</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Perth Amboy, N. J., to Wilkesbarre, Pa.....	161 miles.
Length of main line of road laid, (of which 60 miles are in New Jersey,).....	161 "
Length of main line of road laid in Pennsylvania.....	100¾ "
Length of double track of road on main line and branches,	146 ¹⁵ / ₁₀₀ "
Length of sidings.....	169 ⁸⁴ / ₁₀₀ "
Gauge of road	4 ft. 8½ in.
Weight of rail per yard on main track	58 to 60 lbs.
Branch roads owned by the company, and their length, viz :	
Penn Haven Junction to Audenried, 17.71 miles ; Hazle Creek Bridge to Tomhicken and branches, 33.78 miles ; Lumber Yard to Milnesville and branches, 18.27 miles ; Black Creek Junction to Mt. Carmel and branches, 57.59 miles ; Slatington to Slatedale, 3.30 miles.	
Roads worked or leased by the company, viz : Pennsylvania and New York railroad, Wilkesbarre to Lackawanna Junction	9.60 miles.

Number of engine houses and shops: 10 engine houses and 10 shops.	
Number of engines.....	205
Number of first and second class passenger cars, (average cost of each, \$1,400,).....	59
Number of baggage, mail and express cars, (average cost of each, \$3,000,).....	32
Number of freight cars, (average cost of each, \$650,).....	1,473
Number of coal cars, rated as eight wheel cars, (average cost of each, \$450,).....	11,040
Number of caboose cars, (average cost of each, \$400,)....	39
Number of iron bridges, (total length in feet, 4,733,).....	27
Number of wooden bridges, (total length in feet, 2,757,)..	31
Number of stone bridges, (total length in feet, 258,).....	4
Number of culverts, (total length in feet, 12,664,).....	205
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 water stations on main road.....	21
Number of tunnels, (length, 1,023 feet,).....	1
How is track laid, and on what foundation? On oak and chestnut cross-ties.	
Length in miles laid with steel rail.....	128.21

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	736,723
Number of miles run by freight trains.....	731,993
Number of miles run by coal trains.....	1,362,003
Number of through passengers for the year on main road: No account kept.	
Number of passengers (all classes) carried in cars.....	1,068,664½
Number of tons of 2,000 lbs. of through freight for the year on main road: No account kept.	
Number of passengers carried one mile.....	17,416,448
Number of tons of freight carried one mile.....	296,025,597
Number of passengers carried one mile in the State of Penn- sylvania.....	17,416,448
Number of tons of freight carried one mile in the State of Pennsylvania.....	296,025,597
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	5,395,565
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20 to 25

RAILROAD REPORT.

371

Average rate of speed adopted by express trains, including stops, (miles per hour,)	30
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	10
Weight of first class passenger engines: 52,000 to 78,000 pounds.	
Weight of freight engines: 63,000 to 97,000 pounds.	

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

December, 1874.....	94,369½	June, 1875.....	84,704
January, 1875.....	81,221½	July, 1875.....	99,482½
February, 1875.....	62,964½	August, 1875.....	107,542½
March, 1875.....	78,418½	September, 1875.....	108,283½
April, 1875.....	79,889½	October, 1875.....	92,929½
May, 1875.....	92,689½	November, 1875.....	86,189½

The amount of freight, specifying the quantity in tons :

Anthracite coal	3,670,880	Iron and other ores.....	432,716
Bituminous coal.....	55,901	Stone and lime.....	75,048
Petroleum and other oils.....	150,512	Live stock.....	14,726
Pig iron	193,599	Lumber.....	91,570
Railroad iron.....	36,573	Other articles.....	674,040

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

For first class through passengers	3 cents.
For first class way passengers	3 "
For second class through passengers.....	2 "
For second class way passengers.....	2 "

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

For through and local freight, per ton per mile.....	1 $\frac{87}{100}$ cents.
For through and local coal, per ton per mile.....	1 $\frac{46}{100}$ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$811,661 06
Taxes on real estate.....	16,692 62
Total	<u>828,353 68</u>

Repairs of machinery :

Repairs of engines and tenders, and cleaning same.....	\$413,324 56
Repairs of passenger and baggage cars.....	74,173 32
Repairs of freight cars.....	140,086 47
Repairs of coal cars	247,673 39
Repairs of tools and machinery in shops.....	42,122 74
Supplies—all kinds for repairs.....	80,857 20
Total	<u>997,637 68</u>

Operating the road :

Office expenses, stationery, &c.	\$29,277 49
Agents and clerks.	206,309 33
Labor—loading and unloading freight.	7,974 01
Watchmen.	86,403 79
Car cleaning and inspecting, furniture and fixtures: Included in repairs.	
Wood and water station attendance: No account kept.	
Conductors, baggage masters and brakemen.	357,544 92
Engineers and firemen.	246,822 85
Fuel and cost of preparing for use.	328,086 91
Oil and waste for engines and tenders, passenger, baggage and freight cars.	97,468 68
Telegraph.	31,569 70
Loss and damage of goods.	3,445 74
Tolls over other roads, and use of freight cars: Not included in our accounts.	
Shoveling snow.	162 59
Damage for injury of persons.	6,037 28
Damage to property, including damage by fire and cattle killed on road.	880 15
General superintendence: No account.	
Contingencies.	34,887 17
Total.	<u>1,436,870 61</u>
Allotted to coal.	\$2,038,178 55
Allotted to merchandise.	826,606 46
Allotted to passengers.	398,076 96
Grand total.	<u>3,262,861 97</u>

Receipts on construction and equipment account during the year :

From stockholders.	\$2,586 850 00
From sale of bonds.	5,270,000 00
Total.	<u>7,856,850 00</u>

RAILROAD REPORT.

373

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Coal.	Total.
December, 1874....	\$37,581 42	\$87,981 59	\$4,738 29	\$436,049 22	\$566,350 52
January, 1875.....	34,140 58	67,908 56	3,403 10	115,026 05	220,476 27
February, 1875.....	24,838 20	68,429 02	1,970 56	149,221 92	244,459 70
March, 1875.....	30,560 75	83,583 92	4,886 26	112,270 21	231,301 14
April, 1875.....	33,643 04	92,660 26	3,496 06	154,601 96	284,401 32
May, 1875.....	36,134 13	84,651 12	3,579 09	149,805 27	274,169 61
June, 1875.....	37,367 86	85,180 45	3,536 13	124,744 07	250,828 51
July, 1875.....	46,699 69	84,871 14	3,465 67	508,394 14	643,430 64
August, 1875.....	52,358 09	88,832 32	3,784 65	628,751 27	773,726 33
September, 1875.....	51,989 95	120,940 43	3,983 69	687,690 17	864,604 24
October, 1875.....	46,949 37	124,043 16	3,840 07	709,385 41	884,218 01
November, 1875....	42,973 08	112,276 50	4,209 42	649,070 17	808,529 15
Total.....	475,236 12	1,101,356 47	44,892 99	4,425,009 86	6,046,495 44

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$1,227,394 86
For maintaining the road, &c.—repairs of machinery and operating the road.....	3,262,861 97
For dividends.....	2,514,767 50
For interest on bonds.....	1,220,603 75
For miscellaneous.....	105,055 97
For State taxes.....	138,910 78
For surplus fund, municipal, and United States taxes.....	None.

What express companies run on your road, and on what terms? Central express company, and Philadelphia and Reading express company, on cars furnished by railroad company.

What transportation companies run on your road, and on what terms? The P. R. R. and A. V. R. R. oil line; the Empire transportation company, and the Erie and Western transportation company, on cars furnished by themselves.

ACCIDENTS

	Killed.	Injured.
Passengers.....	3	..
Employees.....	8	11
Others.....	17	14
Total.....	28	25

PASSENGERS KILLED.

1875.

August 10. Tobias Rudolph, 17 years old, jumped from passenger train while in motion, near Allentown.

August 16. Wm. L. Lee, traveling agent—connecting rod broke and struck him while surreptitiously riding on engine at Packerton.

September 2. James Heil, 19 years old, stood on step of car and leaned out so far as to strike his head against mile post near Quakake.

EMPLOYEES KILLED.

1875.

May 1. John Kemmerer, blacksmith, caught between coal cars and internally injured, at Packerton.

September 11. George Zellander, brakeman, fell under train near Lumber Yard.

September 17. John Kashner, engineer, John Doubler, fireman, H. A. Culp and Benjamin Hoffman, brakemen, by explosion of engine at Stony Creek.

October 14. Martin Patten, track watchman, struck by engine, near Wilkesbarre.

October 15. Wm. Collins, brakeman, fell off his train, near Newport.

EMPLOYEES INJURED.

1875.

February 27. H. H. Brown, engineer, badly scalded by engine running off track at Penn Haven Junction.

February 27. Owen Hall, fireman, slightly injured by engine running off track at Penn Haven Junction.

April 10. Reuben Kolb, brakeman, thumb cut off while coupling cars, at South Easton.

April 10. Michael Costello, brakeman, right arm broken while coupling cars, at Coxtan.

April 12. John Pittinger, brakeman, thumb crushed while coupling cars, at Easton.

April 22. Nathan Leffler, brakeman, struck on head and slightly injured while running under bridge at Hokendauqua.

August 2. Emanuel David, brakeman, arm broken while coupling cars, at Glendon.

August 15. Theodore Stryker, brakeman, slightly injured while coupling cars, at Wilkesbarre.

September 17. George Owent, brakeman, badly cut and scalded by explosion of engine at Stony Creek.

September 22. James Elliott, fireman, legs scalded by water bar bursting on his engine, at Sugar Notch.

September 25. Samuel Martin, track watchman, struck by passenger train while asleep near track, near Penn Haven Junction.

OTHERS KILLED.

1874.

December 3. Joseph Montz, found dead on track near Lehighton.

December 4. Philip Henry, laborer, struck by passenger train while crossing track at Wilkesbarre.

December 7. William Otto, laborer, run over while picking up coal on track, near Parryville.

December 7. Lucy Fenstermacher, run over while picking up coal on track, near Parryville.

1875.

March 1. John Bitner, struck by passenger train while walking on track near Slatington.

March 30. John Wetzel, Sr., farmer, struck by freight train while walking on track, near Black Creek Junction.

March 30. Thos. Connors, traveling tinker, stepped in front of engine and was run over, at Glendon.

June 10. Joseph Gillet, laborer, struck by passenger train while walking on track, near Bethlehem.

June 24. James M'Fadden, while stealing a ride on top of passenger train and jumping into tender of engine, he fell and received fatal internal injuries, near Penn Haven Junction.

July 19. Frederick Faust, boy, run over while riding on coal train, at Weatherly.

July 24. David Reed, boy, both legs crushed while trying to get on a moving engine, at Pittston.

September 13. George Robbins, laborer, struck by engine while crossing track, at South Easton.

September 20. John M'Elrue, fireman, struck by passenger train while walking on track, near Sugar Notch.

October 16. John Agnew, boatman, struck by passenger train while walking on track, at Coalport.

November 20. Frederick Moser, laborer, struck by passenger train while walking on track, near Bethlehem.

November 24. Unknown man, a tramp, struck by an engine while walking on track, near Penn Haven.

November 29. Wm. B. Van Tassel, bar tender, while lying on track intoxicated, was run over, at Pittston.

OTHERS INJURED.

1875.

March 9. James Fritzing, boy, one leg cut off and the other broken, while trying to get on an engine, at Slatington.

March 29. Noah Spengler, saloon keeper, received bad flesh wound on one leg while climbing across a moving coal train, at Bethlehem.

April 5. John Riley, boy, employed in rolling mill, foot partly crushed while trying to get on coal train, at Furnace.

April 10. Unknown man, tramp, foot crushed while stealing a ride on freight train, near Bethlehem.

April 12. Joseph Marshall, carpenter, right foot crushed while trying to get on a moving coal train, at Fullerton.

July 12. John Sillman, blacksmith, both legs broken ; struck by engine while walking on track, on Delaware bridge.

July 14. Jacob Wolslayer, boy, one leg broken while climbing across a moving coal train, near Bethlehem.

August 6. William Finch, laborer, slightly injured ; struck by engine while driving across track, at Allentown.

August 23. Emma Sheirer, seven years old, head severely injured ; struck by gravel train engine, while crossing track, at Hokendauqua.

September 18. Edwin H. Lentz, mason, foot crushed while trying to get on a coal train, at White Hall.

September 27. Isaac Younkin, carpenter, jumped off coal train and had one hand crushed by wheels, at Cherry Ford.

October 16. Edmund Brown, laborer, struck by engine and arm crushed while crossing track, at Hazleton.

October 16. John Gallagher, found seriously injured on track, near Lehighton.

October 16. Dennis Herrety, struck by engine and head badly cut while walking on track, near Freemansburg.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Hartshorne.....	Philadelphia, Pa.
Wm. W. Longstreth.....	Philadelphia, Pa.
J. Gillingham Fell.....	Philadelphia, Pa.
Wm. H. Gatzmer.....	Philadelphia, Pa.
David Thomas.....	Catasauqua, Pa.
Ashbel Welch.....	Lambertville, N. J.
Wm. L. Conyngham.....	Wilkesbarre, Pa.
Ario Pardee.....	Hazleton, Pa.
Wm. A. Ingham.....	Philadelphia, Pa.
Joseph Wharton.....	Philadelphia, Pa.
George B. Markle.....	Philadelphia, Pa.
Robert H. Sayre.....	Bethlehem, Pa.
Asa Packer, President.....	Philadelphia, Pa.
John R. Fanshawe, Secretary.....	Philadelphia, Pa.
Lloyd Chamberlain, Treasurer.....	Philadelphia, Pa.
Chas. Hartshorne, Vice President.....	Philadelphia, Pa.
Robert H. Sayre, General Sup't and Engineer.....	Bethlehem, Pa.

LEWISBURG, CENTRE AND SPRUCE CREEK.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared G. F. Miller, president, and James R. M'Clure, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

G. F. MILLER, *President.*

JAMES R. M'CLURE, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of January, 1876. }

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.....	251,503 40
Total amount now paid in of capital stock.....	258,798 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 per last report.....	40,147 10
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.
Number of shares of stock issued.....	3,473
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.....	\$1,036,805 60	\$1,102,057 69
Equipment	None.	None.

LIGONIER VALLEY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$58,516 15	\$58,516 15
Nothing done during last year.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Latrobe to Ligonier....	10 $\frac{2}{3}$ miles.
Length of main line of road laid, length of main line of road laid in Pennsylvania, length of double track of road and length of sidings.....	None.
Gauge of road, intend.....	4 ft 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track, intend.....	56 pounds.
Branch roads owned and roads worked or leased by the company, number of engine houses and shops, number of engines, first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars.....	None.
Number of wooden bridges, (total length in feet, 40,)....	2
Number of iron and stone bridges, culverts, stations on main road and wood and water stations on main road...	None.
Value of real estate held by the company exclusive of roadway	\$1,000 00
Number of tunnels	None.
How is track laid and on what foundation? None laid.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. M. Graham.....	Ligonier, Pa.
W. A. Bair.....	Ligonier, Pa.
J. M. Brenizer.....	Ligonier, Pa.
John Oursler.....	Latrobe, Pa.
John Murdock.....	Ligonier, Pa.
N. M. Marker.....	Ligonier, Pa.
Howard Cavode	Ligonier, Pa.
S. H. Baker, President	Latrobe, Pa.
John Hargnett, Secretary.....	Ligonier, Pa.
R. M. Graham, Treasurer.....	Ligonier, Pa.

LITTLE SAW MILL RUN.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared John S. Hollingshead, president, and Jacob Henrici, treasurer, of the Little Saw Mill Run railroad company, and in due form of law made oath, that the statements in the within approximated report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

JOHN S. HOLLINGSHEAD, *President.*

JACOB HENRICI, *Treasurer.*

Sworn and affirmed and subscribed before }
 us, this 31st day of January, 1876, and }
 9th day of February, 1876.

PHILIP STEPHENS, *J. P.*

CASPER HENNING, *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 by last report.....	70,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1884,).....	80,000 00
Floating debt as per last report	4,702 77
The amount now of floating debt.....	3,588 21
Total amount now of floating and funded debt	83,588 21
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	2,000
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	None.

LITTLE SAW MILL RUN.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Equipment		\$10,685 60
Total cost.	<u>\$123,127 04</u>	<u>133,812 64</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. 8½ inches.
Weight of rail per yard on main track.	53 and 56 lbs.
Branch roads owned by the company, and roads worked or leased by the company.	None.
Number of engine houses and shops.	2
Number of engines.	3
Number of passenger cars, (average cost, \$2,400 00,)	1
Number of baggage, mail, express, freight, and house cars, trucks, ore and caboose cars.	None.
Number of coal cars, 65; stone cars, 1; (average cost of each, \$150. 00;) total.	66
Number of iron and stone bridges.	None.
Number of wooden bridges, (total length in feet, 300,)	4
Number of culverts, (total length in feet, 200,)	10
Number of railroads crossed: Pittsburg, Cincinnati and St. Louis crosses our yard at Pittsburg.	
Number of stations on main road: Passenger, 6; coal, 3; total.	9
Number of water stations on main road.	1
Value of real estate held by the company exclusive of roadway	\$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>

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

Number of miles run by passenger trains.	5,976
Number of miles run by coal trains, about.	8,316
Number of through passengers for the year on main road,	12,627
Number of passengers (all classes) carried in cars.	12,627

RAILROAD REPORT.

383

Number of tons of 2,000 lbs of through freight for the year on main road.....	86,512 ⁷ / ₁₀
Number of passengers carried one mile.....	37,881
Number of tons of freight carried one mile.....	259,538 ¹ / ₁₀
Number of passengers carried one mile in the State of Pennsylvania.....	37,881
Number of tons of freight carried one mile in the State of Pennsylvania.....	259,538 ¹ / ₁₀
Gross amount of tonnage for the year, (2,000 lbs per ton,)	86,512 ⁷ / ₁₀
Average rate of speed adopted by passenger and coal mixed trains, including stops: No regular speed adopted—say 5 to 10 miles.	
Weight of freight engines.....	16, 18, 22 tons.

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

March, 1875.....	478	August, 1875.....	1,260
April, 1875.....	1,183	September, 1875.....	1,268
May, 1875.....	1,467	October, 1875.....	1,493
June, 1875.....	1,190	November, 1875.....	1,271
July, 1875.....	1,347	December, 1875.....	1,670

The amount of freight specifying the quantity in tons:

Bituminous coal.....	86,452 ⁸ / ₁₀
Other articles.....	56 ² / ₁₀

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

For first class through and way passengers: Ten cents per trip, or thirteen tickets for one dollar.

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

For through coal, per ton per mile, (includes car service, and all charges for handling, &c.)..... 8.7 cents.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings.....	\$13,528 84
Opening of Carson street, Pittsburg.....	8,854 17
Taxes on real estate.....	873 00
Total.....	<u>23,256 81</u>

Repairs of machinery:

Repairs of engines and tenders.....	\$1,920 99
Repairs of passenger and baggage cars.....	49 96
Repairs of coal cars.....	2,197 71
Repairs of tools and machinery in shops.....	223 23
Total	4,391 89

Operating the road:

Office expenses, stationery, &c.....	\$53 30
Agents and clerks.....	790 00
Labor—loading and unloading coal.....	1,740 81
Wood and water station attendance.....	116 36
Conductors.....	422 50
Engineers, firemen, brakemen and watchmen.....	2,337 65
Fuel.....	552 32
Sand, oil and waste for engines and tenders, passenger, baggage and freight cars.....	454 52
Shoveling snow.....	16 58
General superintendence.....	1,200 00
Contingencies.....	704 59
Total	8,388 53
Grand total	\$36,037 23

No separation made in passenger and freight transportation.

Receipts on construction and equipment account during the year:

From sale of bonds.....	\$10,000 00
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RECEIPTS.

MONTHS.	Passengers.....	Coal transportation, including the use of cars and unloading charges.....	Miscellaneous, includ- ing receipts from sale of bonds, and dam- ages from city Pitts- burg for open & Car- son street.....	Total.....
January, 1875.....		\$71 44	\$308 50	\$379 94
February, 1875.....			5 00	5 00
March, 1875.....	\$71 00	2,283 74	37 50	2,392 24
April, 1875.....	105 50	3,784 71	1,752 86	5,643 07
May, 1875.....	120 30	1,453 07	59 10	1,632 47
June, 1875.....	102 40	1,215 84	73 25	1,391 49
July, 1875.....	105 50	1,044 94	292 40	1,442 84
August, 1875.....	101 80	1,114 37	89 76	1,906 93
September, 1875.....	100 60	2,029 41	216 25	2,346 26
October, 1875.....	110 30	2,245 63	17,978 00	20,333 93
November, 1875.....	170 50	3,448 46	33 00	3,651 96
December, 1875.....	143 30	2,447 66	31 25	2,622 21
Total	1,131 20	21,139 27	20,876 87	43,147 34

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$10,685 60
For maintaining the road, &c.—repairs of machinery and operating the road.....	35,163 48
For interest and discount	5,106 00
For miscellaneous	18 00
For municipal taxes	873 80
For State taxes.....	250 00
Total	<u>52,096 83</u>

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: No separation of expenditures.

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.

Employees	Injured. <u>3</u>
-----------------	----------------------

1875.

September 9. John Foster, brakeman, was slightly injured while passing along the side of a moving coal train, by coming in contact with a telegraph post, which was set too close to the track.

October 22. Francis Doubt, employee, laborer, was injured while working beneath the track, by a lump of coal falling from a passing coal train and striking him on the hand.

November 5. John Smith, employee, trackman, laid some plank on the outside of the track, near the rail; reached to move them a little further from the wheels of a passing coal train, and took hold of the rail instead of the plank, and the wheel caught his hand; the wheel, however, was sliding, and injury not serious, beyond laying him off work for three or four weeks.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jonathan Lenz.....	Economy, Beaver Co., Pa.
Jehu Haworth	Pittsburg, Pa.
William Espy	Pittsburg, Pa.
Jacob Henricl.....	Economy, Beaver Co., Pa.
George Gray	Pittsburg, Pa.
Jacob Painter.....	Pittsburg, Pa.
John S. Hollingshead, President	Pittsburg, Pa.
Charles S. Fetterman, Secretary.....	Pittsburg, Pa.
Jacob Henricl, Treasurer.....	Economy, Beaver Co., Pa.

25 RAILROAD REP.

LITTLESTOWN.

STATE OF PENNSYLVANIA, }
Adams County, } SS:

Personally appeared Wm. M'Sherry, 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 31st December, 1875, are true to the best of their knowledge and belief.

(Signed)

WM. M'SHERRY, *President.*

GEO. STONESIFER, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of January, 1876. }

JOSEPH L. SUORB, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$75,000 00
Amount of stock subscribed.....	53,750 00
Amount paid in as by last report.....	34,850 00
Total amount now paid in of capital stock.....	34,850 00
Funded debt as per last report.....	40,000 00
Floating debt as per last report and 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,	None.
Number of shares of stock issued.....	697
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.....	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$115,616 00	\$115,616 00
Equipment: Furnished by other companies.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hanover 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 ft. 8½ inches.
Weight of rail per yard on main track: 50, 55 and 60 lbs.	
Branch roads owned and roads worked or leased by the company.....	None.

This road is leased to the Pennsylvania railroad company for 999 years, from May 1st, 1875. All business of the road will be included in the report of that company, and all the returns not given in this report will be included in the report of the Pennsylvania railroad company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. L. Small.....	York, Pa.
H. J. Frey.....	York, Pa.
Jno. S. Young.....	Hanover, York co., Pa.
George D. Klinefelter.....	Hanover, York co., Pa.
Jos. L. Shorb.....	Littlestown, Adams co., Pa.
George Stonesifer.....	Littlestown, Adams co., Pa.
Wm. M'Sherry, President.....	Littlestown, Adams co., Pa.
George Stonesifer, Sec. and Treas.....	Littlestown, Adams co., Pa.

LITTLE SCHUYLKILL.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

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 affirmation, that the statements in the within report, for the financial year ending November 30, 1875, are true to the best of their knowledge and belief.

(Signed) ALEXANDER J. DERBYSHIRE, *President.*
 JOS. LAPSLEY WILSON, *Treasurer.*

Affirmed and subscribed before me, }
 this 21st day of December, 1875. }

JOHN RODGERS, *Notary Public.*

LITTLE SCHUYLKILL

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	735,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, Oct. 1, 1877,)...	723,500 00
Floating debt as per last report, and the amount now of floating debt	None.
Total amount now of floating and funded debt	723,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash: January, 3½ per cent.; July, 3½ per cent.	
Number of shares of stock issued	52,922
Par value of each share	\$50 00
Average market value during the year, about	50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	<u>2,646,100 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,416,187 80	\$1,416,187 80
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Catawissa railroad junction to Port Clinton	28 $\frac{2}{5}$ miles.
Length of main line of road laid	28 $\frac{2}{5}$ "
Length of main line of road laid in Pennsylvania	23 $\frac{2}{5}$ "
Length of double track of road	None.
Length of sidings	27 $\frac{2}{5}$ miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	60 lbs.
Branch roads owned by the company and their length, viz:	
Panther Creek and Wabash Creek	3 miles.
Roads leased by the company, viz: East Mahanoy railroad.	
Number of engine houses and shops: 2 engine houses, 1 shop.	

RAILROAD REPORT.

389

Number of engines, first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars.....	None.
Number of iron bridges, (total length in feet, 173,)	2
Number of wooden bridges, (total length in feet, 2,266½,)	33
Number of stone bridges, and railroads crossed.....	None.
Number of culverts, (total length in feet, 31½,).....	4
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 the company exclusive of roadway	\$10,000 00
Number of tunnels, (length of each, 900 feet,).....	1
How is track laid, and on what foundation? Broken stone and coal dirt.	
Length in miles laid with steel rail.....	None.

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

Will be returned by the Philadelphia and Reading railroad company, lessees, (under contract dated July 7, 1868, for 93 years,) with such other items to which we are unable to reply in this report.

Receipts on construction and equipment account during the year :

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

Philadelphia and Reading railroad company, lessees.....	\$185,227 00
Interest	58,893 10
Total.....	244,120 10

SUMMARY OF PAYMENTS.

For construction and equipment, maintaining the road, &c.—repairs of machinery and operating the road.....	Nothing
For dividends, including State taxes.....	\$190,819 94
For interest on 7 per cent. mortgage loan.....	50,855 00
For miscellaneous, salaries, office expenses and contingent expenses	3,274 98
For surplus fund, and United States taxes.....	Nothing
For municipal taxes.....	114 25
For State taxes, (included in "dividends" item above.)	
Total	245,064 17
Total amount of surplus fund.....	Nothing.

LYKENS VALLEY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Adolph E. Borie.....	Philadelphia.
Samuel J. Reeves.....	Philadelphia.
Daniel R. Bennett.....	Philadelphia.
Joseph H. Trotter.....	Philadelphia.
Samuel F. Ashton.....	Philadelphia.
John F. Blandy, resigned.	
Alexander J. Derbyshire, President.....	Philadelphia.
Jos. Lapsley Wilson, Secretary and Treasurer.....	Philadelphia.

 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, 1875, are true to the best of his knowledge and belief.

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

Sworn and subscribed before me, this }
 19th day of January, 1876. }

J. E. CARPENTER, *Notary Public.*

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

Personally appeared Frederick A. Platt, treasurer of the Lykens Valley railroad and coal company, and due form of law made oath that the statements in the within report for the financial year ending December 31, 1875, are true to the best of his knowledge and belief.

(Signed) F. A. PLATT, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of January, 1876. }

(Signed,) EDWIN F. COREY, JR.,
Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law	\$800,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	600,000 00
Total amount now paid of capital stock.....	600,000 00

RAILROAD REPORT.

391

Funded debt as per last report, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, and total amount of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends : 10 per cent. in cash, payable quarterly.	
Number of shares of stock issued	30,000
Par value of each share	\$20 00
Average market value during the year	Par.
Amount paid in on each share	20 00
Amount of capital on which the respective dividends were declared	600,000 00

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
Total cost	595,767 24	595,767 24

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 length of sidings : Refer to Summit Branch railroad company, lessees.	
Gauge of road	4 feet 9 in.
Weight of rail per yard on main track	50 and 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	None.
Number of engine houses and shops, engines, first and second class passenger cars, baggage, mail and express cars, and freight cars : Refer to Summit Branch railroad company, lessees, for answer to all these questions.	

RECEIPTS.

The Lykens Valley railroad has been leased to the Summit Branch railroad company for \$62,500 a year, and all taxes and assessments except the United States income tax ...	\$62,500 00
Interest received	263 30
Total	62,763 30

M'KEAN AND BUFFALO

SUMMARY OF PAYMENTS.

For dividends.....	\$60,000 00
For miscellaneous.....	1,556 89
For surplus of income over expenditures.....	1,206 41
	<hr/>
Total.....	62,763 30
	<hr/> <hr/>

The Lykens Valley railroad has been leased to the Summit Branch railroad company for 999 years at a yearly rent of \$62,500, and all taxes, duties and assessments except the United States income tax. Any improvements made by the lessees upon the line of the railroad during the continuance of the lease shall be the property of the lessors without compensation to the lessees.

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.
Geo. Dayton.....	Peekakill.
George E. Hoffman, President.....	Philadelphia.
Frederick A. Platt, Secretary and Treasurer.....	New York.

M'KEAN AND BUFFALO.

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

Personally appeared Byron D. Hamlin, president, and Walter T. Wilson, treasurer, of the M'Kean and Buffalo railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending January 1st, are true to the best of their knowledge and belief.

(Signed) BYRON D. HAMLIN, *President*
 WALTER T. WILSON, *Treasurer*.

Sworn and subscribed before me, this }
 15th day of January, 1876. }

JOHN H. TATE, J. P.

STOCK AND DEBT.

Capital stock as authorized by law	\$400,000 00
Amount of stock subscribed	390,000 00

RAILROAD REPORT.

893:

Amount paid in as by last report.....	\$115,120 00
Total amount now paid in of capital stock.....	387,600 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, January 1, 1905.)	352,000 00
Floating debt as per last report.....	20,000 00
The amount now of floating debt.....	101,611 50
Total amount now of floating and funded debt.....	453,611 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.....	7,736
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share, on all certificates issued, \$50 00: 64 shares not fully paid are not issued.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$120,000 00	\$786,439 16
Equipment.....		30,699 39
Total cost.....	<u>120,000 00</u>	<u>817,138 55</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Larrabee to Clermont...	22 $\frac{15}{100}$ miles.
Length of main line of road laid.....	22 $\frac{15}{100}$ "
Length of main line of road laid in Pennsylvania.....	22 $\frac{15}{100}$ "
Length of double track of road.....	None.
Length of sidings.....	2.45 miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	62 pounds.
Branch roads owned by the company, and 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, freight, coal, ore, stone and caboose cars.....	None.
Number of second class passenger cars, (average cost of each, \$3,300 00,).....	1

Number of baggage, mail and express cars, (average cost of each, \$3,000 00,).....	1
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,323,)..	19
Number of culverts, (total length in feet, 135,).....	54
Number of railroads crossed.....	None.
Number of stations on main road: Passenger, 6; freight, 1; total.....	7
Number of wood and water stations on main road.....	3
Value of real estate held by the company, exclusive of roadway.....	\$500 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Timber cross-ties, ballasted with gravel.	
Length in miles laid with steel rails.....	<u>22,155</u>

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger, freight and coal trains: (No exclusive passenger trains run—all trains are mixed coal, freight and passenger,).....	16,896
Number of through passengers for the year on main road,	580
Number of passengers (all classes) carried in cars, (travel being purely local,).....	11,233
Number of tons of 2,000 lbs. of through freight for the year on main road.....	34,242
Number of passengers carried one mile.....	108,960
Number of tons of freight carried one mile.....	762,036
Number of passengers carried one mile in the State of Pennsylvania.....	108,960
Number of tons of freight carried one mile in the State of Pennsylvania.....	762,036
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	35,210
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, miles per hour, (all freight, or freight and mixed,).....	15
Weight of first class passenger engines.....	None.
Weight of freight engines: No. 1, 32 tons; No 3, 37 tons.	

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

June, 1875.....	1,239	October, 1875.....	1,606
July, 1875.....	1,714	November, 1875.....	1,664
August, 1875.....	1,700	December, 1875.....	<u>1,532</u>
September, 1875.....	2,357½		

RAILROAD REPORT.

395

The amount of freight, specifying the quantity of tons :

Anthracite coal.....	154	Agricultural products.....	95
Bituminous coal.....	32,083	Merchandise and manufactures, ..	719
Stone and lime.....	258	Lumber and bark.....	<u>1,949</u>

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

For first class through passengers.....	3 cents.
For first class way passengers.....	<u>3½ cents.</u>

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

For through coal, per ton per mile.....	2.7 cents.
For local coal.....	<u>3.0 cents.</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	<u>\$9,065 17</u>
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Repairs of machinery :

Repairs of engines and tenders.....	\$163 09
Repairs of passenger and baggage cars.....	157 99
Repairs of freight cars.....	114 65
Repairs of tools and machinery in shops.....	4 13

Total	<u>439 86</u>
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Operating the road :

Office expenses, stationery, &c.....	\$2,770 34
Agents and clerks	1,941 61
Porters, watchmen and switch tenders.....	142 50
Car cleaning and inspecting, furniture and fixtures.....	397 86
Conductors, baggage masters and brakemen.....	2,110 50
Engineers and firemen	2,165 46
Fuel and cost of preparing for use.....	755 58
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	186 00
Telegraph, mail and station expenses.....	1,363 35
Use of freight cars	2,570 60
Damage to property, including damage by fire and cattle killed on road.....	50 00
General superintendence	1,249 95
Total	<u>15,703 75</u>
Grand total.....	<u>25,208 78</u>

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	\$387,600 00
From sale of bonds.....	352,000 00
From other sources.....	101,611 50
Total	841,211 50

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Miscel- laneous.	Total.
June, 1875.....	\$340 05	\$1,519 40		\$150 00	
July, 1875.....	379 81	1,994 63			
August, 1875.....	525 96	2,602 73	\$32 20		
September, 1875.....	572 62	3,049 78	44 92	150 00	
October, 1875.....	565 68	4,672 17	36 14		
November, 1875.....	610 37	4,356 71			
December, 1875.....	911 89	3,154 18		150 00	
Total	3,906 35	21,349 58	113 26	450 00	25,819 19

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$817,138 55
For maintaining the road, &c.—repairs of machinery and operating the road.....	25,208 88
For interest.....	12,103 77
For miscellaneous.....	168 40
For surplus fund, applicable to floating debt and taxes....	12,411 09
Total	867,030 69

Cost of transportation:

Cost per passenger per mile, proximate average: Being built as a freight road no distinct account is kept of cost of transporting passengers.

Cost per ton freight per mile, proximate average: Having been in use but seven months, cannot yet answer.

What express companies run on your road, and on what terms? American—one and one-half first class rates.

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

ACCIDENTS

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. D. Hamlin.....	Smethport, Pa.
D. R. Hamlin.....	Smethport, Pa.
Jno. F. M'Pherson.....	Warren, Pa.
G. Macfarlane.....	Clermont, Pa.
G. J. Magee.....	Watkins, N. Y.
W. H. Glenny.....	Buffalo, N. Y.
J. C. Smith.....	Buffalo, N. Y.
Byron D. Hamlin, President.....	Smethport, Pa.
John F. M'Pherson, Secretary.....	Warren, Pa.
Walter T. Wilson, Treasurer.....	Buffalo, N. Y.

 MIFFLIN AND CENTRE COUNTY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Strickland Kneass, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

STRICKLAND KNEASS, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 18th day of February, 1876. }

RICHARD H. REILLY, *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.....	65,675 00
Total amount now paid in of capital stock.....	65,675 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, August 1, 1897,).....	200,000 00
Floating debt as per last report.....	2,517 55
The amount now of floating debt.....	35,468 77
Total amount now of floating and funded debt.....	235,468 77
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: No sales reported.	
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$266,318 74	\$266,318 74

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lewistown Junction to Milroy.....	12 $\frac{5}{10}$ miles.
Length of main line of road laid.....	12 $\frac{5}{10}$ "
Length of main line of road laid in Pennsylvania.....	12 $\frac{5}{10}$ "
Length of double track of road, branch roads owned and roads worked or leased by the company number of engines, iron bridges railroads crossed, and tunnels.....	None.
Length of sidings.....	6 miles.
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	45 to 56 lbs.
Number of engine houses and shops.....	2
[The Mifflin and Centre County railroad company does not own any equipment; equipment furnished by lessee.]	
Number of wooden bridges, (total length in feet, 2,487,)..	16
Number of culverts, (total length in feet, 47,).....	20
Number of stations on main road: Passenger and freight combined.....	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
How is track laid, and on what foundation? Wooden cross-ties and stone ballast.	

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

This road is operated and returns are made by the Pennsylvania railroad company, to which company it is leased for 999 years from May 27, 1865.

NAMES AND RESIDENCE OF OFFICERS, ELECTED JANUARY 10, 1876.

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 Maclay.....	Milroy, Pa.
George W. Elder.....	Lewistown, Pa.
John P. Green.....	Philadelphia, Pa.
Alexander Biddle.....	Philadelphia, Pa.
William J. Howard.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Strickland Kneass, President.....	233 S. 4th st., Philadelphia.
Albert Hewson, Secretary and Treasurer.....	233 S. 4th st., Philadelphia.

MILL CREEK AND MINE HILL NAVIGATION.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

JOHN TUCKER, *President.*

P. C. HOLLIS, *Treasurer and Secretary.*

Sworn and subscribed before me, this }
 20th day of January, 1876. }

J. Y. HUMPHREY, *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
The amount now of floating and funded debt, the amount now of floating debt, and total amount now of floating 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.....	Not quoted.
Amount paid in on each share	\$25 00
Amount of capital on which the respective dividends were declared.....	<u>323,375 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$323,375 00</u>	<u>\$323,375 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Palo Alto to New Castle,	3 $\frac{7}{10}$ ⁸ miles.
Length of main line of road laid.....	3 $\frac{7}{10}$ ⁸ "
Length of main line of road laid in Pennsylvania.....	3 $\frac{7}{10}$ ⁸ "
Length of double track of road	3 $\frac{7}{10}$ ⁸ "
Length of sidings.....	12 $\frac{9}{10}$ ² "
Guage of road.....	4 feet 3 $\frac{1}{2}$ in.
Weight of rail per yard on main track	64 and 68 lbs.
Branch roads owned by the company and their length, viz:	
Crow Hollow, 7,000 feet; Ravensdale, 4,500 feet; Kel-	
ley's, 300 feet; Feeder Dam, 958 feet; Lanigan Furnace,	
1,039 feet; Jones', 5,700 feet; North America, 2,862	
feet; St. Clair Shaft, 730 feet; Collins & Geddings, 1,-	
373 feet; John's, 2,247 feet; total, 26,709 feet	5 miles.
Number of iron bridges, (total length of feet, 129,)	2
Number of wooden bridges, (total length of feet, 1,105,) ..	19
Number of stone bridges, culverts, and railroads crossed,	None.
Number of stations on main road: Passenger, 3; freight,	
3; total.....	6
Number of wood and water stations on main road.....	1
Number of tunnels	None.
How is track laid, and on what foundation? On cross-ties	
with coal dirt ballast.	
Length in miles laid with steel rail.....	<u>3,304 feet.</u>

This road is leased to the Philadelphia and Reading railroad company, and should be reported by that company as one of its branches.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
John Tucker.....	Philadelphia.
F. 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.

MINE HILL AND SCHUYLKILL HAVEN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Benjamin H. Shoemaker, president *pro tem.*, 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 31, 1875, are true to the best of their knowledge and belief.

(Signed) BENJ. H. SHOEMAKER, *President pro tem.*
 SAMUEL MASON, *Treasurer.*

Affirmed and subscribed before me, this }
 22d day of January, 1876. }

J. Y. HUMPHREY, *Notary Public*

STOCK AND DEBT.

Capital stock as authorized by law, (80,450 shares,).....	\$4,022,500 00
Amount of stock subscribed.....	4,022,500 00
Amount paid in as by last report.....	4,022,500 00
Total amount now paid in of capital stock.....	4,022,500 00
Funded debt as per last report, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, total amount now of floating and funded debt, and rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January, 1875, 4 per cent.; July, 1875, 3½ per cent.	
Number of shares of stock issued.....	80,450
Par value of each share.....	\$50 00
Average market value during the year, about.....	52 50

Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>4,022,500 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction and equipment.....	<u>\$4,022,500 00</u>	<u>\$4,022 500 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Schuylkill Haven to Locust Gap.....	42 $\frac{1}{4}$ miles.
Length of main line of road laid.....	42 $\frac{1}{4}$ "
Length of main line of road laid in Pennsylvania.....	42 $\frac{1}{4}$ "
Length of double track of road.....	24 "
Length of sidings.....	71 "
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 and roads worked or leased by the company.....	None.
Number of engine houses and shops, engines, first and second class passenger, baggage, mail, express, freight and house cars, trucks, coal, ore, stone and caboose cars....	None.
Number of iron bridges, (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 culverts, (total length in feet, 610,) 31; total.....	36
Number of railroads crossed.....	None.
Number of passenger, freight, wood and water stations on main road, and tunnels.....	None.
Value of real estate held by the company exclusive of roadway.....	\$76,498 20
Length in miles laid with steel rail.....	<u>1$\frac{1}{4}$ miles.</u>

The road and its branches, with the real estate, machinery, &c., were rented to the Philadelphia and Reading railroad company, May 12, 1864, for 999 years. That company receives all toll for freight and transportation, and pays all charges for keeping the road in order. They are the owners of the engines and cars, and make no returns to this company, except for semi-annual rents, as they become due.

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.
Chas. H. Hutchinson.....	Philadelphia, Pa.
John W. Biddle.....	Philadelphia, Pa.
Samuel M. Bines.....	Philadelphia, Pa.
Benjamin H. Shoemaker.....	Philadelphia, Pa.
William Hacker.....	Philadelphia, Pa.
John C. Cresson, President.....	Philadelphia, Pa.
William Biddle, Secretary.....	Philadelphia, Pa.
Samuel Mason, Treasurer.....	Philadelphia, Pa.

MONONGAHELA INCLINED PLANE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Samuel Harper, president, and John L. Awl, treasurer, of the Monongahela Inclined Plane company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

SAM'L HARPER, *President,*
 JOHN L. AWL, *Treasurer.*

Sworn and subscribed before me, this)
 15th day of February, 1876. }

JAMES BLACK, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$20,000 00
Amount of stock subscribed.....	75,000 00
Amount paid in as by last report.....	75,000 00
Total amount now paid in of capital stock.....	75,000 00
Date and rate per cent. per annum of dividend of dividends:	
Cash, July, 1875, 6 per cent ; January, 1876, 6 per cent.	
Number of shares of stock issued.....	1,500
Par value of each share.....	\$50 00
Average market value during the year.....	60 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	75,000 00

MONONGAHELA INCLINED PLANE

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$76,442 29</u>	<u>\$81,717 09</u>

CHARACTERISTICS OF ROAD.

Length of plane.....	640 feet.
Length of double track of road.....	640 "
Gauge of road.....	5 "
Weight of rail per yard on main track.....	45 lbs.
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.) (This bridge forms the part of the plane and extends at the angle of 350 degrees from the ground in the Thirty-third ward of Pittsburg, to a point on the side of the hill, crossing Pittsburg, Cincinnati and St. Louis railroad,).....	1
Value of real estate held by the company exclusive of roadway.....	\$4,500 00
How is track laid, and on what foundation? On the bridge on cross-ties; on the other part on wooden stringers supported by wooden trestle on stone foundations.	

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

Number passengers (all classes) carried in cars.....	418,971
Average rate of speed adopted by ordinary passenger trains, for length of plane.....	<u>1½ miles.</u>

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

November, 1875.....	33,420	May, 1875.....	38,134
December, 1875.....	36,285	June, 1875.....	41,172
January, 1875.....	30,673	July, 1875.....	45,141
February, 1875.....	26,676	August, 1875.....	45,198
March, 1875.....	32,033	September, 1875.....	38,213
April, 1875.....	33,007	October, 1875.....	<u>38,898</u>

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

Single trip.....	6 cents.
Tickets in packages of 10, each.....	50 "
Monthly tickets for adults, 54 trips.....	\$1 50
Monthly tickets for children, 54 trips.....	<u>1 00</u>

RAILROAD REPORT.

405

EXPENSES.

Maintaining the road or real estate of the corporation.

Repairs or maintenance of way, including buildings, and engines	\$675 35
Taxes, including water rent.....	100 00
Ground rent.....	150 00
Total.....	925 35

Operating the road.

Office expenses, stationery, &c.....	\$1,392 87	
Gas.....	385 28	
		\$1,778 15
Conductors and road master.....	4,082 27	
Engineers and firemen.....	3,896 65	
Fuel and cost of preparing for use.....	385 50	
Supplies.....	266 10	
		8,630 52
Total.....		11,334 02

RECEIPTS.

MONTHS.	Passengers.	Miscellaneous.	Total.
November, 1874.....	\$1,635 24	\$20 56	\$1,655 80
December, 1874.....	1,677 16	379 06	2,056 22
January, 1875.....	1,486 88	20 20	1,507 08
February, 1875.....	1,236 50	19 60	1,256 10
March, 1875.....	1,519 92	13 25	1,533 17
April, 1875.....	1,524 44	4 65	1,529 09
May, 1875.....	1,939 50	13 40	1,952 90
June, 1875.....	1,907 94	286 35	2,194 29
July, 1875.....	2,152 94	4 85	2,157 79
August, 1875.....	2,352 50	10 05	2,362 55
September, 1875.....	1,875 92	16 20	1,892 12
October, 1875.....	1,753 82	10 55	1,764 37
November, 1875.....	1,365 88	9 15	1,375 03
December, 1875.....	1,260 86	224 35	1,485 21
Total.....	23,689 50	1,032 22	24,721 72

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$5,274 80
For maintaining the road, &c.—repairs of machinery and operating the road.....	11,334 02
For dividends.....	9,000 00
For interest.....	None.
For surplus fund.....	2,117 97
Total.....	\$27,726 79

Total amount of surplus fund, (against which stands improvement account amounting to \$6,717 09,).....	10,923 90
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MONT ALTO

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William M. Lyon.....	Pittsburg, Pa.
Witherow 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.

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, 1875, are true to the best of their knowledge and belief.

(Signed) .ISAAC S. WATERMAN, *President.*
 WILLIAM J. BARR, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1876. }

A. P. RUTHERFORD, *Notary Public.*

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.....	110,000 00
Total amount now paid in of capital stock.....	110,000 00
Funded debt as per last report.....	125,000 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
Floating debt as per last report and 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.

RAILROAD REPORT.

407

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 in market.	
Amount paid in on each share	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$217,799 02	\$217,799 02
Equipment.....	17,200 98	17,200 98
Total cost.....	<u>235,000 00</u>	<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.....	1.33 miles.
Gauge of road.....	4 feet 9 inches.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned and roads worked or leased by the company	None.
Number of engine houses and shops: 1 engine houses, no shops.	
Number of engines.....	1
Number of first class passenger cars, (average cost of each, \$3,850,)	1
Number of second class passenger, baggage, mail, express, freight, coal, ore and caboose cars, iron and stone bridges, culverts, railroads crossed, value of real estate held by the company exclusive of road way, number of tunnels, and length in miles laid with steel rail	None.
Number of stone cars, (average cost of each, \$100,).....	2
Number of wooden bridges, (total length in feet, 290,)....	4
Number of stations on main road: Passenger, 7; freight, 5; total.....	12
Number of wood and water stations on main road	1
How is track laid, and on what foundation? Fish joints, oak cross-ties, on stone and cinder ballast.	

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

Number of miles run by passenger, freight and coal trains :	
Mixed	17,014
Number of through passengers for the year on main road..	15,286
Number of passengers (all classes) carried in cars.....	22,239
Number of tons of 2,000 lbs. of through freight for the year on main road	6,797
Number of passengers carried one mile, about.....	205,002
Number of tons of freight carried one mile, about.....	76,779
Number of passengers carried one mile in the State of Penn- sylvania	205,002
Number of tons of freight carried one mile in the State of Pennsylvania, about.....	76,779
Gross amount of tonnage for the year (2,000 lbs per ton)..	7,827
Average rate of speed adopted by ordinary passenger, express and freight trains, 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 :

December, 1874.....	772	July, 1875.....	7,312
January, 1875.....	617	August, 1875.....	2,594
February, 1875.....	564	September, 1875.....	4,596
March, 1875.....	745	October, 1875.....	1,134
April, 1875.....	1,006	November, 1875.....	684
May, 1875.....	779		
June, 1875.....	1,436	Total.....	<u>22,239</u>

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal... 3,147	Iron and other ores..... 2,011
Pig and railroad iron..... 1,624	Other articles..... 1,044

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

For first class through passengers, about.....	4 cents.
For first class way passengers, about.....	4 "

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, about.....	4 "
For local freight, per ton per mile, about	4 "
For local coal, per ton per mile, about.....	4 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	<u>\$2,796 52</u>
Repairs of machinery.....	<u>\$209 89</u>

Operating the road :

Office expenses, stationery, &c	\$47 25
Conductors, baggagemasters, brakemen, engineers and firemen.....	2,419 85
Fuel and cost of preparing for use, oil and waste for engines and tenders, passenger, baggage and freight cars,	1,597 04
Telegraph, mail and station expenses	270 27
Total.....	<u>4,334 41</u>
Grand total.....	<u>\$7,340 82</u>

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.	Total.
December, 1874.....	\$277 26	\$265 06	.....	\$542 32
January, 1875.....	252 33	88 33	.....	340 66
February, 1875.....	213 67	319 17	\$687 80	1,220 64
March, 1875.....	289 14	605 50	.....	894 64
April, 1875.....	432 70	282 38	.....	735 08
May, 1875.....	279 63	410 99	147 50	838 12
June, 1875.....	283 77	230 51	27 18	541 46
July, 1875.....	1,677 90	214 77	.....	1,892 67
August, 1875.....	855 85	412 51	.....	1,268 36
September, 1875.....	1,378 80	290 42	26 21	1,695 43
October, 1875.....	378 39	463 12	.....	841 51
November, 1875.....	250 32	262 12	121 29	633 73
Total	6,589 76	3,844 88	1,009 98	11,444 62

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road, dividends, interest, miscellaneous, surplus fund, municipal, State and United States taxes.. \$16,407 05

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average:
No account kept; all trains are mixed trains.

What express and transportation companies run on your road? None.

ACCIDENTS.

None.

MONTROSE

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
I. S. Waterman	Philadelphia, Pa.
Thomas Beaver	Danville, Pa.
George B. Wiestling	Mont Alto, Pa.
E. P. Dwight	Philadelphia, Pa.
S. G. Merrick	Philadelphia, Pa.
Edward B. Wiestling	Mont Alto, Pa.
Isaac S. Waterman, President	Philadelphia, Pa.
William J. Barr, Secretary and Treasurer	Philadelphia, Pa.
George B. Wiestling, Engineer and Supt.	Mont Alto, Pa.

MONTROSE.

STATE OF PENNSYLVANIA, }
Susquehanna County, } SS :

Personally appeared James I. 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 November 30, 1875, are true to the best of their knowledge and belief.

(Signed)

JAMES I. BLAKSLEE, *President.*

WM. H. COOPER, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of February, 1876, }
 as to Wm. H. Cooper, treasurer. }

JOSEPH H. WILLIAMS, *Notary Public.*

As to James I. Blakslee,

E. F. LUCKENBACH,

Notary Public.

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	319,600 00
Amount paid in as by last report	291,034 00
Total amount now paid in of capital stock	297,134 00
Funded debt as per last report	44,900 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity,) 1892	44,900 00
Floating debt as per last report	9,672 85
The amount now of floating debt	200 00

RAILROAD REPORT.

411

Total amount now of floating and funded debt	\$45,100 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	5,816
Par value of each share.	\$50 00
Average market value during the year	5 00
Amount paid in on each share.	50 00
Amount of capital on which the respective dividends were declared: No dividend.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.	\$301,402 09	\$311,862 98
Equipment.	37,522 52	37,783 21
Total	<u>338,924 61</u>	<u>349,646 19</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Montrose to Tunkhannock.	28 miles.
Length of main line of road laid.	27 "
Length of main line of road laid in Pennsylvania.	27 "
Length of double track of road	None.
Length of sidings	1 mile.
Gauge of road	3 feet.
Weight of rail per yard on main track.	40 pounds.
Branch roads owned by the company, and their length.	None.
Roads worked or leased by the company.	None.
Number of engine houses and shops.	2
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,) 11; total,	14
Number of coal, ore, stone and cabooses, iron and stone bridges, railroads crossed, value of real estate held by the company exclusive of roadway, tunnels and length in miles laid with steel rails.	None.

Number of wooden bridges, (total length in feet, 400)....	3
Number of culverts, (small and box).....	36
Number of stations on main road, (passenger and freight,)	13
Number of wood and water stations on main road.....	3
How is track laid, and on what foundation? Gravel and gravel ballast.	

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

Number of miles run by passenger and freight trains, (all combined).....	35,056
Number of through passengers for the year on main road : Not kept separate.	.
Number of passengers (all classes) carried in cars.....	14,666
Number of tons of 2,000 lbs. of through freight for the year on main road.....	9,923 $\frac{33}{100}$
Number of passengers carried one mile.....	239,569
Number of passengers carried one mile in the State of Pennsylvania.....	239,569
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	9,923 $\frac{33}{100}$
Average rate of speed adopted by ordinary passenger, express and freight trains, including stops, (miles per hour,)	10
Weight of first class passenger engines.....	15 tons.
Weight of freight engines.....	15 "

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

January, 1875.....	1,004	July, 1875.....	2,050 $\frac{1}{2}$
February, 1875.....	612	August, 1875.....	2,757
March, 1875.....	683	September, 1875.....	1,723
April, 1875.....	1,191	October, 1875.....	1,053
May, 1875.....	986	November, 1875.....	1,071
June, 1875.....	1,535 $\frac{1}{2}$		

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	3,648 $\frac{7}{100}$
Lumber.....	2,284 $\frac{97}{100}$
Other articles.....	3,990 $\frac{23}{100}$

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

For first class through and way passengers.....	3 $\frac{5}{8}$ cents.
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The rate per ton (of 2,000 pounds) per mile charged for freight :

For through and local freight, per ton per mile, about....	4 $\frac{1}{2}$ cents.
For through and local coal, per ton per mile, about.....	4 "

RAILROAD REPORT.

413

EXPENSES.

*Maintaining the road or real estate of the corporation:*Repairs or maintenance of way, including buildings..... \$3,587 30*Repairs of machinery:*No separate account kept..... \$2,127 84*Operating the road:*

Office expenses, stationery, &c..... \$85 95

Agents and clerks..... 165 00

Labor: Loading and unloading freight..... 250 45

Porters, watchmen, switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance: done by trainmen.

Conductors, baggage masters, brakemen and superintendent..... 2,588 98

Engineers and firemen..... 1,941 15

Fuel and cost of preparing for use..... 1,514 15

Oil and waste for engines and tenders, passenger, baggage and freight cars..... 307 29

Telegraph, mail and station expenses..... 83 37

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..... None.

General superintendence, viz: Salaries..... 1,100

Total..... 8,036 34Grand total..... \$13,751 48*Receipts on construction and equipment account during the year:*From stockholders..... \$5,250 01

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1875.....	\$624 90	\$1,546 57	\$31 18	
February, 1875.....	350 70	1,081 13	53 10	
March, 1875.....	397 50	1,159 35	23 62	
April, 1875.....	652 80	1,377 88	284 67	
May, 1875.....	572 85	1,280 38	47 87	
June, 1875.....	770 25	843 81	50 92	
July, 1875.....	1,021 55	677 21	62 94	
August, 1875.....	1,462 65	753 99	256 63	
September, 1875.....	862 08	1,424 87	42 67	
October, 1875.....	661 75	1,702 24	302 68	
November, 1875.....	635 05	1,395 39	38 88	
Total.....	8,012 08	13,242 80	1,194 66	\$22,449 54

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$10,721 58
For maintaining the road, &c.—repairs of machinery and operating the road.....	13,751 48
For dividends, surplus fund and municipal taxes	None.
For interest.....	3,180 40
For miscellaneous	188 97
For State taxes.....	526 52
Total.....	<u>28,368 95</u>

Cost of transportation :

Cost per passenger per mile, and cost per ton freight per mile, proximate average: No account kept, as the passenger and freight run together.

What express companies run on your road, and on what terms? Central express company, one-sixth gross receipts.

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

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert Klotz.....	Mauch Chunk, Pa.
Charles O. Skeer.....	Mauch Chunk, Pa.
S. D. Thomas.....	Springville, Pa.
H. K. Sherman.....	Springville, Pa.
C. M. Gere.....	Montrose, Pa.
W. J. Mulford.....	Montrose, Pa.
Samuel Stark.....	Tunkhannock, Pa.
G. E. Palen.....	Tunkhannock, Pa.
B. F. Blakslee.....	Lynn, Pa.
S. Tyler.....	Elk Lake, Pa.
S. H. Sayre.....	Montrose, Pa.
A. Lathrop.....	Montrose, Pa.
James I. Blakslee, President.....	Mauch Chunk, Pa.
Charles L. Brown, Secretary.....	Montrose, Pa.
Wm. H. Cooper, Treasurer.....	Montrose, Pa.

MOUNT CARBON AND PORT CARBON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John Tucker, president, and Peter 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, 1875, are true to the best of their knowledge and belief.

(Signed)

JOHN TUCKER, *President.*

P. C. HOLLIS, *Treasurer and Secretary.*

Sworn and subscribed before me, this }
 20th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$282,350 00
Amount of stock subscribed.....	282,350 00
Amount paid in as by last report.....	282,350 00
Total amount now paid in of capital stock.....	282,350 00
Funded debt as per last report, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, 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 quoted.
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 miles.
Length of double track of road.....	2½ "
Length of sidings.....	13 ² / ₁₀ "
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	64 and 68 lbs.
Branch roads owned or leased by the company, iron and stone bridges, railroads crossed and tunnels.....	None.
Number of engine houses and shops : One engine house and three shops.	
Number of wooden bridges, (total length in feet, 235,)....	6
Number of culverts, (total length in feet, 12,).....	1
Number of stations on main road : Passenger, 2 ; freight, 1 ; total	3
Number of wood and water stations.....	1
How is track laid, and on what foundation? Cross ties—coal dirt ballast.	
Length in miles laid with steel rail.....	2,103 feet.

This road is leased to the Philadelphia and Reading railroad company, at a fixed annual rental, which constitutes the sole income of this company. 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 F. Tyler.....	Philadelphia.
A. Hewson, M. D.....	Philadelphia.
John Tucker, President.....	Philadelphia.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia.

MOUNT OLIVER INCLINE.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared C. J. Shultz, president, and P. Haberman, treasurer, of the Mount Oliver Incline railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31st, 1875, are true to the best of their knowledge and belief.

(Signed)

C. J. SCHULTZ, *President.*

PETER HABERMAN, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1876. }

PHILIP HOERR, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	83,200 00
This company is in existence only one year.	
Total amount now paid in of capital stock.....	21,315 83
Funded debt as per last report.....	56,900 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds.....	\$47,500 00
2d mortgage bonds.....	9,400 00
3d mortgage bonds.....	None.
	56,900 00
Floating debt as per last report.....	Had none.
The amount now of floating debt.....	6,840 49
Total amount now of floating and funded debt.....	63,740 49
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.....	1,664
Par value of each share, (no sales,).....	\$50 00
Average market value during the year: No sales to record.	
Amount paid in on each share: \$13 00 on 1,584, and \$14 00 on 80 shares.	
Amount of capital on which the respective dividends were declared.....	None.

MOUNT OLIVER INCLINE

COST OF ROAD AND EQUIPMENT.

Total cost, (purchased at sheriff's sale.).....	By present report. \$82,327 58
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Lower to Upper station,	1,600 feet.
Length of main line of road laid	1,600 "
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.
Number of engine houses and shops.....	2
Number of engines.....	2
Number of first class passenger cars, (average cost of each, \$1,060,).....	2
Number of second class passenger, baggage, mail, express, freight, coal, ore and stone cars.....	None.
Number of iron bridges, (total length in feet, 182,).....	4
Number of wooden bridges, (total length in feet, 115,)....	1
Number of stone bridges and culverts.....	None.
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 2.	
Number of wood and water stations on main road, number of tunnels, and length in miles laid with steel rail. . .	None.
Value of real estate held by the company, exclusive of roadway	\$16,475 00
How is track laid, and on what foundation? Trestle.	

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

Number of miles run by passenger trains.....	About 12,000.
Number of miles run by freight and coal trains.....	None.
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars. . . .	191,954
Number of tons of 2,000 lbs. of through freight for the year on main road: Do not carry freight except in packages.	
Number of passengers and tons of freight carried one mile, and number of passengers and tons of freight carried one mile in the State of Pennsylvania, and gross amount of tonnage for the year, (2,000 lbs. per ton :) Does not come within our business.	

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	5
Average rate of speed adopted by express and freight trains, including stops, and weight of first class passenger and freight engines.	Have none.

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

January, 1875.	10,092	July, 1875.	20,033
February, 1875.	10,848	August, 1875.	18,784
March, 1875	13,861	September, 1875.	16,347
April, 1875	15,769	October, 1875	17,215
May, 1875.	19,861	November, 1875.	14,973
June, 1875.	18,681	December, 1875.	15,490

The amount of freight, specifying the quantity in tons :

No freight carried by this company.

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

For first class through passengers, per trip	5 cents.
For first class way, second class through and way passengers.	None.

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

Do not carry freight.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings : Included in general expenses.

Taxes on real estate \$290 39

Operating the road :

General expenses incidental to incline plane. 5,342 14

Total 5,632 53

Receipts on construction and equipment account during the year :

From stockholders : Entire amount of stock, this being a new organization. \$21,315 83

From sale of bonds. None.

From other sources, rent. 60 00

Total 21,375 83

MOUNT OLIVER INCLINE

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Total.
January, 1875	\$455 45	\$1 70	\$457 15
February, 1875	527 75	1 55	529 30
March, 1875	674 30	65	674 95
April, 1875	770 65	1 60	772 25
May, 1875	979 50	2 15	981 65
June, 1875	914 90	1 40	916 30
July, 1875	982 05	1 65	983 70
August, 1875	919 60	3 05	922 65
September, 1875	791 60	3 40	795 00
October, 1875	837 20	1 70	838 90
November, 1875	719 15	6 20	725 35
December, 1875	753 60	2 40	756 00
Total	9,325 75	27 45	9,353 20

SUMMARY OF PAYMENTS.

For construction and equipment: This company bought the road from Mount Oliver incline plane company.	
For maintaining the road, &c.—repairs of machinery and operating the road: Included in expense.	
For dividends, surplus fund, State and United States taxes and total amount of surplus fund	None.
For interest	\$5,062 40
For miscellaneous: None outside of general expense.	
For municipal taxes	281 70
Total	5,344 10

Cost of transportation:

Cost per passenger per mile, proximate average: Road not one mile long.

Cost per ton freight per mile, proximate average: No freight carried by weight.

What express and transportation companies run on your road? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. J. Schultz	Pittsburg, Pa.
Joseph Keebling	Pittsburg, Pa.
P. Haberman	Pittsburg, Pa.
Wm. Mittenzwey	Pittsburg, Pa.
B. Krugh	Pittsburg, Pa.
John Nusser	Pittsburg, Pa.
F. Berry	Pittsburg, Pa.
C. J. Shultz, President	Pittsburg, Pa.
E. Moye, Secretary	Pittsburg, Pa.
P. Haberman, Treasurer	Pittsburg, Pa.

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, 1875, 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 }
 17th day of November, 1875. }

P. M'CORMICK, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed	152,050 00
Amount paid in as by last report	150,425 00
Total amount now paid in of capital stock	150,475 00
Funded debt as per last report, and amount now of funded debt	None.
Floating debt as per last report	38,007 44
The amount now of floating debt	38,198 83
Total amount now of floating and funded debt	38,198 83
Rate per cent. per annum of interest on funded debt, and date and rate per cent. per annum of dividend or dividends	None.
Number of shares of stock issued	3,001
Par value of each share	\$50 00
Average market value during the year, about	20 00
Amount paid in on each share: 3,001 shares paid in full; 13 shares paid in part; 27 shares, none paid.	
Amount of capital on which the respective dividends were declared: No dividends declared.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$178,972 99	\$178,972 99

CHARACTERISTICS OF ROAD.

Length of main line of road, from Broad Ford to Mount Pleasant.....	9 $\frac{6}{10}$ miles.
Length of main line of road laid.....	9 $\frac{6}{10}$ "
Length of main line of road laid in Pennsylvania.....	9 $\frac{6}{10}$ "
Length of double track of road	None.
Length of sidings	1 to 2 miles.
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 and 56 lbs.
Branch roads owned by the company, and roads worked or leased by the company.....	None.
Number of engine houses and shops, engines, first and second class passenger, baggage, mail, express, freight and house cars, trucks, coal, ore, stone and caboose cars....	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, about 180,)	16
Number of culverts, (total length in feet, 191 $\frac{1}{4}$.).....	26
Number of railroads crossed: The Southwest Pennsylvania railway.....	1
Number of stations on main road: Passenger, 13; freight 13; total.....	13
Number of wood and water station on main road.....	2
Value of real estate held by the company, exclusive of roadway.....	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 is being operated by the Pittsburg and Connellsville railroad company, under a lease dated January 2, 1871, and consequently all questions relating to the balance of this report must be answered by them.

NOTE.—The following gentlemen were elected as officers of this company on January 11, 1875, for the year ensuing that date. Their election is now being contested in the courts, on the grounds that it was not legal, on account of the judges refusing to permit the system of cumulative voting.

RAILROAD REPORT.

423

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. S. Overholt.....	Mount Pleasant, Pa.
Jos. R. Stauffer.....	Scottdale, Pa.
C. C. Markle.....	West Newton, Pa.
A. J. Crossland.....	Latrobe, Pa.
H. Clay Frick.....	Broad Ford, Pa.
B. F. Overholt.....	West Overton, Pa.
D. R. Davidson.....	Pittsburg, Pa.
Robert Pitcairn.....	Pittsburg, Pa.
Strickland Kneass.....	Philadelphia, Pa.
H. C. Marchand.....	Greensburg, Pa.
J. M'Creighton.....	Blairsville, Pa.
J. H. Clark.....	Mount Pleasant, Pa.
A. O. Tinstman, President.....	
H. Clay Frick, Secretary and Treasurer.....	
Welty M'Cullough, Secretary and Treasurer.....	

MUNCY CREEK.

STATE OF PENNSYLVANIA, }
Lycoming County, } ss :

Personally appeared before me Michael Meylert, vice president, and B. Morris Ellis, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

MICHAEL MEYLERT, *Vice President.*

B. MORRIS ELLIS, *Treasurer.*

Sworn, affirmed and subscribed before me, this }
 29th day of February, 1876. }

JOHN A. SWARTZ, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount paid in as by last report.....	124,100 00
Funded debt as per last report.....	129,800 00
Floating debt as per last report.....	36,000 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: No sale, no value named.	

Amount paid in on each share: Paid in full on shares issued.

Amount of capital on which the respective dividends were declared No dividends.

COST OF ROAD AND EQUIPMENT.

Construction.....	By last report. \$143,900 00
Equipment	12,500 00
Total cost.....	156,400 00

CHARACTERISTICS OF ROAD

Length of main line of road, from Hall's to Bernice.....	40 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, branch roads owned and roads worked or leased by the company, number of engine houses and shops, freight, coal, ore, stone and caboose cars, iron and stone bridges, railroads crossed, tunnels, and length in miles laid with steel rail.....	None.
Length of sidings.....	½ mile.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track: 36, 40, 50 and 56 pounds.	
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 but second class car above.	
Number of wooden bridges, (total length in feet, 295,)....	4
Number of culverts.....	7
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 roadway.....	\$100,000 00
How is track laid, and on what foundation? Oak and chestnut sills, ballast track.	

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

Number of miles run by coal trains: No trains specially for coal.

RAILROAD REPORT.

425

Number of through passengers for the year, on main road,	8,895
Number of passengers (all classes) carried in cars.....	8,895
Number of passengers and tons of freight carried one mile in the State of Pennsylvania : All in Pennsylvania.	
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 "

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

January, 1875.....	692	July, 1875.....	734
February, 1875.....	556	August, 1875.....	744
March, 1875.....	600	September, 1875.....	1,260
April, 1875.....	732	October, 1875.....	742
May, 1875.....	650	November, 1875.....	623
June, 1875.....	860	December, 1875.....	702

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

For first class through passengers.....	4 ¹ / ₆ cents.
For first class way passengers	4 ¹ / ₆ "
For second class through and way passengers.....	None.

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.....	6 ² / ₃ "
For local freight, per ton per mile.....	7 "
For local coal, per ton per mile.....	6 ² / ₃ "

RECEIPTS.

MONTHS.	Passengers.	Freight.	Total.
January, 1875	\$173 00	\$173 26	\$346 26
February, 1875.....	139 00	301 35	440 35
March, 1875.....	150 00	650 50	800 50
April, 1875	183 00	883 66	1,066 66
May, 1875	162 50	602 48	764 98
June, 1875.....	215 00	729 70	944 70
July, 1875.....	183 50	585 09	768 59
August, 1875.....	186 00	651 55	837 55
September, 1875.....	315 00	766 53	1,081 53
October, 1875.....	185 50	630 23	815 73
November, 1875.....	155 75	518 93	674 68
December, 1875	175 50	435 91	611 41
Total.....	2,223 75	6,929 19	9,152 94

NESQUEHONING VALLEY

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average :
 Passenger and freight run together, and no separate account kept.

What express companies run on your road, and on what terms? Philadelphia and Reading, pay one-fifth of gross receipts.

What transportation companies run on your road? None.

ACCIDENTS.

Nothing serious.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
B. Morris Ellis.....	Hughesville, Pa.
James M'Farlane.....	No. 76 Gold street, New York.
R. Bruce Ricketts.....	Wilkesbarre, Pa.
William Trump.....	Hughesville, Pa.
Edward Lyons.....	Hughesville, Pa., or Williamsport, Pa.
Hon. Benjamin S. Bentley, President..... Williamsport, Pa.	
James K. Boak, Secretary..... Hughesville, Pa.	
B. Morris Ellis, Treasurer..... Hughesville, Pa.	
Michael Meylert, Vice President..... Laporte, Sullivan co., Pa.	

NESQUEHONING VALLEY.

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss :

Personally appeared J. B. Morehead, president, and C. F. Howell, 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

J. B. MOORHEAD, *President.*

C. F. HOWELL, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of February, 1876. }

CHARLES GIBBONS, JR., *Notary Public.*

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, the amount now of funded debt, floating debt as per last report.....	None.

RAILROAD REPORT.

427

The amount now of floating debt.....	\$75,020 84
Total amount now of floating and funded debt.....	75,020 84
Date and rate per cent. per annum of dividend or dividends:	
Cash, 10 per cent. per annum, payable semi-annually	
March 1 and September 1.	
Number of shares of stock issued.....	26,000
Par value of each share.....	\$50 00
Average market value during the year.....	54 50
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared	1,300,000 00

COST OF ROAD.

	By last report.	By present report.
Construction	\$1,270,318 06	\$1,376,053 73
Equipment furnished by Central railroad company of New Jersey, lessees.		

CHARACTERISTICS OF ROAD.

Length of main line of road, from Mauch Chunk to Tama- nend.....	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.....	6 "
Length of sidings	7 "
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	60 and 65 lbs.
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 engines, first class and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars: Included in report of Lehigh and Susque- hanna railroad.	
Number of iron and stone bridges and railroads crossed. .	None.
Number of wooden bridges, (total length in feet, 1,532,)	12
Number of culverts.....	No record.
Number of stations on main road: Passenger and freight,	12
Number of wood and water stations on main road.....	4
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>

NEW CASTLE AND BEAVER VALLEY

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds, and other sources..... \$75,020 84

RECEIPTS.

Rental, annual..... \$130,000 00

SUMMARY OF PAYMENTS.

For construction..... \$105,735 67
 For dividends..... 130,000 00
 For miscellaneous, paid by lessees..... 1,547 33
 For State taxes on dividends paid by the Lehigh coal and navigation company..... 11,700 00

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 of New Jersey.

All returns not answered in this report are included in the annual report of the Lehigh and Susquehanna railroad, owned by the Lehigh coal and navigation company.

Equipment furnished by the Central railroad company of New Jersey, lessees of the Lehigh and Susquehanna railroad.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
George Whitney.....	Philadelphia, Pa.
Samuel Mason.....	Philadelphia, Pa.
Francis R. Cope.....	Philadelphia, Pa.
E. W. Clark.....	Philadelphia, Pa.
Charles Wheeler.....	Philadelphia, Pa.
Fisher Hazard.....	Mauch Chunk, Pa.
P. C. Garrett.....	Philadelphia, Pa.
A. J. Derbyshire.....	Philadelphia, Pa.
I. V. Williamson.....	Philadelphia, Pa.
George F. Tyler.....	Philadelphia, Pa.
T. C. Henry.....	Philadelphia, Pa.
Henry Handy.....	Philadelphia, Pa.
J. B. Moorhead.....	President.
C. F. Howell.....	Secretary and Treasurer.

NEW CASTLE AND BEAVER VALLEY.

(Operated by the Pennsylvania company.)

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared Wm. Thaw, vice president, and Thos. D. Messler, comptroller, 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 ———, are true, to the best of their knowledge and belief.

(Signed)

WM. THAW, *Vice President.*

THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
1st day of February, 1876. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT

Reported by New Castle and Beaver Valley railroad company by A. L. Crawford, President.

COST OF ROAD AND EQUIPMENT

See company reports.

CHARACTERISTICS OF ROAD.

See company reports.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	34,650
Number of miles run by freight trains.....	175,417
Number of miles run by coal trains: Included in freight trains.	
Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars.....	145,996
Number of tons, (of 2,000 pounds) of through freight for the year on main road.....	12,094
Number of passengers carried one mile.....	1,472,850
Number of tons of freight carried one mile.....	9,122,110
Number of passengers carried one mile in the State of Pennsylvania.....	1,472,850
Number of tons of freight carried one mile in the State of Pennsylvania.....	9,122,110
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	816,748
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 and freight engines.....	None.

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

January, 1875.....	9,743	July, 1875.....	14,300
February, 1875.....	8,278	August, 1875.....	14,231
March, 1875.....	11,204	September, 1875.....	13,616
April, 1875.....	12,191	October, 1875.....	15,087
May, 1875.....	11,953	November, 1875.....	11,216
June, 1875.....	12,201	December, 1875, estimated.....	11,976

The amount of freight, specifying the quantity in tons :

Coke.....	182,627	Stone and lime.....	135,152
Anthracite and Bituminous coal.....	201,593	Agricultural products.....	17,610
Petroleum and other oils.....	1,058	Merchandise and manufactures.....	16,631
Pig and bloom iron.....	136,049	Live stock.....	8,707
Railroad iron.....	2,148	Lumber.....	10,678
Other iron or castings.....	17,638	Other articles.....	19,580
Iron and other ores.....	67,277		

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 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 $\frac{7}{10}$ cents.
For local freight and coal, per ton per mile.....	3 $\frac{6}{10}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$34,067 39	\$5,629 66	\$28,437 73
Total.....	34,067 39	5,629 66	28,437 73
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$7,771 40	\$1,274 50	\$6,496 90
Repairs of passenger and baggage cars.....	2,668 01	2,668 01	
Repairs of freight cars.....	5,816 01		5,816 01
Repairs of tools and machinery in shops.....	259 29	42 52	216 77
Incidental expenses, including oil, fuel, clerks, watchman, &c., about shops.....	1,009 15	165 50	843 65
Total.....	17,523 86	4,150 53	13,373 33
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,102 46	\$316 31	\$766 15
Agents and clerks.....	6,301 75	1,739 29	4,652 46
Labor—loading and unloading freight.....	680 11		680 11
Porters, watchmen and switch tenders.....	994 10	163 03	831 07
Car cleaning and inspecting, furniture and fixtures.....	796 21	345 59	450 62
Wood and water station attendance.....	268 80	44 08	224 72
Conductors, baggage masters and brakemen.....	13,757 94	2,125 41	11,632 53
Engineers and firemen.....	13,667 67	2,241 49	11,426 18
Fuel and cost of preparing for use.....	10,197 03	1,680 57	8,516 46
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,349 81	437 30	1,912 51
Telegraph, mail and station expenses.....	1,617 02	574 91	1,042 11
Loss and damage of goods and baggage.....	384 02	4 20	379 82
Use of freight cars.....	17,057 84		17,057 84
Damage for injury of persons.....	12,610 36	11,324 16	1,286 20
General superintendence.....	1,551 48	263 81	1,277 67
Contingencies.....	3,955 88	2,771 97	1,183 91
Total.....	87,382 48	24,062 12	63,320 36
Grand total.....	138,973 73	33,842 31	105,131 42

RAILROAD REPORT.

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.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875.....	\$4,028 45	\$15,663 15	\$400 50	.....	\$20,092 10
February, 1875.....	3,456 34	17,901 54	374 50	.....	21,732 38
March, 1875.....	4,746 36	21,108 95	413 50	.....	26,268 81
April, 1875.....	5,462 47	27,607 67	400 50	.....	33,470 64
May, 1875.....	5,169 90	30,365 84	400 50	.....	35,936 24
June, 1875.....	5,332 26	34,515 43	400 50	.....	40,248 19
July, 1875.....	6,223 61	25,775 19	413 50	.....	32,412 30
August, 1875.....	5,909 58	23,948 81	400 50	.....	30,258 89
September, 1875.....	6,097 54	24,917 99	1,878 36	\$235 38	33,129 27
October, 1875.....	6,264 96	25,224 20	1,442 72	4 47	32,936 35
November, 1875.....	4,692 51	20,134 22	525 50	8 17	25,360 40
* December, 1875.....	5,008 84	19,778 54	538 50	10 00	25,335 88
Total	62,392 82	286,941 53	7,589 08	258 02	357,181 45

* December estimated.

SUMMARY OF PAYMENTS.

See company report.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$138,973 73
Miscellaneous paid Pennsylvania company, operating.....	214,308 87

Cost of transportation :

Cost per passenger per mile, proximate average.....	2.23 1.00
Cost per ton freight per mile, proximate average.....	1.15 1.00

What express companies run on your road, and on what terms? Adams express company, \$13 00 per day.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Passengers	1	..
Employees .....	..	7
Others.....	1	..
Total	2	7

1875.

February 19. Unknown infant, Mahoning, found dead on track after No. 18 passed. Killed.

May 26. L. Keys, L. Junction, brakeman, coupling cars ; finger crushed.

July 23. J. G. Anderson, Newport, brakeman, signal cap exploded; leg hurt.

August 24. F. Koover, L. Junction, brakeman, coupling cars; slightly hurt.

October 20. M. O'Donald, R. Point, brakeman, coupling cars; thumb taken off.

November 12. W. H. Smith, N. Castle, brakeman, coupling cars; foot crushed.

November 30. F. Sullivan, N. Castle, brakeman, setting brake; wrist sprained.

November 30. John Reed, N. Castle, conductor, tried to get on moving train; wrists hurt.

December 22. P. Rabbit, N. Castle, boy, knocked off some shifted cars; killed.

NAMES AND RESIDENCE OF OFFICERS.

Reported by A. L. Crawford, president of the New Castle and Beaver Valley railroad company.

NEW CASTLE AND BEAVER VALLEY.

STATE OF PENNSYLVANIA, }
Lawrence County, } ss:

Personally appeared A. L. Crawford, president, and J. A. Crawford, treasurer, of the Newcastle and Beaver Valley railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending October 31, 1875, 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 22d day of November, 1875. }

GEO. W. VEUCH, *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	2,700 00
The amount now of funded and floating debt as per last report	None.

The amount now of floating and total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: Cash: January, 5 per cent.; April, 3 per cent.; July, 3 per cent.; October, 3 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.....	600,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$819,686 66	\$827,614 91
Equipment.....	None.	None.
Total cost.....		827,614 91

CHARACTERISTICS OF ROAD.

Length of main line of road.....	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.....	4 miles.
Gauge of road.....	41 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	56 lbs.
Branch roads owned, worked or leased by the company...	None.
Number of engine houses and shops.....	2
Number of engines, first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboos 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, (total length in feet, 147,).....	29
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 roadway and depot grounds, number of tunnels, and length in miles laid with steel rail.....	None.
How is track laid, and on what foundation? Oak cross-ties with gravel ballast.	

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

This road is operated by the Pennsylvania company, under a lease for 99 years, from July 1, 1865, to whose report we would respectfully refer you for answers to the following interrogatories not herein answered.

SUMMARY OF PAYMENTS.

For construction.....	\$7,928 31
For dividends	84,000 00
For interest.....	165 17
For miscellaneous, (including mortgage bonds retired,) ...	7,058 92
For State taxes.....	4,200 00
Total	<u>103,352 40</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. L. Crawford.....	New Castle, Pa.
G. W. Crawford.....	New Castle, Pa.
Wm. Patterson.....	New Castle, Pa.
R. W. Cunningham.....	New Castle, Pa.
Wm. L. Scott.....	Erie, Pa.
Wm. Harbaugh.....	Pittsburg, Pa.
J. D. Laying.....	Pittsburg, Pa.
A. L. Crawford, President.....	New Castle, Pa.
J. A. Crawford, Secretary and Treasurer.....	New Castle, Pa.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

A. L. CRAWFORD, *President.*
 CYRUS CLARKE, *Treasurer.*

Sworn and subscribed before me, this }
 7th day of January, 1876. }

J. P. LESLIE, *Alderman.*

NEW CASTLE AND FRANKLIN

STOCK AND DEBT.

Capital stock as authorized by law, (with privilege to increase,).....		\$150,000 00
Amount of stock subscribed.....	\$312,050 00	
Right of way and construction.....	52,700 00	
		<u>364,750 00</u>
Amount paid in as by last report.....		324,477 99
Total amount now paid in of capital stock.....		333,506 00
Funded debt as per last report.....		363,000 00
The amount now of funded debt, classified and date of maturity, as follows :		
1st mortgage bonds, (date of maturity, August 1, 1902.)		480,000 00
Floating debt as per last report.....		210,876 28
The amount now of floating debt.....		190,463 28
Total amount now of floating and funded debt.....		670,463 28
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.....		6,452
Par value of each share.....		\$50 00
Average market value during the year: No sales to establish prices.		
Amount paid in on each share, average.....		45 71
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.....	\$863,625 15	\$936,393 55
Equipment.....	34,114 94	49,376 04
Total cost.....	<u>897,740 09</u>	<u>985,769 59</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from New Castle, Pa., to Stoneboro, Pa.....	36½ miles.
Length of main line of road laid.....	36½ "
Length of main line of road laid in Pennsylvania.....	36½ "
Length of double track of road.....	None.
Length of sidings.....	1 ⁶ / ₁₀ miles.
Gauge of road.....	4 feet 9 in.
Weight of rail per yard on main track.....	56 pounds.

RAILROAD REPORT.

437

Branch roads owned and 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, \$1,250,)	1
Number of second class passenger cars, (average cost, \$3,850	1
Number of baggage, mail, express, freight, and house cars,	None.
Number of trucks, (average cost of each, \$580,)	15
Number of coal, ore and stone cars	None.
Number of caboose cars, (average cost, \$672,)	1
Number of iron and stone bridges	None.
Number of wooden bridges, (total length in feet, 931,)	7
Number of culverts, (total length in feet, 408,)	105
Number of railroads crossed	2
Number of stations on main road: Passenger, 19; freight, 19; total	19
Number of wood and water stations on main road	1
Value of real estate held by the company exclusive of roadway: Embraced in construction.	
Number of tunnels	None.
How is track laid, and on what foundation? Oak 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	34,000
Number of miles run by freight trains	23,000
Number of miles run by coal trains	None.
Number of through passengers for the year on main road,	1,841
Number of passengers (all classes) carried in cars	35,758
Number of tons of 2,000 lbs of through freight for the year on main road	5,355
Number of passengers carried one mile	640,332
Number of tons of freight carried one mile	283,005
Number of passengers carried one mile in the State of Pennsylvania	640,332
Number of tons of freight carried one mile in the State of Pennsylvania	283,005
Gross amount of tonnage for the year, (2,000 lbs per ton,)	11,370
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,)	18
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12
Weight of first class passenger engines.	1 of 31 tons.
Weight of freight engines.	2 of 28 "

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

November, 1874	1,955	May, 1875	2,818
December, 1874	3,816	June, 1875	3,030
January, 1875	2,599	July, 1875	3,172
February, 1875	2,483	August, 1875	2,669
March, 1875	3,091	September, 1875	3,775
April, 1875	3,416	October, 1875	2,934

The amount of freight, specifying the quantity in tons :

Bituminous coal	1,932	Stone and lime	102
Petroleum and other oils	84	Agricultural products	1,439
Pig iron	326	Merchandise and manufactures	1,736
Railroad iron	494	Live stock	184
Other iron or castings	32	Lumber	4,184
Iron and other ores	738	Other articles	119

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

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

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

For through freight, per ton per mile	1 ⁸ / ₁₀ cents.
For through coal, per ton per mile	1½ "
For local freight, per ton per mile	2 ⁷ / ₁₀ "
For local coal, per ton per mile	1 ⁶ / ₁₀ "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings	\$3,256 14
Taxes on real estate	15 68
Total	3,271 82

Repairs of machinery :

Repairs of engines and tenders	\$707 25
Repairs of passenger and baggage cars	1,489 07
Total	2,196 32

Operating the road :

Office expenses, stationery, &c	\$347 62
Agents and clerks	2,764 90

RAILROAD REPORT.

Labor—loading and unloading freight.....	\$78 06
Porters, watchmen and switch tenders.....	190 00
Conductors, baggage masters, brakemen engineers and firemen.....	6,887 17
Fuel, and cost of preparing for use.....	2,351 89
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	735 61
Telegraph, mail and station expenses.....	86 93
Loss and damage of goods and baggage.....	8 04
Use of passenger cars.....	927 32
Damage for injury of persons.....	69 00
General superintendence.....	5,295 74
Contingencies.....	505 69
Total.....	20,247 97
Grand total.....	\$25,716 11

Receipts on construction and equipment account during the year :

From stockholders.....	\$9,028 01
From sale of bonds.....	117,000 00
Total.....	126,028 01

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Shifting cars.	Total.
November, 1874....	\$1,397 95	\$430 01	\$25 29	\$262 50	\$2,115 75
December, 1874....	2,340 90	895 71	50 17		3,286 78
January, 1875.....	1,646 55	573 95	27 99		2,248 49
February, 1875....	1,636 54	589 00	18 01	74 00	2,317 55
March, 1875.....	1,993 10	651 24	19 15		2,663 49
April, 1875.....	2,220 48	1,482 31	26 61		3,729 40
May, 1875.....	1,834 00	1,124 53	38 58		2,997 11
June, 1875.....	1,968 60	1,066 45	44 38	2,500 00	5,579 43
July, 1875.....	2,131 45	1,064 29	177 99		3,378 73
August, 1875.....	1,915 65	988 52	191 43	1,000 00	4,095 60
September, 1875..	2,492 30	1,363 20	217 95		4,073 54
October, 1875.....	1,915 65	1,312 47	216 71		3,444 83
Total.....	23,493 17	11,541 77	1,054 26	3,836 50	39,925 70

SUMMARY OF PAYMENTS.

For construction and equipment, including discount on bonds.....	\$108,439 50
For maintaining the road, &c.—repairs of machinery and operating the road.....	25,716 11
For interest.....	31,500 00
For State taxes.....	298 10
Total.....	165,953 71

Cost of transportation :

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

What express companies run on your road, and on what terms ? Union express ; rates per 100 pounds to different stations.

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

ACCIDENTS.

	Killed.	Injured.
Employees.....	..	1
Others.....	1	1
	<hr/>	<hr/>
Total.....	1	2
	<hr/>	<hr/>

1874.

November 26. George Rittenhouse, fireman, had his face badly cut by the falling of a water tank pipe.

1875.

August 21. A tramp, name not known, was struck by engine while walking on track, near New Castle, and slightly injured about the head.

October 14. John M'Clane, while sleeping on the track, near Stoneboro', was run over and killed by a passenger train ; was intoxicated.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. W. Cunningham.....	New Castle, Pa.
George V. Boyles.....	New Castle, Pa.
I. N. Phillips.....	New Castle, Pa.
William Y. Greer.....	New Castle, Pa.
William Stewart.....	Mercer, Pa.
B. Magoffin.....	Mercer, Pa.
S. R. Mason.....	Mercer, Pa.
A. L. Crawford, President.....	New Castle, Pa.
George C. Reis, Vice President.....	New Castle, Pa.
Cyrus Clarke, Secretary and Treasurer.....	New Castle, Pa.

NEW CASTLE RAILROAD AND MINING.

STATE OF PENNSYLVANIA, }
Lawrence County, } ss :

Personally appeared George Pearson, vice president, and T. F. Stryker, treasurer, of the New Castle railroad and mining company, and in due form of law made oath, that the statements in the within report, for the financial

RAILROAD REPORT.

441

year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed) GEORGE PEARSON, *Vice President.*

T. F. STRYKER, *Secretary and Acting Treasurer.*

Sworn and subscribed before me, this }
25th day of February, 1876. }

J. HAUS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	100,000 00
Amount paid in as by last report	100,000 00
Total amount now paid in of capital stock	100,000 00
Floating debt as per last report	2,423 83
The amount now of floating debt	2,514 93
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued	2,000
Par value of each share	\$50 00
Average market value during the year	No sales.
Amount paid in on each share	50 00

COST OF ROAD AND EQUIPMENT.

Construction and equipment	\$100,000 00
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CHARACTERISTICS OF ROAD.

Length of main line of road laid	3½ miles.
Length of main of road laid in Pennsylvania	3¼ " "
Length of double track of road	— " "
Length of sidings	¾ " "
Gauge of road	3½ feet.
Weight of rail per yard on main track	35 pounds.
Branch roads owned and roads worked or leased by the company, number of first and second class passenger, baggage, mail, express, freight, ore, and stone cars, iron and stone bridges, railroads crossed, stations on main road, wood and water stations on main road, value of real estate held by the company exclusive of road-way, number of tunnels, and length in miles laid with steel rail	None.
Number of engine houses and shops : 2 engine houses.	
Number of engines	3
Number of coal cars, (included in cost of road and equipment,)	80

Number of wooden bridges, (total length in feet, 168,)....	2
Number of culverts, (no record of length,).....	10
How is track laid and on what foundation? On oak ties with slack ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of tons of 2,000 lbs. of through freight for the year on main road: Coal.....	34,377
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	6
Weight of first class passenger and freight engines.....	11 and 15 tons.
<i>The amount of freight, specifying the quantity in tons:</i>	
Bituminous coal, (2,000 pounds per ton,).....	34,377

EXPENSES.

The New Castle railroad and mining company is a company for mining coal, and the railroad is an appendage to their business, consequently the expenses of maintaining, operating and repairs of machinery, &c., are all run into the coal account.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joshua Rhodes	Pittsburg, Pa.
George Pearson.....	New Castle, Pa.
R. H. Peebles.....	New Castle, Pa.
George C. Reis.....	New Castle, Pa.
D. M. Kessinger.....	New Castle, Pa.
Joshua Rhodes, President.....	Pittsburg, Pa.
T. F. Stryker, Secretary and acting Treasurer.....	New Castle, Pa.

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, 1875, are true to the best of their knowledge and belief.

(Signed) JOSEPH FICHTNER, *President.*
JONATHAN CONRAD, *Treasurer.*

Sworn and subscribed before me, this }
6th day of January, 1876. }

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, about.....	11,150 00
Total amount now paid in of capital stock, about.....	11,150 00
Funded debt as per last report, the amount now of funded debt, rate per cent. per annum of interest on funded debt, date and rate per cent. per annum of dividend or dividends, and amount of capital on which the respective dividends were declared.....	None.
Floating debt as per last report, (exclusive of interest since December 31, 1871,) about.....	10,778 99
The amount now of floating debt, (exclusive of interest since December 31, 1871,) about.....	10,778 99
*Total amount now of floating and funded debt, (exclusive of interest as above stated,) about.....	10,778 99
Number of shares of stock issued, about.....	446
Par value of each share.....	\$25 00
Average market value during the year: Stock not in market.	
Amount paid in on each share, (excepting about 20 shares subscribed and not paid,).....	25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction: Grading and trestle work, estimated cost.....	\$12,293 00	\$12,283 00
Equipment: Superstructure by Pennsylvania railroad company.....	10,374 31	10,374 31
Total cost.....	<u>22,657 31</u>	<u>22,657 31</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Newry siding, on Allegheny Portage railroad, to Newry.....	1 $\frac{1}{10}$ miles.
Length of main line of road laid.....	1 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania.....	1 $\frac{1}{10}$ "
Length of double track of road, branch roads owned and roads worked or leased by the company, number of engines, first class and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars, iron and stone bridges, culverts, railroads crossed, tunnels, and length in miles laid with steel rail.....	None.

*The floating debt as given in this report does not include any excess of expenses over the receipts of the road in operating it by the Pennsylvania railroad company.

Length of sidings, about	878 feet.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	45 pounds.
Number of engine houses and shops : 1 engine house.	
Number of wooden bridges : No regular bridge, but some trestle work.	
Number of stations on main road : Passenger and freight,	1
Value of real estate held by the company exclusive of roadway, about.....	\$400 00
How is track laid, and on what foundation? On oak cross-ties, resting on broken stone ballast.	

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	Nothing.
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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 specifying the quantity in tons, the rate of fare for passengers, the rate per ton per mile charged for freight, &c. ; but the foregoing report, we believe, is as complete and as nearly correct as we can make it.

Very respectfully,

JOSEPH FITCHTNER,

President Newry R. R. Co.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Alexander Knox.....	Newry, Pa.
Francis M'Coy.....	Newry, Pa.
Jonathan Conrad.....	Newry, Pa.
John Hoover.....	Newry, Pa.
James Conrad.....	Newry, Pa.
Henry M'Intosh.....	Newry, Pa.
Daniel M. Bare.....	Roaring Spring, Pa.
William Forbes.....	Harrisburg, Pa.
John Musselman.....	Duncansville, Pa.
Rev. James Bradly.....	Newry, Pa.
David Cassidy.....	Newry, Pa.
Matthew Baird.....	Philadelphia, Pa.
Joseph Fichtner, President.....	Newry, Pa.
Alexander Knox, Secretary.....	Newry, Pa.
Jonathan Conrad, Treasurer.....	Newry, Pa.

NORTHERN CENTRAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared A. J. Cassatt, vice 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 31st, 1875, are true to the best of their knowledge and belief.

(Signed)

A. J. CASSATT *Vice President,*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1876. }

HENRY C. SPACKMAN, *Notary Public.*

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, including \$4,000,000 00 income bonds.....	13,500,000 00
The amount now of funded debt, (classified and date of ma- turity,) as follows :	
Mortgage to State of Maryland, to secure annuity of \$90,000, irredeemable....	\$1,500,000 00
Mortgage 6 per cent. coupon bonds, (York and Cumberland railroad com- pany,) due January 1, 1877.....	500,000 00
Mortgagesinking fund, 6 per cent. coupon bonds, due July 1, 1885.....	1,490,000 00
Mortgage 6 per cent. coupon bonds, due April 1, 1900.....	1,126,000 00
Mortgage 6 per cent. gold bonds, due July 1, 1900; coupons, \$2,599,000; regis- tered, \$205,000.....	2,804,000 00
Consolidated general mortgage gold bonds, series A and B, sinking fund, 6 per cent. dollar or sterling coupon bonds, due July 1, 1901.....	2,964,000 00
	10,384,000 00

Income convertible, 7 per cent. coupon bonds, due April 1, 1880.....	\$1,000,000 00
Income 7 per cent. coupon bonds, due January 1, 1922.....	3,000,000 00
	<u>\$14,384,000 00</u>
Floating debt as per last report, and the amount now of floating debt, after deducting current assets.....	None.
Total amount now of floating and funded debt.....	14,384,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent; income 7 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Stock and cash.....	None.
Number of shares of stock issued.....	116,840
Par value of each share.....	\$50 00
Average market value during the year, ended first Monday of November.....	31 27
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate....	\$12,438,386 44	\$12,804,729 72
Equipment.....	3,740,387 40	3,940,676 81
Total cost.....	<u>16,178,773 84</u>	<u>16,745,406 53</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore, Md., to Sunbury, Pa.....	137.75 miles.
Length of main line of road laid.....	137.75 "
Length of main line of road laid in Pennsylvania.....	101.95 "
Length of double track of road.....	75.33 "
Length of sidings.....	55.93 "
Gauge of road.....	4.75 feet.
Weight of rail per yard on main track.....	60 and 64 lbs.
Branch roads owned by the company, and their length, viz:	
Green Spring branch.....	8.5 miles.
Roads worked or leased by the company, viz: Shamokin Valley and Pottsville railroad, 27.3 miles; Elmira and Williamsport railroad, 78 miles; Elmira, Jefferson and Canandaigua railroad, 47 miles; Chemung railroad, 22 miles.	

RAILROAD REPORT.

447

Number of engine houses and shops: 7 and 1 engine house detached.	
Number of engines.....	152
Number of first class passenger cars, (average cost of each, \$2,750 00,).....	68
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$1,500 00,).....	41
Number of freight cars: House cars, (average cost of each, \$800 00,) 1,154; trucks, (average cost of each, \$450 00,) 512; total.....	1,666
Number of coal, ore and stone cars: Coal, 4,072; ore, 176; stone, 38; (average cost of each, \$500 00,) total.....	4,286
Number of tool cars.....	12
Number of caboose cars, (average cost of each, \$450 00,).....	75
Number of iron bridges, (total length in feet, 3,354,).....	52
Number of wooden bridges, (total length in feet, 10,454,).....	95
Number of stone bridges, (total length in feet, 416,).....	16
Number of culverts, (total length in feet, 101,).....	15
Number of railroads crossed.....	5
Number of stations on main road: Passenger and freight,	89
Number of wood and water stations on main road.....	21
Value of real estate held by the company exclusive of road way: Included in construction account.	
Number of tunnels, (length of each, 254 and 82 feet,).....	2
How is track laid and on what foundation? With fish joints on stone ballast, T rails and cross-ties.	
Length in miles laid with steel rails.....	83.34

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

Number of miles run by passenger trains.....	627,125
Number of miles run by freight trains.....	1,356,410
Number of through passengers for the year on main road,	14,493
Number of passengers (all classes) carried in cars.....	1,102,497
Number of tons of 2,000 lbs. of through freight for the year on main road.....	381,040
Number of passengers carried one mile.....	19,743,159
Number of tons of freight carried one mile.....	166,552,942
Gross amount of tonnage for the year, (2,000 lbs per ton,).....	2,760,192
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	10
Weight of first class passenger engines: 56,000 to 63,000 lbs.	
Weight of freight engines: 46,000 to 75,000 lbs.	

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

January, 1875.....	65,131	July, 1875.....	161,090
February, 1875.....	53,090	August, 1875.....	117,658
March, 1875.....	65,140	September, 1875.....	108,232
April, 1875.....	82,823	October, 1875.....	98,016
May, 1875.....	88,198	November, 1875.....	83,750
June, 1875.....	103,779	December, 1875.....	75,590

The amount of freight, specifying the quantity in tons:

Anthracite & bituminous coal... 1,224,458	Agricultural products.....	417,574
Petroleum and other oils..... 286,779	Merchandise and manufactures	274,189
Pig iron..... 34,028	Live stock.....	29,036
Railroad iron..... 10,020	Lumber.....	241,322
Other iron or castings..... 29,439	Other articles.....	113,899
Iron and other ores..... 62,227	Total.....	2,760,192
Stone and lime..... 37,221		

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

For first class through and way passengers..... 2.64 cents.

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

For through and local freight, and through and local coal,
average rate..... 1.425 cents.

EXPENSES.

29 RAILROAD REP.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$604,116 32	\$159,786 82	\$444,329 50
Taxes on real estate.....	1,467 02	396 35	1,070 67
Total.....	605,583 34	160,183 17	445,400 17
REPAIRS OF MACHINERY. *			
Repairs of engines and tenders.....	\$94,759 77	\$23,355 97	\$66,403 80
Repairs of passenger and baggage cars.....	77,657 10	77,657 10	
Repairs of freight cars.....	169,374 18		169,374 18
Repairs of tools and machinery in shops.....	6,727 17	1,681 79	5,045 38
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	75,733 71	18,933 43	56,800 28
Total.....	424,251 93	126,628 29	297,623 64
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$74,410 32	\$21,595 78	\$52,814 54
Agents and clerks.....	80,690 14	14,953 50	65,736 64
Labor—loading and unloading freight.....	24,341 01		24,341 01
Porters, watchmen and switch tenders.....	36,717 51	15,241 74	21,475 77
Car cleaning and inspecting, furniture and fixtures.....	29,121 18	11,312 37	17,808 81
Wood and water station attendance.....	20,731 84	5,287 97	15,443 87
Conductors, baggage masters and brakemen.....	188,810 15	47,571 20	141,238 95
Engineers and firemen.....	118,388 45	27,129 27	91,259 18
Fuel and cost of preparing for use.....	156,085 77	42,605 20	113,480 57
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	29,698 99	6,837 91	22,861 08
Telegraph, mail and station expenses.....	26,838 97	8,548 07	18,290 90
Loss and damage of goods and baggage.....	7,212 16		7,212 16
Use of freight cars.....	57,594 94		57,594 94
Shoveling snow.....	2,596 49	976 63	1,619 86

RAILROAD REPORT.

419

EXPENSES—CONTINUED.

450

NORTHERN CENTRAL

OPERATING THE ROAD— <i>Continued,</i>	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
Damage for injury of persons.....	1,543 66	1,543 06	.....
General superintendence.....	5,417 33	1,395 83	4,021 50
Contingencies.....	202,627 57	50,656 80	151,970 68
Total	1,062,826 48	255,656 02	807,170 46

RAILROAD REPORT.

451

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources..... \$872,927 10

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscel- laneous.	Total.
January, 1875.....	\$38,077 46	\$131,424 50	\$3,745 43	\$30,610 46	\$203,857 85
February, 1875.....	31,988 03	143,043 52	2,647 73	40,451 31	218,130 59
March, 1875.....	37,181 96	214,902 44	3,277 41	32,387 43	287,749 24
April, 1875.....	43,841 66	224,619 56	3,308 07	18,604 82	290,372 11
May, 1875.....	41,415 42	195,176 70	3,100 27	28,343 65	268,036 04
June, 1875.....	45,883 81	187,945 24	12,755 67	21,691 54	268,276 26
July, 1875.....	50,220 36	202,438 57	6,129 32	24,207 61	282,995 86
August, 1875.....	53,256 11	234,605 37	8,939 97	16,055 65	312,857 10
September, 1875.....	50,561 28	219,278 93	6,541 48	19,720 44	296,102 13
October, 1875.....	48,836 79	216,217 65	15,300 95	15,333 10	295,688 49
November, 1875.....	42,428 42	196,537 31	9,909 55	14,072 74	262,948 02
December, 1875.....	37,951 09	192,468 18	7,889 10	21,026 39	259,334 76
Total.....	521,642 09	2,358,657 97	83,542 95	282,505 14	3,246,348 45

SUMMARY OF PAYMENTS—MAIN LINE.

For construction and equipment.....	\$566,632 69
For maintaining the road, &c.—repairs of machinery and operating the road.....	2,092,661 75
For dividends.....	None.
For interest.....	679,120 00
For miscellaneous, including taxes.....	114,230 50
For extraordinary expenses.....	173,950 00
Total.....	3,626,594 94
Total amount of surplus fund.....	368,217 61

Cost of transportation:

Cost per passenger per mile, proximate average.....	2.810 cents.
Cost per ton freight per mile, proximate average.....	.923 "

What express companies run on your road, and on what terms? Adams, at fixed prices per 100 lbs., 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. & A. V. R. R. oil line.

Conditions are arranged from time to time as required to meet the competition of other lines.

ACCIDENTS.

	Killed.	Injured.
Employees.....	10	25
Others.....	7	9
Total.....	17	34

NORTH-EAST PENNSYLVANIA

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
A. J. Cassatt.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
H. P. Borie.....	Philadelphia, Pa.
S. M. Felton.....	Philadelphia, Pa.
J. C. Bullitt.....	Philadelphia, Pa.
J. N. Hutchinson.....	Philadelphia, Pa.
Wayne Mac Veagh.....	Harrisburg, Pa.
Geo. Small.....	Baltimore, Md.
S. M. Shoemaker.....	Baltimore, Md.
M. B. Greensfelder.....	Baltimore, Md.
M. B. Sellers.....	Baltimore, Md.
R. Oppenheimer.....	Baltimore, Md.
Thos. A. Scott, President.....	Philadelphia, Pa.
Rob. S. Hollins, Secretary.....	Baltimore, Md.
John S. Leib, Treasurer.....	Baltimore, Md.

NORTH-EAST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William C. Ludwig, president *pro tem.*, and J. 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 ———, are true to the best of their knowledge and belief.

(Signed)

WM. C. LUDWIG, *President pro tem.*
 J. S. WISE, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1876. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$400,000 00
Amount of stock subscribed.....	81,550 00
Amount paid in as by last report.....	81,550 00
Total amount now paid in of capital stock.....	81,550 00
Funded debt as per last report.....	122,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, January 1, 1892,)	160,000 00
Floating debt as per last report.....	107,202 85
The amount now of floating debt...:.....	96,028 58

RAILROAD REPORT.

453

Total amount now of floating and funded debt.....	\$256,028 58
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
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, (including right of way,)...	\$279,872 73	\$287,410 89
Equipment	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Abington to Hartsville..	9 ⁸ / ₁₀ miles.
Length of main line of road laid	9 ⁸ / ₁₀ "
Length of main line of road laid in Pennsylvania.....	9 ⁸ / ₁₀ "
Length of double track of road.....	None.
Length of sidings.....	1 mile.
Gauge of road... ..	4 ft. 8 ¹ / ₂ inches.
Weight of rail per yard on main track.....	50 and 58 lbs.
Branch roads owned by the company, and roads worked or leased by the company.....	None.
Number of engine houses.....	1
Number of iron and stone bridges and railroads crossed....	None.
Number of wooden bridges, (total length in feet, 910,)....	5
Number of culverts, (total length in feet, 84,).....	3
Number of stations on main road : Passenger.....	11
Number of wood and water stations on main road	None.
Value of real estate held by the company exclusive of roadway	\$14,147 04
Number of tunnels	None.
How is track laid, and on what foundation? Fifty and fifty-eight pound iron rail, oak ties, fish-joints, cinder and stone ballast.	
Length in miles laid with steel rail	None.

Rolling stock owned by the North Pennsylvania railroad company.

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	27,120
Number of miles run by freight and coal trains.....	3,130
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars, (all local,)	91,772
Number of tons of 2,000 lbs. freight for the year on main road, (all local,).....	20,453
Number of passengers carried one mile.....	610,787
Number of tons of freight carried one mile.....	110,902
Number of passengers carried one mile in the State of Penn- sylvania	610,787
Number of tons of freight carried one mile in the State of Pennsylvania	110,902
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	20,453
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20 miles.
Average rate of speed adopted by express trains.....	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	9 miles.
Weight of first class passenger engines.....	60,000 pounds
Weight of freight engines.....	" "

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

November, 1874.....	5,634	June, 1875.....	12,456
December, 1874.....	5,304	July, 1875.....	13,700
January, 1875.....	4,344	August, 1875.....	13,449
February, 1875.....	3,989	September, 1875.....	9,088
March, 1875.....	4,743	October, 1875.....	7,376
April, 1875.....	5,498		
May, 1875.....	6,191	Total.....	<u>91,772</u>

The amount of freight, specifying the quantity of tons:

Anthracite coal.....	6,784	Merchandise and manufactures..	4,197
Bituminous coal.....	13	Live stock.....	211
Iron and other ores.....	6,552	Lumber.....	1,584
Stone and lime.....	11		
Agricultural products.....	1,101	Total.....	<u>20,453</u>

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

For first class through and way passengers, (all local,) ...	2 ⁵² / ₁₀₀ cents.
For second class through and way passengers.....	None.

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

For local freight and coal, per ton per mile, all local.....	<u>8.21 cents.</u>
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RAILROAD REPORT.

455

Rolling stock furnished and road operated by the North Pennsylvania railroad company.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1874.....	\$1,067 12	\$761 11	\$2 39		\$1,830 62
December, 1874.....	976 16	654 53	3 22		1,633 91
January, 1875.....	842 99	296 18	1 10		1,140 27
February, 1875.....	644 00	325 64	1 33		971 02
March, 1875.....	922 20	583 61	1 63		1,507 44
April, 1875.....	1,045 68	727 07	2 13		1,774 88
May, 1875.....	1,432 35	821 90	2 18		2,256 43
June, 1875.....	1,855 23	749 44	1 50		2,606 17
July, 1875.....	1,772 78	802 91	1 68		2,577 37
August, 1875.....	2,208 43	1,211 63	2 70		3,420 76
September, 1875.....	1,343 68	1,125 74	2 99		2,472 41
October, 1875.....	1,285 53	1,028 40	2 29	\$137 50	2,453 72
Total.....	15,304 15	9,088 16	25 19	137 50	24,645 00

SUMMARY OF PAYMENTS.

For construction, including real estate.....	\$12,137 33
For maintaining and operating the road.....	16,583 40
For interest.....	11,350 00
For miscellaneous.....	7,197 33
For State taxes.....	74 92
For dividends, surplus fund, municipal and United States taxes.....	None.
Total.....	47,342 98

Cost of transportation:

Cost per passenger per mile, proximate average.....	2 cents.
Cost per ton freight per mile, proximate average.....	5.30 "

What express companies run on your road, and on what terms? Central express, 12 cents per ton per mile.

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

ACCIDENTS.

None.

NORTH PENNSYLVANIA

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Jordan, Jr.....	Philadelphia, Pa.
J. Gillingham Fell.....	Philadelphia, Pa.
William C. Ludwig.....	Philadelphia, Pa.
Ellwood Shannon.....	Philadelphia, Pa.
Edward C. Knight.....	Philadelphia, Pa.
Alfred Hunt.....	Philadelphia, Pa.
William C. Kent.....	Philadelphia, Pa.
Thomas Smith.....	Philadelphia, Pa.
G. J. Mitchell.....	Hatboro', Montgomery co., Pa.
Isaac Warner, Jr.....	Hatboro', Montgomery co., Pa.
George Fulmor.....	Hatboro', Montgomery co., Pa.
J. B. Larzelere.....	Willow Grove, Montg'y co., Pa.
Franklin A. Comly, President.....	Philadelphia, Pa.
John S. Wise, Secretary and Treasurer.....	Philadelphia, Pa.

NORTH PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
 _____ County, } ss:

Personally appeared William C. Ludwig, president *pro tem.*, 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 _____, _____, are true to the best of their knowledge and belief.

(Signed)

WM. C. LUDWIG, *President pro tem.*

WILLIAM WISTER, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of January, 1876. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with the 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.....	3,978,150 00
Funded debt as per last report.....	5,330,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	

1st mortgage bonds, (date of maturity,

January 1, 1885,)..... \$1,930,500 00

RAILROAD REPORT.

457

2d mortgage bonds, (date of maturity, April 1, 1877,).....	\$360,000 00	
General and 3d mortgage bonds, (date of maturity May 1, 1896, January 1, 1903,)	3,535,000 00	\$5,825,500 00
Floating debt as per last report and the amount now of floating debt.....		None.
Total amount now of floating and funded debt.....		5,825,500 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 10 per cent.; 3d mortgage, 7 per cent.		
Date and rate per cent. per annum of dividend or dividends: Cash, February 1, 1875, 5 per cent.; August 2, 1875, 3 per cent.		
Number of shares of stock issued		79,563
Par value of each share.....		\$50 00
Average market value during the year.....		51 50
Amount paid in on each share		50 00
Amount of capital on which the respective dividends were declared: February 1, 1875, \$3,912,100; August 2, 1875, \$3,977,650.		

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate, &c..	\$7,321,252 97	\$8,397,258 06
Equipment.....	1,411,867 12	1,533,540 15
Total cost.....	<u>8,733,120 09</u>	<u>9,930,798 21</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia, (Willow street,) to Bethlehem	55 $\frac{6}{10}$ miles.
Length of main line of road laid.....	55 $\frac{6}{10}$ "
Length of main line of road laid in Pennsylvania.....	55 $\frac{6}{10}$ "
Length of double track of road.....	26 $\frac{3}{10}$ "
Length of sidings	27 $\frac{1}{10}$ "
Gauge of road..	4 feet 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track: 56, 58, 60, 64 and 66 pounds.	
Branch roads owned by the company, and their length, viz: Shimersville Branch, 1 $\frac{8}{10}$; Doylestown Branch, 10 $\frac{3}{10}$; and Delaware River Branch, 20 $\frac{5}{10}$ miles.	

Roads worked or leased by the company, viz: North-East Pennsylvania railroad, $9\frac{2}{10}$ miles; and Stony Creek railroad, $10\frac{3}{10}$ miles.

Number of engine houses and shops	7
Number of engines.....	48
Number of first class passenger cars, (average cost of each, \$4,244,)	54
Number of second class passenger cars	None.
Number of baggage, mail and express cars, (average cost of each, \$1,979).....	26
Number of freight cars: House cars and trucks, (average cost of each, \$600,)	600
Number of coal, ore and stone cars, (average cost of each, \$208,)	509
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 1,104,).....	13
Number of wooden bridges, (total length in feet, 575,)....	4
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 231,).....	19
Number of railroads crossed.....	4
Number of stations on main road: Passenger.....	37
Number of wood and water stations on main road.....	10
Value of real estate held by the company, exclusive of roadway	\$1,625,254 72
Number of tunnels, (length of each, 500 and 2,160 feet,)..	2
How is track laid, and on what foundation? Cinder and stone ballast, oak ties, iron chairs and splices.	
Length in miles laid with steel rails.....	17

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

Number of miles run by passenger, trains.....	515,225
Number of miles run by freight and coal trains	310,635
Number of through passengers for the year on main road..	133,302
Number of passengers (all classes) carried in cars.....	1,067,494
Number of tons of 2,000 lbs. of through freight for the year on main road	495,140
Number of passengers carried one mile.....	18,743,201
Number of tons of freight carried one mile.....	36,757,567
Number of passengers carried one mile in the State of Pennsylvania	18,743,201
Number of tons of freight carried one mile in the State of Pennsylvania	36,757,567

RAILROAD REPORT.

459

Gross amount of tonnage for the year (2,000 lbs per ton)..	912,003
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.....	27
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 "

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

November, 1874.....	79,301	June, 1875.....	101,122
December, 1874.....	78,180	July, 1875.....	113,101
January, 1875.....	62,290	August, 1875.....	124,094
February, 1875.....	55,334	September, 1875.....	115,673
March, 1875.....	69,002	October, 1875.....	105,175
April, 1875.....	76,395		
May, 1875.....	87,567	Total.....	<u>1,037,494</u>

The amount of freight specifying the quantity in tons:

Anthracite coal.....	471,763	Agricultural products.....	131,476
Bituminous coal.....	3,456	Merchandise and manufactures..	108,748
Petroleum and other oils.....	1,508	Live stock.....	3,703
Pig iron.....	36,988	Lumber.....	57,536
Railroad iron.....	5,927	Other articles.....	2,881
Other iron or castings.....	7,618		
Iron and other ores.....	42,262	Total.....	<u>912,003</u>
Stone and lime.....	38,137		

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

For first class through passengers	2.56 cents.
For first class way passengers.....	2.60 "
For second class through passengers, (emigrant,).....	1 cent.
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.....	2.52 cents.
For through coal, per ton per mile.....	1.80 "
For local freight, per ton per mile.....	4.75 "
For local coal, per ton per mile.....	2.66 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings....	\$212,187 82	\$74,255 74	\$137,922 08
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$40,068 90	\$24,739 88	\$15,329 02
Repairs of passenger and baggage cars	27,033 91	27,033 91	
Repairs of freight cars	57,237 45		57,237 45
Repairs of tools and machinery in shops	9,608 93	5,284 91	4,324 02
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	9,515 54	4,472 30	5,043 24
Total	143,464 73	61,531 00	81,933 73
OPERATING THE ROAD.			
Office expenses, stationery, &c.	\$12,072 05	\$6,036 02	\$6,036 03
Agents and clerks	51,525 27	20,862 50	30,662 77
Labor—loading and unloading freight	22,195 75		22,195 75
Porters, watchmen and switch tenders	11,154 16	5,647 55	5,506 81
Car cleaning and inspecting, furniture and fixtures	11,135 88	5,966 12	5,169 76
Wood and water station attendance	2,083 63	729 27	1,354 36
Conductors, baggage masters and brakemen	72,922 04	33,222 41	39,699 63
Engineers and firemen	64,407 38	25,439 92	38,977 46
Fuel and cost of preparing for use	104,404 81	49,059 60	55,345 21
Oil and waste for engines and tenders, passenger, baggage and freight cars	12,834 64	5,606 41	7,228 23
Telegraph, mail and station expenses	11,551 85	5,839 93	5,711 92
Loss and damage of goods and baggage	2,301 45		2,301 45
Shoveling snow	2,393 63	837 77	1,555 86
Contingencies, including mule teams, flagmen, &c.	168,907 18	67,245 25	101,661 93
Total	540,889 72		
Grand total	\$905,542 27	\$662,279 29	\$513,262 98

RAILROAD REPORT.

461

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders.....	Nothing.
From sale of bonds.....	\$705,500 00

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Use of cars.	Miscella- neous.	Total.
Nov., 1874.	\$36,866 70	\$79,085 66	\$1,723 32	\$6,616 31		\$121,291 99
Dec., 1874.	38,461 72	82,614 00	1,865 96	4,236 71		127,178 39
Jan., 1875.	30,135 50	37,112 33	1,400 71	3,104 13		71,752 67
Feb., 1875.	26,331 77	49,759 74	1,312 66	2,214 25		79,618 42
Mar., 1875.	33,479 37	66,079 00	1,516 13	1,864 80		102,939 30
April, 1875	38,374 46	71,990 40	1,535 73	2,920 97	\$8,823 10	123,644 66
May, 1875..	42,340 15	68,816 65	1,715 34	2,548 55		115,420 69
June, 1875.	42,554 32	50,453 88	1,791 17	2,002 41		96,801 78
July, 1875.	48,485 91	75,368 41	1,516 80	4,637 61		130,038 73
Aug., 1875.	51,544 60	84,774 75	1,991 00	4,367 51		142,677 86
Sept., 1875	46,070 01	89,351 01	2,151 51	6,092 48		143,665 01
Oct., 1875..	49,748 39	91,480 80	1,881 94	6,676 72	9,917 26	159,705 11
Total.....	484,392 90	846,886 63	20,432 27	47,282 45	18,740 36	1,417,734 61

SUMMARY OF PAYMENTS.

For construction and equipment, including real estate, &c, \$1,197,678 12	
For maintaining the road, &c.—repairs of machinery and operating the road	905,542 27
For dividends.....	314,934 50
For interest.....	303,933 34
For miscellaneous.....	2,090 41
For municipal taxes	17,297 48
For State taxes	28,344 10
Total	<u>2,769,820 22</u>

Cost of transportation:

Cost per passenger per mile, proximate average.....	1.93 cents.
Cost per ton freight per mile, proximate average.....	1.48 "

What express companies run on your road, and on what terms? Central express, 10 to 12 cents per ton per mile; Heston's express, 10 to 12 cents per ton per mile.

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

ACCIDENTS

	Killed.	Injured.
Passengers	2	..
Employees.	1	..
Others	6	2
Total	<u>9</u>	<u>2</u>

1874.

November 21. Felix Heason, aged 20 years, when drunk fell from a platform of a passenger train near Hatfield, and was fatally injured.

December 1. John Farrell, badly hurt by driving a team in front of a train near Fisher's Lane.

1875.

February 2. Daniel Murphy, track laborer, killed by a train near Jenkintown.

February 20. Samuel Cathers, a laborer, killed by a train near Ambler, drunk, and on the track.

April 15. Henry Loumiller, had a leg broken by a wagon, being struck by a freight train at Quakertown.

May 3. John Rue, a young man, fatally injured at Gunner's Run, by jumping from a passenger train to recover his hat.

August 2. Unknown man found dead on the track near Gunner's Run, supposed to have been drunk and asleep when struck by a train.

August 7. James Purdy, an elderly man, killed in the evening, by a train, when wheeling a barrow on the track.

August 11. Albert Kock, killed near Hellertown, when trying to run over a railroad bridge ahead of a train.

August 14. Mary Bouvett, a child about two years old, killed at Lansdale, playing on the track in front of a train.

September 16. Edward Weaver, hurt by being struck by a train near Echo Park, walking on the track.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Jordan, Jr	Philadelphia, Pa.
J. Gillingham Fell	Philadelphia, Pa.
William C. Ludwig	Philadelphia, Pa.
Ellwood Shannon	Philadelphia, Pa.
Edward C. Knight	Philadelphia, Pa.
Alfred Hunt	Philadelphia, Pa.
William C. Kent	Philadelphia, Pa.
Thomas Smith	Philadelphia, Pa.
Ario Pardee	Hazleton, Pa.
James H. Stevenson	Philadelphia, Pa.
Jacob Riegel, City Director	Philadelphia, Pa.
Richard J. Dobbins, City Director	Philadelphia, Pa.
Franklin A. Comly, President	Philadelphia, Pa.
John S. Wise, Secretary	Philadelphia, Pa.
William Wister, Treasurer	Philadelphia, Pa.

OIL CREEK AND ALLEGHENY RIVER.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared John Scott, president, and Thomas R. Robinson, treasurer, of the Oil Creek and Allegheny River railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

JOHN SCOTT, *President.*

THOS. R. ROBINSON, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of February, 1876. }

FRANK SEMPLE, *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.....	3,680,000 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 May 12, 1888,).....	1,100,000 00
	<hr/>
	3,680,000 00
Floating debt as per last report	385,328 89
The amount now of floating debt.....	466,717 03
Total amount now of floating and funded debt.....	4,146,717 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 paid.
Number of shares of stock issued.....	99,189
Par value of each share.....	\$50 00
Average market value during the year.....	10 12

OIL CREEK AND ALLEGHENY RIVER

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.....	\$8,605,982 37	\$8,607,732 37
Equipment	1,008,330 63	1,008,330 63
Total cost.....	9,614,313 00	9,616,063 00

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 lbs.
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 second class passenger cars..	None.
Number of baggage, mail and express cars, (average cost of each, \$2,500,).....	5
Number of freight cars: House cars, (average cost of each, \$700,)	33
Number of coal cars, (average cost of each, \$700,).....	237
Number of caboose cars, (average cost of each, \$1,000,)..	14
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 2,100,)..	10
Number of culverts, (total length in feet, 1,232,).....	224
Number of railroads crossed: Atlantic and Great Western railway, at Union.	
Number of stations on main road: Passenger and freight..	27
Number of wood and water stations on main road.....	23

RAILROAD REPORT.

465

Value of real estate held by the company exclusive of roadway	\$50,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Cross ties, ballasted with stone and gravel.	
Length in miles laid with steel rail	3

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	137,880
Number of miles run by freight and coal trains.....	424,390
Number of through passengers for the year on main road,	5,148
Number of passengers (all classes) carried in cars.....	241,516
Number of tons of 2,000 pounds of through freight for the year on main road: Included in total tonnage.	
Number of passengers carried one mile.....	4,260,647
Number of tons of freight carried one mile.....	No record.
Number of passengers carried one mile in the State of Pennsylvania	4,260,647
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,)	739,711
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	32 "

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

January, 1875	17,100	July, 1875.....	24,461
February, 1875	13,432	August, 1875.....	25,557
March, 1875.....	17,772	September, 1875.....	20,919
April, 1875.....	20,356	October, 1875.....	21,153
May, 1875.....	20,244	November, 1875.....	20,551
June, 1875.....	20,538	December, 1875.....	19,433

The amount of freight, specifying the quantity in tons:

Anthracite coal	18,751	Merchandise and manufactures..	23,431
Bituminous coal.....	313,344	Lumber.....	26,224
Petroleum and other oils.....	293,096	Other articles.....	41,988
Other iron or castings.....	8,544		
Stone and lime	2,703	Total.....	739,711
Agricultural products.....	11,630		

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	3¼ "
For local coal, per ton per mile	3¼ "

EXPENSES

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$192,222 75	\$57,666 82	\$184,555 93
Taxes on real estate.....	2,157 79	647 34	1,510 45
Total.....	194,380 54	58,314 16	186,066 38
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$30,443 83	\$5,899 01	\$24,543 92
Repairs of passenger and baggage cars.....	11,949 69	11,949 69	
Repairs of freight cars.....	20,639 40		20,639 40
Repairs of tools and machinery in shops.....	4,864 78	1,459 43	3,405 35
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	18,664 00	5,599 19	13,064 81
Total.....	86,561 70	24,908 22	61,653 48
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$10,168 67	\$3,886 61	\$6,282 06
Agents and clerks.....	39,883 79	7,867 17	32,016 62
Labor—loading and unloading freight.....	5,397 74		5,397 74
Porters, watchmen and switch tenders.....	15,446 87	5,289 46	10,157 41
Car cleaning and inspecting, furniture and fixtures.....	14,844 54	5,117 55	9,726 99
Wood and water station attendance.....	4,663 53	1,399 06	3,264 47
Conductors, baggage masters and brakemen.....	51,804 71	11,717 85	40,086 86
Engineers and firemen.....	36,727 18	8,406 08	28,321 10
Fuel and cost of preparing for use.....	42,859 76	11,412 00	31,447 76
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	5,617 22	1,285 72	4,331 50
Telegraph, mail and station expenses.....	21,320 59	7,050 52	14,270 07
Loss and damage of goods and baggage.....	779 07	35 50	743 57
Shoveling snow.....	4,897 94	1,469 38	3,428 56
Damage for injury of persons.....	5,503 38	4,092 16	1,411 22
Damage to property, including damage by fire and cattle killed on the road.....	521 22	79 08	442 14

EXPENSES—CONTINUED.

OPERATING THE ROAD—Continued.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
General superintendence.....	\$4,485 00	\$1,302 66	\$3,182 34
Contingencies.....	25,012 41	6,841 75	18,170 66
Total.....	280,933 62	77,252 55	212,681 07
Grand total.....	570,875 86		

RAILROAD REPORT.

469

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, 1875	\$8,908 12	\$42,465 51	\$1,521 22	\$288 65	\$53,181 50
February, 1875	7,418 92	37,909 83	1,451 53	252 53	47,032 81
March, 1875	9,383 17	61,523 03	1,564 60	176 62	72,647 42
April, 1875	10,848 99	60,390 18	1,525 69	280 97	73,045 83
May, 1875	10,690 84	42,653 51	1,532 05	267 17	55,143 57
June, 1875	11,383 26	64,718 58	1,537 32	172 17	77,811 33
July, 1875	13,450 16	68,476 93	1,562 32	154 45	83,643 86
August, 1875	14,261 50	54,420 63	1,525 84	240 67	70,448 04
September, 1875	12,168 92	71,216 49	1,528 97	253 58	85,167 96
October, 1875	10,749 09	56,904 93	1,281 03	230 76	69,171 81
November, 1875	10,769 52	48,715 15	1,295 29	404 80	61,184 76
December, 1875	10,421 90	49,427 81	1,268 14	198 07	61,316 52
Total	130,454 39	658,822 58	17,594 00	2,925 04	809,796 01

SUMMARY OF PAYMENTS.

For construction and equipment	\$1,750 00
For maintaining the road, &c.—repairs of machinery and operating the road	564,047 67
For interest	180,600 00
For municipal taxes	2,157 79
For State taxes	4,670 40
For dividends, miscellaneous, surplus fund and United States taxes	None.
Total	753,225 86

Cost of transportation :

Cost per passenger per mile, proximate average	3 ⁷⁶ / ₁₀₀ cents.
Cost per ton freight per mile	No record.

What express companies run on your road, and on what terms? Union express company, at \$35 per day; United States express company, Union to Titusville, 1½ first class rates.

What transportation companies run on your road, and on what terms? Free to all.

ACCIDENTS.

	Killed.	Injured.
Passengers . . . . .	..	8
Employees	1	6
Others	2	5
Total	3	19

1875.

January 15. John Murray, brakeman, had hand crushed while coupling cars, in Corry yard.

February 10. Thos. R. Robinson, injured about the hand by passenger car being thrown from the track, near Hydetown; cause, broken rail.

February 10. Miss Mary Martin, severely injured by car in passenger train being thrown from the track, near Hydetown.

February 10. James Allwood, two ribs broken and otherwise injured, by car in passenger train being thrown from the track, near Hydetown.

February 10. Miss Sarah Hughs, slightly injured about the back, by car in passenger train being thrown from the track, near Hydetown.

February 10. J. W. Spencer, slightly injured, by car in passenger train being thrown from the track, near Hydetown.

February 10. Miss Hattie Hart, slightly injured about the head, by car in passenger train being thrown from the track, near Hydetown.

February 10. R. W. Matthews, severely injured about the head and back, by car in passenger train being thrown from the track, near Hydetown.

February 10. Miss Carrie Thompson, severely injured, by car in passenger train being thrown from track, near Hydetown.

March 27. Frank M'Cue, brakeman, had thumb and forefinger crushed while coupling cars in Oil City yard.

April 30. Mrs. Liddie J. Miller, while standing near the track, at Shaffer, was instantly killed by a car in passing train jumping the track and running over her.

May 27. John Savage, brakeman, was severely injured about the head and shoulders, by falling from a train while in motion, near Walnut Bend.

May 31. A child named Hughs had an arm cut off by switching train backing over Water street crossing, Titusville.

May 31. Mrs. Hughs, in attempting to rescue her child, was struck by car in switching train, Titusville, sustaining severe injuries about the head and face.

July 3. John Mariarity, attempting to get on a freight train, while in motion, in Titusville, fell and had three toes smashed.

July 8. James Mack, conductor, in attempting to couple cars, in Oil City yard, fell and had leg smashed by car passing over it.

September 14. Mrs. Garin, walking on track, in Titusville yard, was struck by engine of passenger train and killed.

October 28. Eugene Dunlavey, brakeman, fell from train, while in motion, at Gray's Mills, and was killed.

November 30. Martin Derrick, in attempting to couple cars, at Boughton's, fell and had leg crushed so as to render amputation necessary.

December 3. Wm. M'Kenzie, standing beside the track, in Oil City, in drunken condition, fell as engine was passing him; one leg falling on track was run over; was amputated.

December 10. Thos. Hilliard had three ribs broken on account of collision, at Shaffer Farm.

December 18. John Kelly, brakeman, in attempting to make coupling in Oil City yard, had end of thumb cut off

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Scott	Pittsburg, Pa.
H. P. Shinn	Pittsburg, Pa.
H. M. Lyon	Pittsburg, Pa.
D. A. Stewart	Pittsburg, Pa.
J. W. Moffly	Philadelphia, Pa.
L. N. Wagner	Philadelphia, Pa.
J. N. Schriver	Philadelphia, Pa.
John Scott, President	Pittsburg, Pa.
T. R. Robinson, Secretary and Treasurer	Pittsburg, Pa.

PARKER AND KARNS CITY.

STATE OF PENNSYLVANIA, }
 Armstrong County, } ss:

Personally appeared S. D. Karns, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

S. D. KARNS, *President.*

W. C. MOBLEY, *Treasurer.*

Sworn and subscribed before me, this }
 22d day of February, 1876. }

WALLACE MARTIN, *Notary Public.*

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	75,000 00
Total amount now paid in of capital stock	150,000 00
Funded debt as per last report	63,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1877)	63,000 00

PARKER AND KARNs CITY

Floating debt as per last report.....	\$88,962 12
The amount now of floating debt.....	53,207 00
Total amount now of floating and funded debt.....	116,207 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:	
Stock, August 1, 1875.....	75,000 00
Number of shares of stock issued.....	3,000 00
Par value of each share.....	\$50 00
Average market value during the year, (par).....	50 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	75,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$203,868 07	\$208,950 51
Equipment.....	69,267 26	71,701 64
Total cost.....	273,135 33	280,652 15

CHARACTERISTICS OF ROAD.

Length of main line of road, from Parker Junction to Karns City.....	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.....	1 mile, 130 ft.
Gauge of road.....	3 feet.
Weight of rail per yard on main track.....	30 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	3
Number of engines.....	4
Number of first class passenger cars, (average cost of each, \$3,300,.....)	3
Number of second class passenger cars, (average cost of each, \$1,250,).....	2
Number of baggage, mail and express cars, (average cost of each, \$1,425,).....	2
Number of freight cars: House cars, (average cost of each, \$526,) 12; trucks, (average cost of each, \$430,) 33; total.....	45

RAILROAD REPORT.

473

Number of coal cars, (average cost of each, \$520,).....	1
Number of ore, stone and caboose cars, iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 2,700,)..	23
Number of culverts, (total length in feet, 70,).....	7
Number of railroads crossed.....	1
Number of stations on main road: Passenger, 10; freight, 11; total.....	11
Number of wood and water stations on main road.....	2
Value of real estate held by the company exclusive of road- way.....	Nothing.
Number of tunnels.....	None.
How is track laid, and on what foundation? On oak and hemlock ties, 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.....	33,000
Number of miles run by freight trains.....	36,000
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road..	15,000
Number of passengers (all classes) carried in cars.....	116,000
Number of tons of 2,000 lbs. of through freight for the year on main road.....	10,350
Number of passengers carried one mile.....	756,000
Number of tons of freight carried one mile.....	148,080
Number of passengers carried one mile in the State of Pennsylvania.....	756,000
Number of tons of freight carried one mile in the State of Pennsylvania.....	148,080
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	18,816
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.....	10
Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger engines.....	16½ tons.
Weight of freight engines.....	18 "

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

Average number per month.....	9,666
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The amount of freight, specifying the quantity in tons :

No specifying record kept.

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

For through freight, per ton per mile	12½ cents.
For through coal, per ton per mile.....	6½ "
For local freight, per ton per mile	17 "
For local coal, per ton per mile	10 "

EXPENSES.

Maintaining the road or real estate of the corporation.

Repairs or maintenance of way, including buildings.....	\$7,597 31
Taxes on real estate	None.

Repairs of machinery :

Repairs of engines and tenders	\$1,976 26
Repairs of passenger and baggage cars.....	1,362 73
Repairs of freight cars	1,672 69
Repairs of tools and machinery in shops.....	229 22
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	1,359 02
Total.....	6,599 92

Operating the road.

Office expenses, stationery, &c.....	\$607 23
Agents and clerks	8,548 95
Labor: Loading and unloading freight.....	6,025 56
Porters, watchmen and switch tenders.....	1,753 10
Car cleaning and inspecting, furniture and fixtures	1,359 23
Wood and water station attendance.....	None.
Conductors, baggage masters and brakemen	4,104 45
Engineers and firemen	4,696 05
Fuel and cost of preparing for use.....	3,207 96
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,086 65
Telegraph, mail and station expenses.....	725 13
Loss and damage of goods and baggage.....	204 67
Tolls over other roads, use of freight cars, shoveling snow, damage for injury of persons, damage to property, inclu- ding damage by fire and cattle killed on road.....	None.

RAILROAD REPORT.

475

General superintendence	\$2,500 00
Contingencies.....	653 12
Total	35,472 10
Grand total.....	\$49,669 33

For the greater part of the year passenger and freight trains were generally run together.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds.....	None.
From other sources : From earnings of road.....	\$7,516 82

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875.....	\$4,557 10	\$2,086 10	\$231 79	\$26 22	\$6,901 21
February, 1875.....	4,226 65	2,408 94	240 27	24 41	6,900 27
March, 1875.....	5,275 79	2,944 50	283 23	27 46	8,530 98
April, 1875.....	5,530 69	3,482 68	315 12	26 16	9,354 65
May, 1875.....	5,324 26	3,126 54	432 00	52 10	8,934 90
June, 1875.....	5,247 85	2,620 59	529 30	52 06	8,449 80
July, 1875.....	5,577 54	2,293 12	422 44	54 08	8,347 18
August, 1875.....	5,235 78	2,243 08	308 32	57 25	7,844 43
September, 1875.....	5,674 79	3,070 00	345 62	55 20	9,145 61
October, 1875.....	5,676 03	3,122 53	309 85	42 25	9,150 66
November, 1875.....	5,214 45	3,764 12	274 84	3 00	9,256 41
December, 1875.....	5,867 03	3,229 13	262 06	156 60	9,516 82
Total.....	63,407 96	34,391 33	3,954 84	578 79	102,332 92

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$7,516 82
For maintaining the road, &c.—repairs of machinery and operating the road	49,669 33
For dividends.....	None.
For interest.....	17,452 52
For miscellaneous, (toll over river, \$4,738 50).....	5,151 15
For surplus fund, municipal, and United States taxes.....	None.
State taxes, paid April 21, 1875, for year of 1874.....	601 78
Total	79,789 82
Total amount of surplus fund..	None.

Cost of transportation :

What express companies run on your road, and on what terms? Union express, paying 30 cents per 100 pounds on all goods carried.

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

ACCIDENTS.

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

1875.

December 18. J. P. D. Mobley, a conductor, had his left leg injured by a passenger train being backed against a freight car on the main track at Karns City, resulting in it being amputated below the knee.

NAMES AND RESIDENCE OF OFFICERS.

Directors.		Post office address.
S. D. Karns	Parker, Pa.	
F. Parker	Parker, Pa.	
H. R. Fullerton.....	Parker, Pa.	
W. C. Mobley.....	Parker, Pa.	
R. L. Brown	Pollock P. O., Clarion co., Pa.	
W. J. Parker	Parker, Pa.	
W. E. Karns.....	Parker, Pa.	
S. D. Karns, President		Parker, Pa.
W. C. Mobley, Secretary and Treasurer.....		Parker, Pa.

PEACH BOTTOM.

STATE OF PENNSYLVANIA, }
York County, } ss:

Personally appeared S. G. Boyd, president, and William Wallace, assistant 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, 1875, are true to the best of their knowledge and belief.

(Signed) S. G. BOYD, *President.*

WM. WALLACE, *Secretary and Assist. Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1876. }

GEORGE A. HECKERT, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	271,600 00
Amount paid in as by last report.....	200,875 34
Total amount now paid in of capital stock.....	209,852 50
Funded debt as per last report.....	16,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, November 1, 1903,)	350,400 00

RAILROAD REPORT.

477

Floating debt as per last report	\$224,678 16
The amount now of floating debt.....	92,611 14
Total amount now of floating and funded debt.....	443,011 14
Date and rate per cent. per annum of dividend or dividends: No dividends paid.	
Number of shares of stock issued.....	3,583
Par value of each share.....	\$50 00
Average market value during the year: Have heard of no sales.	
Amount paid in on each share: Some paying up, all others in arrears, averaging.....	48 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$461,000 10	\$576,475 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from York to Oxford, Chester county.....	60 miles.
Length of main line of road laid.....	48 "
Length of main line of road laid in Pennsylvania.....	48 "
Length of double track of road.....	None.
Length of sidings.....	1½ miles.
Gauge of road.....	3 feet.
Weight of rail per yard on main track	70 pounds.
Branch roads owned and roads worked or leased by the company	None.
Number of engine houses and shops.....	2
Number of engines.....	4
Number of first class passenger cars, (average cost of each, \$2,700,)	3
Number of second class passenger cars, (average cost of each, \$2,400,).....	1
Number of baggage, mail and express cars, (average cost of each, \$1,150,).....	1
Number of freight cars: House cars, (average cost of each, \$400,) 8; trucks, (average cost of each, \$350,) 24; total,	32
Number of coal, ore, stone and caboose cars, iron and stone bridges, and length in miles laid with steel rail.....	None.
Number of wooden bridges, (total length in feet, 217,)....	3
Number of culverts: Not prepared to report.	
Number of railroads crossed by track.....	1

Number of stations on main road : Passenger, 25 ; freight, 25 ; total	25
Number of wood and water stations on main road : None, exclusive of passenger stations.	
Value of real estate held by the company exclusive of roadway	\$28,000 00
How is track laid, and on what foundation ? Track is laid on dirt.	

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

Number of miles run by passenger, freight and coal trains, through passengers for the year on main road, passengers (all classes) carried in cars, tons of 2,000 lbs. of through freight for the year on main road, passengers and tons of freight carried one mile, passengers and tons of freight carried one mile in the State of Pennsylvania, gross amount of tonnage for the year, (2,000 lbs. per tons :) Owing to limited clerical force and to the fact that our attention has been mainly occupied with the work of construction, we are unable to report on the foregoing and many other points.

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.....	12
Weight of first class passenger engines.....	14 tons.
Weight of freight engines.....	10 "

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

Cannot report.

The amount of freight specifying the quantity in tons :

Have not classified.

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

For first class through passengers.....	3½ cents.
For first class way passengers.....	3¼ "
For second class through passengers.....	2¼ "
For second class way passengers.....	2¼ "

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

For through freight and coal and local freight and coal, per
ton per mile, average..... 4 cents.

EXPENSES.

Cannot report—no classification having been made, for reasons stated above.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel Dickey.....	Oxford, Chester co., Pa.
T. K. Loucks.....	York, York co., Pa.
William Wallace.....	York, Pa.
A. C. Manifold.....	Hopewell Centre, Pa.
C. R. M'Conkey.....	Peach Bottom, Pa.
John Humphreys.....	West Bangor, Pa.
Michael Schall.....	York, Pa.
John A. Alexander.....	Oxford, Pa.
Robert Patterson.....	Spruce Grove, Pa.
Dr. C. H. Stubbs.....	Wakefield, Pa.
Penrose Ambler.....	Chestnut Level, Pa.
Isaac Bradley.....	Wakefield, Pa.
S. G. Boyd, President..... York, Pa.	
William Wallace, Secretary..... York, Pa.	
A. C. Manifold, Treasurer..... Hopewell Centre, Pa.	
Samuel Dickey, Vice President..... Oxford, Pa.	

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Thomas A. Scott, president, and B. Butler, 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 31st, 1875, are true to the best of their knowledge and belief.

(Signed)

THOMAS A. SCOTT, *President.*

B. BUTLER, *Treasurer.*

Sworn and subscribed before me, this {
9th day of February, 1876. }

R. H. REILLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$151,700,000 00
Amount of stock subscribed.....	68,870,200 00
Amount paid in as by last report.....	68,719,400 00
Total amount now paid in of capital stock, (including \$1,- 500 for redemption of scrip).....	68,870,200 00
Funded debt as per last report.....	44,290,600 00
The amount now of funded debt, (classified and date of ma- turity,) as follows :	
1st mortgage bonds, (date of maturity, 1880,)	\$4,970,000 00
General mortgage bonds, (date of ma- turity, 1910,).....	19,999,760 00
Consolidated mortgage bonds, (date of maturity, 1905,).....	29,250,000 00
	<u>54,219,760 00</u>
Due the State for purchase of main line, bearing 5 per cent. interest.....	5,007,360 35
Floating debt as per last report.....	4,140,000 00
The amount now of floating debt.....	None.
Total amount now of funded debt	54,219,760 00
Rate per cent per annum of interest on funded debt: all 6 per cent.	
Date and rate per cent. per annum of dividend or dividends :	
6 months cash, May 1, 1875, 4 per cent; 3 months cash, August 1, 1875, 2 per cent; 3 months cash, November 1, 1875, 2 per cent.	
Number of shares of stock issued, (30 shares to be issued for outstanding scrip,).....	1,377,374
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 on which the respective dividends were declared: May, \$68,868,650; August, \$68,868,650; November, \$68,868,700.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, equipment, real estate, tele- graph line, Philadelphia and Columbia railroad and Delaware extension: total cost	<u>\$50,706,802, 02</u>	<u>\$53,666,966 41</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Pittsburg.....	382.5 miles.
Length of main line of road laid.....	382.5 "
Length of main line of road laid in Pennsylvania.....	382.5 "
Length of double track of road.....	355.9 "
Length of sidings.....	259.5 "
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	67 pounds.
Branch roads owned by the company, and their length, viz:	
Delaware Extension, $7\frac{3}{10}$ miles; York Branch, $13\frac{5}{10}$ miles; Tyrone Branch, $3\frac{1}{10}$ miles; Hollidaysburg Branch, $7\frac{6}{10}$ miles; Morrison's Cove Branch, $18\frac{4}{10}$ miles; Williamsburg Branch, $13\frac{3}{10}$ miles; Springfield Branch, 9 miles; Bloomfield Branch, 3 miles; Indiana Branch, 19 miles.	
Roads worked or leased by the company, viz: East Brandywine and Waynesburg, 18 miles; Pennsylvania and Delaware, $38\frac{4}{10}$ miles; Mifflin and Centre county, $12\frac{5}{10}$ miles; Bedford and Bridgeport, $48\frac{3}{10}$ miles; Tyrone and Clearfield, $59\frac{4}{10}$ miles; Bald Eagle Valley, $51\frac{2}{10}$ miles; Newry Branch, 1 mile; Ebensburg and Cresson, 11 miles; South-West Pennsylvania, $28\frac{2}{10}$ miles; Western Pennsylvania, $89\frac{6}{10}$ miles; Lewisburg Centre and Spruce Creek, $18\frac{6}{10}$ miles; Danville, Hazleton and Wilkesbarre, $43\frac{1}{10}$ miles; Hanover and York, $18\frac{5}{10}$ miles; Littlestown, 10 miles; Philadelphia and Erie, $287\frac{5}{10}$ miles; Connecting, Railway, $6\frac{3}{4}$ miles; Philadelphia and Trenton, $26\frac{6}{10}$ miles; Frankford and Holmesburg, $4\frac{1}{10}$ miles; Harrisburg and Lancaster, $35\frac{6}{10}$ miles.	
Number of engine houses and shops.....	20
Number of engines.....	633
Number of first class passenger cars, (average cost of each, \$5,000,).....	249
Number of second class passenger cars, (average cost of each, \$3,000,).....	65
Number of baggage, mail and express cars, (average cost of each, \$2,000,).....	123
Number of freight: House cars, (average cost of each, \$625,) 5,032; trucks, (average cost of each, \$575,) 5,260; total.....	10,292

Number of coal, ore and stone cars : Coal, (average cost of each, \$500,) 2,116 ; ore and stone.....	None.
Number of caboose cars, (average cost of each, \$625,)....	273
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 foot span and upwards,)..	17.
Number of culverts, (information not worth cost of measurement).....	No record.
Number of railroads crossed.....	2
Number of stations on main road : Passenger, 169 ; freight, 109 ; total.....	278
Number of wood and water stations on main road.....	80
Number of tunnels, (length of each, 160, 1,125, 3,602, 821, 283, 464 and 509-feet,).....	7
How is track laid, and on what foundation? Track is laid on wooden cross-ties, with broken stone foundation.	
Length in miles laid with steel rails : Single track, 370 $\frac{4}{5}$ miles.	

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

Number of miles run by passenger trains.....	3,273,385
Number of miles run by freight and coal trains.....	11,723,550
Number of through passengers for the year on main road,	173,560
Number of passengers (all classes) carried in cars.....	5,609,787
Number of tons of 2,000 lbs. of through freight for the year on main road.....	1,354,203
Number of passengers carried one mile.....	160,421,998
Number of tons of freight carried one mile.....	1,479,414,466
Number of passengers carried one mile in the State of Pennsylvania.....	159,082,837
Number of tons of freight carried one mile in the State of Pennsylvania.....	1,479,414,466
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	9,115,368
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	23
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	12
Weight of first class passenger engines.....	74,300 lbs.
Weight of freight engines.....	77,500 "

RAILROAD REPORT.

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

January, 1875.....	387,017	July, 1875.....	540,787½
February, 1875.....	326,212	August, 1875.....	552,704
March, 1875.....	417,306½	September, 1875.....	548,369½
April, 1875.....	446,359½	October, 1875.....	514,063
May, 1875.....	479,525½	November, 1875.....	445,535½
June, 1875.....	485,702½	December, 1875.....	466,204½

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	981,428	Stone and lime.....	242,133
Bituminous coal.....	3,750,008	Agriculturel products.....	1,240,269
Petroleum and other oils.....	489,248	Merchandise and manufactures,	664,211
Pig iron.....	269,748	Live stock.....	375,945
Railroad iron.....	130,472	Lumber.....	437,495
Other iron or castings.....	221,876	Other articles.....	46,330
Iron and other ores.....	266,205		

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

For first class through passengers.....	2 ⁵ / ₁₀ cents.
For first class way passengers.....	3 "
For emigrant through passengers.....	1 ² / ₁₀ "
For emigrant way passengers.....	1 ⁶ / ₁₀ "

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

For through freight and coal and local freight and coal, per ton per mile, average rate.....	01. ⁰⁵⁷⁸ / ₁₀₀₀₀ cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$2,832,416 53	\$660,233 94	\$2,172,182 59
Taxes on real estate.....	139,030 09	20,315 08	118,715 01
Total.....	2,971,447 22	680,549 62	2,290,897 60
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$904,297 88	\$209,307 76	\$694,990 12
Repairs of passenger and baggage cars.....	410,675 28	410,675 28	
Repairs of freight cars.....	669,567 87		669,567 87
Repairs of tools and machinery in shops.....	101,910 37	20,598 22	81,312 15
Incidental expenses, including oil, fuel, clerks, laborers, watchmen, &c., about shops.....	478,989 32	100,466 72	378,522 60
Total.....	2,565,440 72	741,047 98	1,824,392 74
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$349,643 54	\$131,178 24	\$218,465 30
Agents and clerks.....	702,400 54	201,295 95	501,104 59
Labor—loading and unloading freight.....	237,207 10		237,207 10
Porters, watchmen and switch tenders.....	75,543 19	30,864 65	44,678 54
Car cleaning and inspecting, furniture and fixtures.....	214,845 17	98,014 97	116,830 20
Wood and water station attendance.....	100,059 72	21,261 80	79,797 92
Conductors, baggage masters and brakemen.....	1,393,409 61	241,857 09	1,151,552 52
Engineers and firemen.....	889,144 13	181,790 08	727,354 05
Fuel and cost of preparing for use.....	831,278 27	131,574 60	699,703 67
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	217,410 24	50,748 93	166,661 31
Telegraph, mail and station expenses.....	189,594 24	58,209 70	131,384 54
Loss and damage of goods and baggage.....	151,860 32	18,810 20	133,250 12
Tolls over other roads.....	151,273 10	1,419 31	149,853 79
Use of freight and passenger cars.....	309,889 76	17,328 71	352,561 05
Shoveling snow.....	55,093 82	12,465 27	42,628 55
Damage for injury of persons.....	14,502 32	14,502 32	

EXPENSES—CONTINUED.

OPERATING THE ROAD—Continued.	Amount.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
General superintendence.....	\$176,423 68	\$39,328 08	\$137,095 60
Contingencies, including insurance.....	136,263 93	25,408 44	110,855 49
Total.....	6,256,832 68	1,255,948 34	5,000,884 34
Tax, State.....	332 74	133 09	199 65
Grand total.....	11,794,053 36	2,677,679 03	9,116,374 33

RAILROAD REPORT.

Receipts on construction, equipment and real estate account during the year :

From stockholders.....	\$150,800 00
From sale of bonds.....	2,809,364 39

RECEIPTS.

Passengers.....	\$3,772,305 71
Freight.....	15,651,741 42
Mail and express.....	533,752 38
Miscellaneous.....	535,452 46
Total.....	20,493,251 97

SUMMARY OF PAYMENTS.

For construction, equipment and real estate.....	\$2,960,164 39
For maintaining the road, &c.—repairs of machinery and operating the road.....	11,794,053 36
For dividends.....	5,509,493 00
For scrip redeemed.....	2,196,789 30
For interest on bonds and scrip.....	2,848,582 83
For miscellaneous, payment to State, account main line..	460,000 00
For State taxes.....	495,854 37
For United States taxes.....	11,910 38

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 ⁶⁶ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average.....	0 ⁶¹⁶ / 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 companies run on your road, and on what terms? National line and Empire line; conditions are arranged from time to time as required to meet competition with other lines.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	2	11
Employees.....	52	237
Others.....	65	111
Total.....	119	359

Of the two passengers killed, one in disregard of the rules was passing through the train when under full headway, and is supposed to have fallen from the platform when trying to cross from one car to the other; the other

passenger being under the influence of liquor, in violation of the rules of the company attempted to get off the train after it had left the station and fell between the platforms.

Of the eleven passengers hurt, ten received their injuries in consequence of violating the rules; the train being in motion, one jumped from the car window, eight from the platforms, and one leaning out of the window, his head struck the false works of a bridge; the remaining passenger was struck with a stone thrown through the car window by a boy on the roadside.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas A. Scott	233 South Fourth street, Philadelphia, Pa.
Josiah Bacon	309 Market street, Philadelphia, Pa.
Wistar Morris	209 South Third street, Philadelphia, Pa.
John M. Kennedy	1423 Arch street, Philadelphia, Pa.
Alexander J. Derbyshire	109 N. Water street, Philadelphia, Pa.
Samuel M. Felton	216 South Fourth street, Philadelphia, Pa.
Alexander Biddle	712 Walnut street, Philadelphia, Pa.
N. Parker Shortridge	224 Chestnut street, Philadelphia, Pa.
Henry M. Phillips	126 South Sixth street, Philadelphia, Pa.
John Scott	P. O. box 268, Pittsburg, Pa.
Williams Anspach	226 Walnut street, Philadelphia, Pa.
G. Morrison Coates	822 Chestnut street, Philadelphia, Pa.
Alexander M. Fox	2453 Frankford avenue, Philadelphia, Pa.
George B. Roberts	233 South Fourth street, Philadelphia, Pa.
Edmund Smith	233 South Fourth street, Philadelphia, Pa.
A. J. Cassatt	233 South Fourth street, Philadelphia, Pa.
Thomas A. Scott, President	233 South Fourth st., Philadelphia, Pa.
Joseph Lesley, Secretary	233 South Fourth st., Philadelphia, Pa.
Bayard Butler, Treasurer	233 South Fourth st., Philadelphia, Pa.

PENNSYLVANIA COAL.

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

Personally appeared John Ewen, president, and William E. Street, acting 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, 1875, are true to the best of their knowledge and belief.

(Signed)

JOHN EWEN, *President.*

W. E. STREET, *acting Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1876, at New }
 York city, as witness my hand and }
 official seal.

CHARLES NETTLETON,

Com. for the State of Penn'a in New York.

PENNSYLVANIA COAL AND

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,850,329 00
Amount of stock subscribed.....	5,000,000 00
Amount paid in as by last report.....	5,000,000 00
Total amount now paid in of capital stock.....	5,000,000 00
Funded debt as per last report.....	484,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity,) August 1, 1881,	484,500 00
Floating debt as per last report.....	625,000 00
The amount now of floating debt.....	503,000 00
Total amount now of floating and funded debt.....	987,500 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, February, 1, 5 per cent.; May 1, 5 per cent.;	
August 1, 5 per cent., and November 1, 5 per cent.	
Number of shares of stock issued.....	100,000
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.....	5,000,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment: These have never been kept separate, the account was closed in 1860.....	\$2,000,000 00	\$2,000,000 00

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 $\frac{87}{100}$ miles, leased and operated 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 first class passenger cars, (average cost of each, \$800,).....	10
Number of second class passenger cars, baggage, mail and express cars	None.
Number of freight cars: House cars, (average cost of each, \$350,) 10; flat and box cars, (average cost of each, \$300,) 50; total.....	60
Number of coal, ore and stone cars: Ore and stone, none; coal, (average cost of each, \$230).....	2,550
Number of iron, stone bridges and wood and water stations on main road.....	None.
Number of wooden bridges, (total length in feet, 496,)....	5
Number of culverts, (total length in feet,) 1,095	8
Number of railroads crossed.....	2
Number of stations on main road: Passenger and freight..	6
Value of real estate held by the company exclusive of roadway: Estimated.....	\$1,580,000 00
Number of tunnels, (length, 800 feet,)	1
How is track laid, and on what foundation? Cross ties and T rail.	
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.....	25,000
Number of miles run by freight and coal trains.....	22,000
Number of through passengers for the year, on main road,	3,669
Number of passengers (all classes) carried in cars.....	5,765
Number of tons, (of 2,000 pounds) of through freight for the year on main road.....	1,297,058
Number of passengers and tons of freight carried one mile in the State of Pennsylvania: Accounts do not show.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,518,247
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour)	15

Average rate of speed adopted by freight trains, including stops.....	10
Weight of first class passenger and freight engines: Stationary engines.	

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

January, 1875.....	365	July, 1875.....	453
February, 1875.....	217	August, 1875.....	789
March, 1875.....	209	September, 1875.....	885
April, 1875.....	401	October, 1875.....	693
May, 1875.....	326	November, 1875.....	512
June, 1875.....	490	December, 1875.....	495

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	1,511,554
Merchandise and manufactures.....	2,626
Lumber.....	4,067
Total.....	1,518,247

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.....	7½ cents.
For through coal: None but the company's carried.	
For lumber, per ton per mile.....	4½ "
For local freight: Same as above.	

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings and taxes on real estate: Estimated.....	\$176,500 00
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Repairs of machinery :

Repairs of engines and tenders, passenger and baggage cars, freight cars, tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops: Estimated.....	\$260,000 00
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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 \$122,500 00

The railroad being a gravity road and used for the transportation of the company's coal no record is kept of each of the items included in these amounts. They are accordingly reported in the aggregate.

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources None.

RECEIPTS.

MONTHS.	Passengers.	Freight.	Total.
January, 1875	\$274 00	\$2,655 53	\$2,929 53
February, 1875	183 00	1,102 60	1,285 60
March, 1875	157 00	744 97	901 97
April, 1875	301 00	949 03	1,250 03
May, 1875	245 00	1,547 59	1,792 59
June, 1875	367 50	1,429 22	1,796 72
July, 1875	563 02	1,808 67	2,371 69
August, 1875	766 40	1,390 69	2,157 09
September, 1875	788 75	1,472 12	2,260 87
October, 1875	561 55	1,254 14	1,815 69
November, 1875	362 95	1,617 79	1,980 74
December, 1875	417 40	1,159 43	1,576 83
Total	4,987 57	17,131 78	22,119 35

SUMMARY OF PAYMENTS.

For construction and equipment: No addition to this account in 1875.

For maintaining the road, &c.—repairs of machinery and operating the road: Estimated \$559,000 00

For dividends 1,000,000 00

For interest 33,915 00

For miscellaneous, surplus fund and United States taxes None.

For municipal taxes 31,391 89

For State taxes, (Pennsylvania,) 92,630 90

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 cents
Cost per ton freight per mile, proximate average, (merchandise).....	3 "
Cost per ton coal per mile, proximate average.....	1 "

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.

	Killed.	Injured.
Employees.....	5	6
Others.....	4	3
Total.....	9	9

KILLED.

1875.

Mrs. F. Snooks, killed in March, by cars running over her at Level No. 11.

Mrs. Koons, died from injuries received in April, run over on track.

Edward Roach, killed in May, at Hawley, by cars.

Allen Spangenburg, injured in June, by falling under cars, in a few weeks died from effects of the injury.

Patrick Gravey, injured in June, at Hawley, died.

S. Shaffer, fell off cars at No. 7 Plane in September, and was killed.

—— Snyder, injured in December, at the head of No. 22 Plane, soon afterwards died.

Woman, killed by cars running over her at No. 5 Level, date unknown.

Enoch Heaguin, injured while hooking on cars, afterwards died, date unknown.

INJURED.

Stery Litts, injured in January, at the head of Plane No. 21, while getting on cars, leg broken.

Henry Kennedy, injured in May, runner, fell off cars against the rocks.

Patrick M'Donnell, injured in June, at Hawley, by cars.

Ed. Chapman, injured in June, run over by cars at No. 16, in attempting to get on cars, leg broken.

Michael Duffy, injured on July 22, at Plane No. 6, by jumping off cars.

Arthur Masters, injured in October, at the head of No. 6 Plane, fell between cars.

Patrick Welsh, leg broken in October, by cars running over him at screens.

Mrs. Webber, injured in November, by a collision.

George Lepard, injured in December, at Plane No. 6, by car running over him.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ewen.....	New York.
William R. Griffith.....	New York.
Charles Morgan.....	New York.
Jonathan Thorne.....	New York.
John Q. Jones.....	New York.
Geo. L. Brown.....	New York.
Geo. A. Hoyt.....	New York.
E. Judson Hawley.....	New York.
John R. Platt.....	New York.
John Ewen, President.....	New York
George A. Hoyt, Vice President.....	New York.
Edwin H. Mead, Secretary and Treasurer.....	New York.

PENNSYLVANIA AND DELAWARE.

PHILADELPHIA, *February 26, 1876.*

HON. WILLIAM M'CANDLESS,

Secretary of Internal Affairs :

MY DEAR SIR:—Your circular letter of the 16th inst. to the Hon. A. C. Harmer, president of this company, referring him to the third section of the act of the 9th day of April, 1870, has been referred to me by him.

The reason why this company has not filed the formal report required for the year 1875, is that up to this time your Department has not furnished us with the blanks for that purpose, required by section one of said act.

I do not know, however, that we could do much better than to refer you to the Auditor General's report for the year 1874, page 000, for the general description of the affairs of the company, the names of its officers and directors, which are the same as therein reported, and to report, as we did then, that all operations of the road will be shown in the report of the Pennsylvania railroad company, who lease it. There has been no change whatever in the road since that report.

If, however, you desire us to file a formal report, we will cheerfully do so, if you will send us the proper blanks.

Very respectfully yours,

WALTER B. MITCHELL.

PENNSYLVANIA INLAND.

STATE OF PENNSYLVANIA, }
Wayne County, } ss :

Personally appeared Chas. P. Waller, president, and ———, treasurer, 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 31st, 1875, are true to the best of his knowledge and belief.

(Signed) CHAS. P. WALLER, *President.*

Sworn and subscribed before me, this }
27th day of December, 1875. }

JOHN M'INTOSH, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	27,000 00
Amount paid in as by last report.....	3,510 00
Total amount now paid in of capital stock.....	3,510 00
Funded debt as per last report, and amount now of funded debt.....	None.
Number of shares of stock issued.....	270
Par value of each share.....	\$100 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$13 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,500 00	\$3,500 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hancock to Carbondale,	35 miles.
Length of main line road laid, surveyed and located, (not built),.....	35 miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track, proposed.....	56 pounds
Roads worked or leased by the company.....	None.

In consequence of the continued unsettled financial condition of the country, we have deemed it prudent to refrain from further expenditures for the present. This road will form a very important link in any line of road looking to the supply of coal to New England, &c., being on the shortest

practicable line between the Lackawanna coal fields and the North river; and when times will warrant we propose to proceed with its construction.

Yours truly,

CHAS. P. WALLER, *President.*

TO HON. WILLIAM M'CANDLESS,

Sec'y Internal Affairs.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. Howard Beach.....	Milanville, Pa.
Wm. Martin.....	Middletown, N. Y.
H. K. Nichols.....	Pleasant Mt., Pa.
D. E. Culver.....	Jersey City, N. J.
G. F. Bentley.....	Honesdale, Pa.
C. P. Waller.....	Honesdale, Pa.
F. M. Wheeler.....	Hancock, N. Y.
Chas. P. Waller, President.....	Honesdale, Pa.
Geo. F. Bentley, Secretary.....	Honesdale, Pa.
F. M. Wheeler, Treasurer.....	Hancock, N. Y.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

ROBERT H. SAYRE, *President.*

CHAS. HARTSHORNE, *Treasurer.*

Sworn and subscribed before me, this }
 19th day of January, 1876. }

W. C. ALDERSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed: Preferred, \$3,500,000; com- mon, \$1,061,700; total.....	\$4,561,700 00
Amount paid in as by last report: Preferred, \$3,500,000; common, \$1,061,700; total.....	4,561,700 00
Total amount now paid in of capital stock.....	4,561,700 00
Funded debt as per last report.....	3,000,000 00

496 PENNSYLVANIA AND NEW YORK CANAL AND

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

1st mortgage bonds, (date of maturity, June, 1896,)	\$1,500,000 00	
1st mortgage bonds, (date of maturity, June, 1906,)	1,500,000 00	
		\$3,000,000 00
Floating debt as per last report and the amount now of floating debt		None.
Total amount now of floating and funded debt	3,000,000 00	
Rate per cent. per annum of interest on funded debt: 1st mortgage		7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash		10 per cent.
Number of shares of stock issued: Preferred, 35,000; common, 21,234.		
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	2,500,000 00	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$5,515,821 19	\$5,583,624 24
Equipment	986,912 75	986,912 75
Total cost	6,502,733 94	6,570,536 99

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 $\frac{55}{100}$ "
Length of double track of road	20 $\frac{78}{100}$ "
Length of sidings	37 $\frac{63}{100}$ "
Gauge of road	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track	58 lbs.

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

Connection with Southern Central railroad, $2\frac{3}{5}$ miles ;
 connecting with Geneva, Ithaca and Athens railroad, $2\frac{5}{10}$
 miles; connecting with Barclay railroad, $2\frac{7}{10}$ miles ;
 Pleasant Valley Branch, $6\frac{1}{10}$ miles ; Plainsville Branch,
 $1\frac{3}{10}$ miles ; Mill Creek Branch, $2\frac{6}{10}$ miles ; Mineral Spring
 Branch, $1\frac{5}{10}$ miles ; West Pittston Branch, $1\frac{9}{10}$ miles ;
 connecting with Erie railway, &c., $5\frac{4}{10}$ miles.

Roads worked by the company, viz : State Line and Sullivan railroad.

Number of engine houses and shops : 11 engine houses, and
 2 shops.

Number of engines.....	39
Number of first class passenger cars, (average cost, \$4,000,)	1
Number of second class passenger, baggage, mail and express cars	None.
Number of freight cars : House cars, (average cost of each, \$750,) 231 ; flat, (average cost of each, \$600,) 257 ; stock, (average cost of each, \$650,) 70 ; total.....	558
Number of coal and gravel cars : Coal, (average cost of each, \$250,) 800 ; gravel, (average cost of each, \$250,) 31 ; total.....	831
Number of caboose cars, (average cost of each, \$500,)....	22
Number of iron bridges, (total length in feet, 2,464,)....	19
Number of wooden bridges, (total length in feet, 4,623,)..	32
Number of stone bridges.....	None.
Number of arched culverts, (total length in feet, 56,)....	3
Number of railroads crossed.....	1
Number of stations on main road : Passenger, 26, (mixed ;) freight, 3 ; total.....	29
Number of wood and water stations on main road.....	22
Value of real estate held by the company exclusive of roadway : None owned except what is necessary for railroad purposes.	
Number of tunnels	None.
How is track laid, and on what foundation ? With fish-joints, oak and chestnut ties, gravel and 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.....	319,610
Number of miles run by freight and coal trains.....	579,240

32 RAILROAD REP.

Number of through passengers for the year on main road,	No record.
Number of passengers (all classes) carried in cars.....	201,907
Number of tons of 2,000 lbs. of through freight for the year on main road: No separate account.	
Number of passengers carried one mile.....	5,838,699
Number of tons of freight carried one mile.....	91,831,305
Number of passengers carried one mile in the State of Penn- sylvania.....	5,838,699
Number of tons of freight carried one mile in the State of Pennsylvania.....	91,831,305
Gross amount of tonnage for the year, (2,000 lbs per ton,)	1,496,135½
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
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:

December, 1874.....	16,962	July, 1875.....	20,681
January, 1875.....	14,826	August, 1875.....	20,505
February, 1875.....	11,784	September, 1875.....	21,175
March, 1875.....	13,862	October, 1875.....	17,616
April, 1875.....	15,941	November, 1875.....	17,329
May, 1875.....	15,632		
June, 1875.....	15,594	Total.....	<u>201,907</u>

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	837,841.98	Agricultural products, mer- chandise and manufactures,	220,236.78
Bituminous coal.....	375,413.92	Live stock.....	14,118.86
Pig iron.....	5,862.69	Lumber.....	31,350.50
Railroad iron.....	952.10		
Iron and other ores.....	3,329.11	Total.....	<u>1,496,135.20</u>
Stone and lime.....	7,529.26		

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

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

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>1.685 cents.</u>
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RAILROAD REPORT.

499

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, of coal, freight and passenger transportation.....	\$243,432 95
Taxes on real estate.....	1,600 94
Total	<u>245,033 89</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$79,371 16
Repairs of passenger, baggage and freight cars.....	67,194 95
Repairs of tools and machinery in shops....	3,001 14
Total.....	<u>149,567 25</u>

Operating the road :

Agents, clerks and helpers.....	\$77,323 66
Labor—loading and unloading freight, and shifting freight and coal	34,147 80
Porters, watchmen and switch tenders	26,485 54
Locomotive hire.....	6,442 50
Supplies.....	9,469 99
Conductors and crews, baggage masters and brakemen....	94,087 08
Engineers and firemen.....	86,021 88
Fuel, and cost of preparing for use.....	81,300 37
Oil, tallow and waste for engines and tenders, passenger, baggage and freight cars.....	20,063 27
Telegraph, mail and station expenses	14,393 33
Cleaning engines.....	13,842 29
Wrecking coal cars	160 90
Railroad ties.....	37,191 68
Damage for injury of persons.....	653 37
General superintendence.....	18,323 66
Contingencies.....	26,602 72
Total	<u>546,510 04</u>

Grand total..... \$941,111 18

Coal, freight and passenger transportation, \$939,510 24.

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.	Coal.	Miscella- neous.	Total.
December, 1874..	\$13,099 09	\$26,516 53	\$1,215 08	\$70,021 45	\$1,348 12	\$110,985 19
January, 1875....	11,205 80	18,566 29	1,035 02	54,024 59	1,130 78	84,927 46
February, 1875..	8,840 75	18,480 68	954 34	56,386 50	906 76	84,614 69
March, 1875.....	10,173 72	26,753 68	957 16	32,610 82	1,283 03	70,821 25
April, 1875.....	11,375 35	29,602 17	935 67	22,744 45	1,363 14	65,085 11
May, 1875.....	11,865 86	31,111 06	994 91	36,361 82	856 35	80,195 09
June, 1875.....	12,597 82	27,777 78	1,043 52	82,675 49	676 76	123,737 85
July, 1875.....	15,487 14	25,815 77	975 93	148,205 18	840 31	190,348 40
August, 1875....	17,243 29	28,211 48	1,097 15	117,817 12	779 08	164,040 97
September, 1875.	18,209 56	40,279 93	1,151 01	105,556 92	903 04	164,949 45
October, 1875....	14,798 73	51,178 78	1,094 21	99,670 94	1,529 29	167,177 74
November, 1875..	13,291 23	44,459 85	1,451 10	96,963 98	1,996 46	156,711 52
December, 1875..					16,674 95	16,674 95
Total.....	158,188 34	368,754 00	12,905 10	923,039 26	30,288 07	1,480,269 67

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$83,089 30
For maintaining the road, &c.—repairs of machinery and operating the road.....	939,510 24
For dividends.....	250,000 00
For interest.....	210,000 00
For municipal taxes.....	1,600 94
For State taxes.....	22,627 40
Total.....	<u>1,566,827 88</u>

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	..
Employees.....	2	10
Others.....	2	7
Total.....	<u>5</u>	<u>17</u>

1874.

December 10. John Derby, newsboy, leg broken in jumping off train at Wyalusing.

December 26. Patrick Moore, employee, lying on track intoxicated; run over and killed at Ulster.

1875.

January 1. Norman Wagner, employee, finger lost in coupling cars at Coxton.

January 5. H. Seeley, employee, finger lost while coupling cars at Sayre.

January 19. Elmer Coryell, employee, fell off coal train at Wysanking, and back bruised.

February 19. Eldridge Deitrick, employee, finger lost while coupling cars at Wyalusing.

May 30. John Jay, employee, struck by telegraph pole and slightly injured, at Falls.

June 19. Mrs. Rundell, walking on track near Ulster, struck by passenger train and killed; child with her one year old, had leg broken.

June 19. Mott Peters, Edward Miller and Howard Minsey, slight injuries; attempted to cross track with carriage in front of passenger train.

August 16. DeWitt Benjamin, employee, lost thumb while coupling cars at Sugar Creek.

August 16. John D. Lyons stepped on track as express train was about to pass; struck by engine and killed, at Ulster station.

September 4. John Lawlass, trying to steal a ride on coal train; foot cut off, at Towanda.

September 25. George Yendell, employee, injured by engine getting off track, near Rummerfield; since died.

September 26. Matilda Snell, knocked off the track by gravel train and bruised, at Athens; not serious.

October 1. John Hardenstein, employee, squeezed between cars while coupling, at Waverly Junction; not serious.

October 6. Horace Edwards, employee, fell from coal train near Coxton, leg cut off; since died.

October 16. Frank Carr, passenger, fell from train near Falls; killed.

November 17. John White, employee, coupling cars near Meshoppen, was killed.

November 19. Means Northrup, employee, fell off a coal car and had both legs run over and broken, at Waverly Junction.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert H. Sayre	Bethlehem, Pa.
Asa Packer	Philadelphia, Pa.
Wm. W. Longstreth	Philadelphia, Pa.
Chas. Hartshorne	Philadelphia, Pa.
John J. Taylor	Owego, N. Y.
Garrett B. Linderman	Bethlehem, Pa.
Elisha P. Wilbur	Bethlehem, Pa.
Victor E. Piollet	Wysox, Pa.
Robert A. Packer	Towanda, Pa.
Robert Lockhart	Bethlehem, Pa.
J. Henry Swoyer	Wilkesbarre, Pa.
John W. Hollenback	Wilkesbarre, Pa.
Wm. H. Sayre	Bethlehem, Pa.
Robert H. Sayre, President	Bethlehem, Pa.
Chas. Hartshorne, Secretary and Treasurer	Philadelphia, Pa.
Robert A. Packer, Superintendent	Towanda, Pa.

PENNSYLVANIA PETROLEUM.

PRESIDENT'S OFFICE,
 PENNSYLVANIA PETROLEUM RAILROAD COMPANY, }
 MEADVILLE, *February 26, 1876.*

GEN'L M'CANDLESS,

Sec'y Internal Affairs, Harrisburg:

GENERAL:—I have at hand your printed circular of February 16, 1876, to Gen'l Devereux, President of the Pennsylvania Petroleum railroad company, and in reply would say that the Pennsylvania Petroleum railroad and appurtenances was levied on over a year ago, and is now in the hands of the sheriff of Crawford county. The road has never been ironed or graded, consequently there can be made no detailed report, such as is usually given by roads, and I trust this will answer the requirements you make.

Yours, respectfully,

H. S. HUIDEKOPER, *President.*

PENNSYLVANIA AND WESTERN.

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

Personally appeared Samuel C. Johnson, president, and Hermann Sudhaus, treasurer, of the Pennsylvania 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, 1875, are true to the best of their knowledge and belief.

(Signed)

S. C. JOHNSON, *President.*

HERMANN SUDHAUS, *Treasurer.*

Sworn and subscribed before me, this }
 31st day of January, 1876. }

HENRY C. BANKS,

Commissioner for Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited
Amount of stock subscribed.....	\$1,750,000 00
Amount paid in as by last report.....	110,000 00
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, October 1, 1902,) \$5,000,000 00	
Floating debt as per last report.....	None.
The amount now of floating debt.....	25,000 00
Total amount now of floating and funded debt.....	5,025,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued.....	33,000
Par value of each share.....	\$50 00
Average market value during the year.....	Not in market.
Amount paid in on each share.....	50 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Hudson river to near Cleveland, Ohio.....	484 miles.
Length of main line of road ready for ties and rail.....	46 "
Length of main line of road laid in Pennsylvania, double track of road, sidings, and branch roads owned by the company.....	None.
Gauge of road, to be.....	4 ft. 8½ inches.
Weight of rail per yard on main track, (steel,) to be.....	56 pounds.

REMARKS.

The work of the past year has been mainly of an engineering character, confined to the reduction of the grades, correction of curves and shortening the distances of the prior surveys.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Cornelius Kiel.....	New York.
S. C. Johnson.....	New York.
R. Carman Combes.....	New York.
Charles E. Carman.....	New York.
Walter Comstock.....	Mt. Vernon, N. Y.
Samuel A. Cook.....	Wilmington, Del.
J. Andie Irwin.....	Philadelphia.
John C. Johnson.....	Philadelphia.
William P. Lees.....	Philadelphia.
S. C. Johnson, President.....	New York.
J. Andie Irwin, Secretary.....	Philadelphia.
Hermann Sudhaus, Treasurer.....	New York.
Samuel Brugger, Chief Engineer.....	Fleming, Centre co., Pa.
Walter Shanly, Consulting Engineer.....	Montreal, Canada.
Wm. P. Macmanus, Assistant Engineer....	Bellefonte, Centre co., Pa.
John F. Blandy, Assistant Engineer.....	Philadelphia.

PEOPLE'S.

STATE OF PENNSYLVANIA, }
Schuylkill County. } ss :

Personally appeared Charles Baber, president, and L. F. Whitney, treasurer, of the People's railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1875, are true to the best of their knowledge and belief.

(Signed)

CHARLES BABER, *President.*

L. F. WHITNEY, *Treasurer.*

Sworn and subscribed before me, this }
 10th day of January, 1876. }

J. M. CROSLAND, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$250,000 00
Amount of stock subscribed.....	250,000 00
Amount paid in as by last report.....	89,000 00
Total amount now paid in of capital stock.....	100,000 00
Funded debt as per last report.....	None.
The amount now of funded debt, classified and date of maturity, as follows :	
1st mortgage bonds, (date of maturity, May 1, 1892)..	14,700 00
Floating debt as per last report.....	52,217 19
The amount now of floating debt.....	12,070 89
Total amount now of floating and funded debt.....	26,770 89
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, October 27, one per cent.	
Number of shares of stock issued.....	5,000
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$20 00
Amount of capital on which the respective dividends were declared.....	100,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$85,248 49	\$85,916 09
Equipment	29,275 37	30,968 78
Total cost.....	114,523 86	116,884 87

RAILROAD REPORT.

CHARACTERISTICS OF ROAD.

Length of road laid.....	6 miles 300 ft.
Length of double track, including sidings.....	2,450 feet.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track: 35, 40 and 50 lbs.	
Number of car houses, shops and stables: 1 car house, 1 stable, 1 machine shop.	
Number of depots.....	2
Number of first class passenger cars.....	3
Average value of each.....	\$900 00
Number of second class passenger cars.....	10
Average value of each.....	\$600 00
Number of passengers that may be seated in each car....	12 and 22
Number of other cars: 7 truck, 1 baggage.	
Number of horses owned by the company.....	9
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.....	\$12,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,300, 5,000
Three second class locomotives.....	\$9,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day.....	7
How many miles does each two horse team make daily....	15
How is track laid, and on what foundation? String pieces, cross-ties, stone foundation.	
Average time consumed by cars in passing over the road: Steam, 20 minutes; horse cars, 1 hour.	

Describe the route of your road in detail, giving the streets occupied and connection with other roads: Mt. Carbon to Fishback; from Centre and Market street to Wood street; along Wood street to Minersville depot; thence to Minersville by steam, crossing and connecting the Mine Hill and Schuylkill Haven railroad.

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

November, 1874.....	9,003	June, 1875.....	13,073
December, 1874.....	8,248	July, 1875.....	16,574
January, 1875.....	9,308	August, 1875.....	14,775
February, 1875.....	6,515	September, 1875.....	15,335
March, 1875.....	6,620	October, 1875.....	11,375
April, 1875.....	8,531		
May, 1875.....	12,473	Total.....	<u>115,730</u>

The rate of fare for passengers charged :

Single fare, street railway.....	6 cents.
Tickets in packages of five sold for 25 cents to Minersville; by steam.....	15 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$695 14
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Operating the road :

On account of horses and steam to Minersville, engines, watchman, &c.....	\$3,370 00
Harness and repairs.....	31 48
Repairs to cars : Included in expense account.	
Horse shoeing.....	180 00
Hay and feed.....	2,588 06
Office expenses, stationery and depot expenses.....	101 52
Salaries.....	4,340 00
Insurance.....	None.
Hostlers, pay roll.....	1,123 09
General expense of stable : Included in hostlers' pay roll.	
Conductors and drivers.....	939 87
Fluid, fuel, oil and gas.....	2,282 18
Damage for injury of persons.....	None.
Total.....	14,956 20

Grand total.....	15,651 34
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Receipts on construction and equipment account during the year :

From stockholders.....	\$6,580 00
From sale of bonds and other sources.....	None.

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
November, 1874.....	\$1,417 97	\$85 50		
December, 1874.....	1,343 23		*\$250 00	
January, 1875.....	1,132 91		†688 46	
February, 1875.....	649 53			
March, 1875.....	861 12			
April, 1875.....	891 93			
May, 1875.....	1,210 44			
June, 1875.....	1,174 23			
July, 1875.....	1,451 56			
August, 1875.....	1,438 56			
September, 1875.....	1,513 15			
October, 1875.....	1,187 99			
Total.....	14,272 62	85 50	938 46	\$15,296 58

*U. S. mail.

†Freight.

RAILROAD REPORT.

507

SUMMARY OF PAYMENTS.

For construction.....	\$667 60
For maintaining the road or real estate of the corporation and operating the road.....	15,651 34
For interest.....	502 41
For dividends.....	1,000 00
For State taxes.....	344 53
Total.....	<u>18,165 88</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. Baber.....	Pottsville, Pa.
M. Boone.....	Pottsville, Pa.
R. F. Lee.....	Pottsville, Pa.
L. F. Whitney.....	Pottsville, Pa.
W. M. Randall.....	Schuylkill Haven, Pa.
Charles Baber, President.....	Pottsville, Pa.
L. F. Whitney, Secretary and Treasurer.....	Pottsville, Pa.

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 or affirmation that the statements in the within report, for the financial year ending November 30, 1875, 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 }
29th day of January, 1876. }

J. Y. HUMPHREYS, *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.....	38,040 00
Total amount now paid in of capital stock.....	38,040 00
Funded debt as per last report.....	1,829,900 00

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

1st mortgage bonds, (date of maturity, April 1, 1887,)	\$663,800 00	
Consolidated mortgage bonds, (date of maturity, June 1, 1913,)	1,185,000 00	
	<u> </u>	\$1,848,800 00
Floating debt as per last report		50,848 28
The amount now of floating debt		555,240 87
Total amount now of floating and funded debt		2,404,040 87
Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent. currency; consolidated mortgage, 6 per cent. gold.		
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 sales.
Amount paid in on each share issued		\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,660,142 73	\$2,042,819 12

Equipment furnished by Philadelphia and Reading railroad company, lessees.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Perkiomen Junction to Emaus	38.5 miles.
Length of main line of road laid	38.5 "
Length of main line of road laid in Pennsylvania	38.5 "
Length of double track of road	None.
Length of sidings	5.1 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	56 and 63 lbs.
Branch roads owned by the company and their length, and 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, 188)	8
Number of wooden bridges, (total length in feet, 2,095,) ..	14
Number of stone bridges, railroads crossed, and length in miles laid with steel rail	None.
Number of stations on main road: Passenger and freight,	25
Number of wood and water stations on main road	4

RAILROAD REPORT.

509

Value of real estate held by the company, exclusive of roadway	\$19,141 91
Number of tunnels, length of each: Perkiomen tunnel, 1,677 feet	1
How is track laid, and on what foundation? Cross-ties, broken stone and cinder ballast.	

Receipts on construction and equipment account during the year:

From sale of bonds	\$33,900 00
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RECEIPTS ON LEASE ACCOUNT.

MONTHS.	Passengers.	Freight.	Coal.	Miscellaneous.	Total.
December, 1874	\$557 17	\$538 04	\$194 61	\$71 82	\$1,361 64
January, 1875	468 32	541 13	22 89	66 95	1,099 29
February, 1875	426 70	428 66	39 66	63 52	958 54
March, 1875	585 70	580 30	110 02	74 21	1,350 23
April, 1875	678 15	707 70	68 09	69 12	1,523 06
May, 1875	659 56	687 57	72 99	71 77	1,491 89
June, 1875	592 03	587 85	83 46	209 10	1,472 44
July, 1875	688 57	545 00	164 19	83 97	1,481 73
August, 1875	759 19	885 44	227 78	73 40	1,945 81
September, 1875	930 88	898 62	255 25	71 75	2,166 50
October, 1875	812 13	2,195 21	235 99	73 85	3,317 18
November, 1875	847 44	2,930 47	277 83	73 00	4,128 74
Total	8,005 84	11,525 99	1,762 76	1,002 46	22,297 05

SUMMARY OF PAYMENTS.

For construction and equipment	\$382,676 39
For maintaining the road, &c.—repairs of machinery and operating the road, and dividends	Nothing.
For interest on bonded debt	110,640 00
For contingent expenses and premium on gold	15,355 29
For sinking fund	15,000 00
For discount and interest	18,186 20
For State taxes	17 23
Total	541,875 11

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

Date of lease, August 16, 1868, for a term of nineteen (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	Salfordville, Montgomery co., Pa.
James Boyd	Norristown, Montgomery co., Pa.
Jacob Schwenk	Schwenksville, Montgomery co., Pa.
G. D. Hunsicker	Perkiomen Bridge, Montgomery co., Pa.
Charles Shaneley	Hosensack, Montgomery co., Pa.
Isaac Rahn	Perkiomenville, Montgomery co., Pa.
E. W. Trexler	Allentown, Lehigh co., Pa.
Wm. F. Reed	Hoppenville, Montgomery co., Pa.
Jacob Hillegass	Pennsburg, Montgomery co., Pa.
Chas. T. Waage	Pennsburg, Montgomery co., Pa.
A. H. Seipt, President	Skippackville, Montgomery co., Pa.
Howard Hancock, Secretary	Philadelphia, Pa.
John Welch, Treasurer	Philadelphia, Pa.

PHILADELPHIA AND BALTIMORE CENTRAL

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

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, 1875, are true to the best of his knowledge and belief.

(Signed)

HENRY WOOD,

President and acting Treasurer.

Affirmed and subscribed before me, this }
 11th day of January, 1876. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$2,000,000 00
Amount of stock subscribed	225,000 00
Amount paid in as by last report	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 :

State of Pennsylvania 1st mortgage bonds,
 (date of maturity, January 1, 1879,).. \$800,000 00

State of Maryland 1st mortgage bonds, (date of maturity, October 1, 1891,) ..	\$300,000 00	
State of Pennsylvania and Maryland 2d mortgage bonds, (date of maturity, Jan- uary 1, 1900,).....	400,000 00	
		\$1,500,000 00
Floating debt as per last report, and the amount now of floating debt.....		None.
Total amount now of floating and funded debt.....	1,500,000 00	
Rate per cent. per annum of interest on funded debt: 1st Pennsylvania mortgage, 7 per cent.; 1st Maryland mort- gage, 6 per cent.; 2d Pennsylvania and Maryland mort- gage, 7 per cent.		
Date and rate per cent. per annum of dividend or dividends,		None.
Number of shares of stock issued: Common, 4,335; pre- ferred, 4,853.		
Par value of each share.....		\$50 00
Average market value during the year.....		No sales.
Amount paid in on each share.....		All.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,811,169 62	\$1,814,341 19
Equipment.....	177,743 94	177,743 94
Total cost.....	1,988,913 56	1,992,085 13

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester railroad junction to junction of Columbia and Port Deposit rail- road.....	46 miles.
Length of main line of road laid.....	46 "
Length of main line of road laid in Pennsylvania.....	36 $\frac{1}{4}$ "
Length of double track of road, and branch roads owned by the company.....	None.
Length of sidings, about.....	6 $\frac{1}{2}$ miles.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	50,56,57,60 lbs.
Roads worked or leased by the company, viz: Chester Creek railroad, 7 miles; Columbia and Port Deposit rail- road, 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,) 59; trucks, (average cost of each, \$500,) 38; total	97
Number of coal, ore, stone and caboose cars	None.
Number of iron and stone bridges	None.
Number of wooden bridges, (total length in feet, 2,800,)	30
Number of culverts, (total length in feet, 5,385,)	139
Number of railroads crossed: West Chester and Philadelphia, Wilmington and Reading, Pennsylvania and Delaware, and Peach Bottom	4
Number of stations on main road: Passenger and freight.	33
Number of wood and water stations on main road	5
Value of real estate held by the company exclusive of roadway, about \$20,000, partly held by easement and partly in fee.	
Number of tunnels	None.
How is track laid, and on what foundation? On stone, ballast and dirt.	
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	100,001
Number of miles run by freight trains	55,535
Number of miles run by gravel trains	1,674
Number of through passengers for the year on main road,	113,794
Number of passengers (all classes) carried in cars	253,907
Number of tons of 2,000 pounds of through freight for the year on main road	66,996
Number of passengers carried one mile	3,593 775
Number of tons of freight carried one mile	2,603 171
Number of passengers carried one mile in the State of Pennsylvania	3,234 397
Number of tons of freight carried one mile in the State of Pennsylvania.	2,342 854
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	138,889
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	16

Average rate of speed adopted by express trains, including stops	None.
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines.....	25 tons.
Weight of freight engines	32 "

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

November, 1874.....	17,280	May, 1875.....	18,059
December, 1874.....	17,914	June, 1875.....	26,248
January, 1875.....	26,009	July, 1875.....	33,404
February, 1875.....	13,766	August, 1875.....	24,082
March, 1875.....	19,292	September, 1875.....	20,783
April, 1875.....	18,730	October, 1875.....	18,340

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

Anthracite coal.....	22,823	Agricultural products.....	30,006
Bituminous coal.....	2,498	Merchandise and manufactures..	25,846
Petroleum and other oils.....	372	Live stock.....	2,138
Ores.....	10,669	Lumber.....	6,506
Iron, manufactured.....	6,964	Other articles.....	23,962
Stone and lime.....	7,105		

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

For first class through passengers.....	3 cents.
For first class way passengers.....	4 "

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

For through freight and coal.....	None.
For local coal.....	3 cents.

It is impossible to give a rate for local freight per ton per mile, as it varies according to distance and kind of freight carried.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....		\$42,005 03	\$23,083 56
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....		6,632 98	4,421 98
Repairs of passenger and baggage cars.....		4,722 79	
Repairs of freight cars.....			6,695 94
Repairs of tools and machinery in shops.....		330 85	220 50
Incidental expenses of motive power, including oil, fuel, clerks, watchman, &c., about shops.....		5,500 77	3,667 18
OPERATING THE ROAD.			
Office expenses, stationery, &c.....		1,747 70	1,282 05
Agents and clerks.....		5,467 87	9,392 38
Labor—loading and unloading freight.....			2,975 83
Wood and water station expenses.....		318 33	212 22
Conductors, baggage masters, brakemen and dispatchers.....		7,004 88	5,128 47
Engineers and firemen.....		4,619 08	4,082 66
Fuel and cost of preparing for use.....		10,297 61	6,805 08
Oil and waste for engines and tenders, passenger, baggage and freight cars.....		1,585 12	1,056 74
Telegraph.....		1,071 63	1,090 05
Loss and damage of goods and baggage.....			421 89
Use of freight cars.....			984 75
Shoveling snow.....		356 14	237 43
General superintendence and salaries.....		4,722 02	4,722 02
Contingencies and incidentals.....		3,860 27	3,512 30
Total	184,796 22	99,743 07	85,053 15

RAILROAD REPORT.

515

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1874.....	\$9,220 26	\$14,142 94	\$579 83	\$94 28	\$24,037 34
December, 1874.....	9,620 92	13,626 34	802 15	116 61	24,166 02
January, 1875.....	8,630 46	10,875 71	553 94	156 40	20,216 51
February, 1875.....	6,431 80	8,529 29	545 83	113 47	15,620 39
March, 1875.....	8,590 75	12,404 72	554 06	113 40	21,662 93
April, 1875.....	9,113 77	16,031 53	609 08	341 95	26,096 33
May, 1875.....	8,691 22	13,976 19	620 96	144 24	23,432 61
June, 1875.....	10,743 65	12,956 35	617 77	90 08	24,407 85
July, 1875.....	12,865 95	11,898 16	581 95	136 38	25,482 44
August, 1875.....	12,811 30	13,667 75	559 98	119 32	27,158 35
September, 1875.....	11,045 76	14,788 07	620 79	140 16	26,594 78
October, 1875.....	9,301 92	14,862 07	641 10	347 20	25,152 29
Total.....	117,067 76	157,759 12	7,287 49	1,913 47	284,027 84

SUMMARY OF PAYMENTS.

Operating expenses, including renewals and repairs.....	\$184,796 22
Other expenses, including rent of leased lines and property, taxes and insurance, law, interest and improvements....	47,360 22
Total.....	<u>232,156 44</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	2.5 cents.
Cost per ton freight per mile, proximate average.....	3.25 "

What express companies run on your road, and on what terms? Adams express, pay in proportion to weight carried.

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Employees.....	2	..
Others.....	1	..
Total.....	<u>3</u>	..

1875.

February 4. Cameron White, freight brakeman, head crushed in coupling cars at Oxford, died three days after.

May 25. William Morrison, news agent, at Rockdale, crossed bridge ahead of train, caught by engine and killed.

June 4. James Oliver, engineer of freight train, fatally injured by accident to freight train at West Branch, died day after accident.

PHILADELPHIA AND ERIE

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
David Woelpper.....	Chadd's Ford, Delaware co., Pa.
Samuel Dickey.....	Oxford, Chester co., Pa.
Rev. J. M. Dickey.....	Philadelphia, Pa.
Job H. Jackson.....	West Grove, Chester co., Pa.
Edwin Haines.....	Rising Sun, Maryland.
Henry Wood, President..... Broad st. and Washington av., Phila.	
John J. Pinkerton, Secretary... West Chester, Chester co., Pa.	
Henry Wood, acting Treasurer, West Chester, Chester co., Pa.	

PHILADELPHIA AND CHESTER COUNTY.

Radnor, August 11, 1875.

GENERAL W. M'CANDESS,

DEAR SIR:—I have received blank form No. 2 R. R., to fill and make report, which I would be very happy to do, were our road so far advanced. We have not done any work for some time. We have no cars, or even iron laid yet.

Respectfully yours,

TRYON LEWIS,

President of the Philadelphia and Chester County Railroad.

PHILADELPHIA AND ERIE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Robert Thompson, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

ROBERT THOMPSON, *President.*
 GEO. P. LITTLE, *Treasurer.*

Sworn and subscribed before me, this)
 2d day of February, 1876. }

JOHN A. GLENN, *Notary Public*

STOCK AND DEBT.

Capital stock as authorized by law.....\$10,000,000 00
 Amount of stock subscribed, (common,)..... 6,500,000 00

RAILROAD REPORT.

517

Amount paid in as by last report, (common,).....	\$6,048,700 00
Total amount now paid in of capital stock, (common and preferred,).....	8,448,700 00
Funded debt as per last report.....	16,252,000 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,).....	8,680,000 00
	17,680,000 00
Floating debt as per last report.....	1,378,189 77
The amount now of floating debt.....	234,244 11
Total amount now of floating and funded debt.....	17,914,244 11
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 dividends,	None declared.
Number of shares of stock issued, (common and preferred,)	168,974
Par value of each share.....	\$50 00
Average market value during the year.....	20 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$24,195,833 00	\$24,219,397 00

Equipment furnished by the Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

[Reported by Lessees.]

Length of main line of road, from Erie to Sunbury.....	287 $\frac{51}{100}$	miles
Length of main line of road laid.....	287 $\frac{51}{100}$	"
Length of main line of road laid in Pennsylvania.....	287 $\frac{51}{100}$	"
Length of double track of road.....	28 $\frac{85}{100}$	"
Length of sidings.....	105 $\frac{615}{1000}$	"
Gauge of road..	4 feet 9 inches.	
Weight of rail per yard on main track: Steel, 56 and 60 pounds; iron, 56, 60 and 64 pounds		

Branch roads owned by the company, and roads worked or leased by the company.....	None.
Number of engine houses and shops: 5 engine houses and shops, and 5 engine houses detached.	
Number of engines.....	154
Number of first class passenger cars, (average cost of each, \$3,500,).....	38
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,) 930; trucks, (average cost of each, \$650,) 2,141; total.....	3,071
Number of coal, ore and stone cars: Coal, 66; ore, none; stone, 96; (average cost of each, \$450;) total.....	162
*Number of caboose cars, (average cost of each, \$528,)..	63
Number of iron bridges, (total length in feet, 307 ft., 2½ in.)	11
Number of wooden bridges, (total length in feet, 17,310.)	152
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 19,006,).....	523
Number of railroads crossed.....	5
Number of stations on main road: Passenger, 37; freight and passenger, 53; total.....	90
Number of wood and water stations on main road.....	44
Value of real estate held by the company, exclusive of roadway.....	None.
Number of tunnels.....	None.
How is track laid, and on what foundation? T rails, cross-ties, gravel, stone and cinder ballast.	
Length in miles laid with steel rails.....	96½

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

Number of miles run by passenger trains.....	456,749
Number of miles run by freight trains.....	1,859,846
Number of miles run by coal trains: Included in freight trains; not kept separately.	
Number of through passengers for the year on main road..	3,400
Number of passengers (all classes) carried in cars.....	612,402

* The engines and all rolling stock on the Philadelphia and Erie railroad are the property of the Pennsylvania railroad company, assigned for the operations of the Philadelphia and Erie railroad.

Number of tons of 2,000 lbs. of through freight for the year on main road	475,592
Number of passengers carried one mile	15,117,810
Number of tons of freight carried one mile.....	311,919,109
Number of passengers carried one mile in the State of Pennsylvania.....	15,117,810
Number of tons of freight carried one mile in the State of Pennsylvania	311,919,109
Gross amount of tonnage for the year, (2,000 lbs per ton,)	2,396,434
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.....	26
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger engines: From 54,000 to 68,500 lbs.	
Weight of freight engines: From 62,000 to 88,000 lbs.	

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

January, 1875.....	39,461.2	July, 1875.....	59,272.2
February, 1875.....	35,473.2	August, 1875.....	76,528
March, 1875.....	43,152	September, 1875.....	55,632
April, 1875.....	50,222.2	October, 1875.....	52,168
May, 1875.....	49,750.2	November, 1875.....	48,091.2
June, 1875.....	50,407	December, 1875.....	52,245.2

The amount of freight specifying the quantity in tons:

Anthracite coal.....	723,648	Stone and lime.....	28,516
Bituminous coal.....	166,978	Agricultural products.....	564,044
Petroleum and other oils.....	303,442	Merchandise and manufactures..	161,321
Pig iron.....	15,810	Live stock.....	9,603
Railroad iron.....	10,827	Lumber.....	347,945
Other iron or castings.....	40,299	Other articles.....	20,284
Iron and other ores.....	3,917		

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

For first class through passengers.....	2 ⁶ / ₁₀ cents.
For first class way passengers.....	3 ⁵ / ₁₀ "
For emigrant through passengers.....	1 ⁴ / ₁₀ "

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

Average rate, per ton per mile.....	<u>8⁵⁵/₁₀₀₀</u> cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$764,030 16	\$165,212 82	\$598,817 64
Taxes on real estate.....	14,263 80	2,852 77	11,411 03
Total.....	778,294 26	168,065 59	610,228 67
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$168,803 08	\$19,550 11	\$149,252 97
Repairs of passenger and baggage cars.....	51,276 40	51,276 40	
Repairs of freight cars.....	113,258 70		113,258 70
Repairs of tools and machinery in shops.....	20,083 06	4,016 60	16,066 46
Incidental expenses, including oil, fuel, clerks, watchmen, laborers, &c., about shops.....	89,064 10	17,812 85	71,251 25
Total.....	442,485 34	92,655 96	349,829 38
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$33,693 68	\$16,502 37	\$17,191 31
Agents and clerks.....	85,471 63	25,335 10	60,136 53
Labor—loading and unloading freight.....	30,865 23		30,865 23
Porters, watchmen and switch tenders.....	7,796 98	3,121 01	4,675 97
Car cleaning and inspecting, furniture and fixtures.....	40,116 49	13,072 28	26,444 21
Wood and water station attendance.....	15,577 69	3,115 53	12,462 16
Conductors, baggage masters and brakemen.....	218,169 91	29,338 71	188,831 20
Engineers and firemen.....	155,364 06	21,955 42	133,408 64
Fuel and cost of preparing for use.....	179,887 47	19,702 85	160,184 62
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	37,128 11	6,682 80	30,445 31
Telegraph, mail and station expenses.....	61,568 44	16,432 18	45,136 26
Loss and damage of goods and baggage.....	27,114 66	6,215 34	20,899 32
Tolls over other roads.....	10,278 10	472 38	9,805 72
Use of freight cars and passenger cars.....	53,436 63	4,255 56	49,181 07
Shoveling snow.....	13,093 81	2,612 76	10,481 05
Damage for injury of persons.....	10,710 01	10,710 01	

EXPENSES—CONTINUED.

OPERATING THE ROAD— <i>Continued.</i>	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
General superintendence.....	\$10,515 36	\$2,103 00	\$8,412 36
Contingencies, including insurance.....	16,945 82	3,166 67	13,779 15
Total	1,007,704 08	185,393 97	822,310 11
Grand total	2,228,483 68	446,115 52	1,782,368 16

Receipts on construction and equipment account during the year :

From sale of bonds.....	\$1,406,400 00
From other sources.....	3,150 00
Total.....	<u>1,409,550 00</u>

RECEIPTS.

Passengers.....	\$459,176 61
Freight.....	2,698,559 83
Mail and express.....	70,784 84
Miscellaneous.....	137,375 96
Total.....	<u>3,365,897 24</u>

SUMMARY OF PAYMENTS.

For construction.....	\$23,604 03
For maintaining the road, &c.—repairs of machinery and operating the road.....	2,228,483 68
For interest.....	1,150,679 00
For dividends, miscellaneous, surplus fund, municipal, State and United States taxes.....	<u>None.</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 ⁸⁵ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average.....	<u>5⁷⁵/₁₀₀ "</u>

What express companies run on your road, and on what terms? Leased to Pennsylvania railroad company.

What transportation companies run on your road, and on what terms? Leased to Pennsylvania railroad company.

ACCIDENTS

	Killed.	Injured.
Passengers.....	..	1
Employees.....	12	39
Others.....	6	10
Total.....	<u>18</u>	<u>50</u>

1875.

The passenger injured was a Mrs. Holdridge, January 30; she fell down in caboose of local freight, caused by shifting train at Corry, knocking her off her feet.

Of the others, the killed were :

January 22. Unknown, near St. Mary's; stepped in front of pusher.

August 5. Patrick Sheehan, at Concord, asleep on track.

August 11. Charles Johnson, near Sheffield, stepped in front of gravel train engine.

August 21. Frank Dougherty, near West Creek, attempted to get on freight train and was run over.

September 13. Frank Lacy, at mile post 66, near Warren, drunk on track, run over by pushing engine.

November 22. Casper O. Kenkle, near Emporium, found dead, supposed to have been struck by Erie mail east.

Of the others, the injured were :

January 27. George W. Irwin, at Milton, knocked out of car he was unloading by shifting of train.

May 11. P. Ryan, a tramp, jumped from train at Lloyd's siding, on which he was stealing a ride.

June 2. William Harrison, a tramp, stealing a ride ; train broke in two at Ott's siding.

June 21. M. Grant, playing on cars at Erie ; fell off and foot run over.

July 16. Child of J. Bonner, near Garland, playing on track.

July 21. Miss Kinley, unsound mind, knocked off bridge near Linden, having stepped on track in front of train.

July 23. Frank Gordon attempted to get on freight train at Ridgeway, slipped and had toe crushed.

October 15. J. C. M'Kee, near Dewart, struck by gravel train backing on siding.

October 29. Wm. Kohler, in attempting to get on freight train at Williamsport, had arm crushed.

October 30. Albert Howard, while attempting to couple cars at Corry, had his hand crushed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Robert Thompson, (elected by the city of Philadelphia,)	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
Wistar Morris	Philadelphia, Pa.
Jos. W. Gaskill	Philadelphia, Pa.
Samuel G. Thompson	Philadelphia, Pa.
Alex. J. Derbyshire	Philadelphia, Pa.
Strickland Kneass	Philadelphia, Pa.
J. Alex. Simpson	Philadelphia, Pa.
Samuel G. Lewis	Philadelphia, Pa.
George B. Roberts	Philadelphia, Pa.
Wm. C. Stevenson	Philadelphia, Pa.
Edwin A. Gaskill	Philadelphia, Pa.
George W. Fox	Philadelphia, Pa.
Robert Thompson, President	Philadelphia, Pa.
George P. Little, Secretary and Treasurer	Philadelphia, Pa.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
 22d day of October, 1875. }

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 issued under act approved March 29, 1870,).....	2,246,900 00
Amount paid in as by last report, (including amount of loan converted and stock issued as before stated,)	2,246,900 00
Total amount now paid in of capital stock, (as before stated,).....	2,246,900 00
Funded debt as per last report, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, total amount now of floating and funded debt	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, December 4, 1874, March 4, 1875, June 4, 1875, and September 4, 1875, each	3 per cent.
Number of shares of stock issued.....	44,938
Par value of each share.....	\$50 00
Average market value during the year, about.....	92 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	2,246,900 00

RAILROAD REPORT.

525

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,146,538 43	\$1,146,538 43
Equipment	368,261 58	367,988 09
Total cost.....	1,514,800 01	1,514,526 52

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Norris-town.....	17 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, 9 $\frac{25}{100}$ miles; and leased with the Philadelphia, Germantown and Norris-town railroad to the Philadelphia and Reading railroad company for the term of 999 years from the first day of December, 1870.	
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 and lime cars: Included with freight.	
Number of caboose cars.....	None.
Number of iron bridges, (total length in feet, 33,).....	1
Number of wooden bridges	16
Number of stone bridges	9
Number of railroads crossed: Three city railways cross the railroad of this company.	
Number of stations on main road: Passenger and freight..	17

*Equal to eight-wheeled cars.

526 PHILADELPHIA, GERMANTOWN AND NORRISTOWN

Number of wood and water stations on main road.....	4
Value of real estate held by the company, exclusive of road-way	\$500,793.13
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	3 1/4

Receipts on construction and equipment account during the year :

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

MONTHS.	Miscellaneous.	Total.
October, 1874		
November, 1874		
December, 1874	\$69,405 84	\$69,405 84
January, 1875		
February, 1875	97 62	97 62
March, 1875	69,758 53	69,758 53
April, 1875		
May, 1875		
June, 1875	69,405 84	69,405 84
July, 1875		
August, 1875		
September, 1875.....	69,405 83	69,405 83
Total	278,073 66	278,073 66

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road : Maintained by lessees.	
For dividends.....	\$268,785 00
For interest.....	None.
For miscellaneous, including salaries, office rent, office expenses, legal expenses, stationery and incidental expenses	12,336 61
For municipal taxes, State taxes and United States taxes : To be paid as per lease and contract by lessees.	

The railroad, its branches and equipment having been leased to the Philadelphia and Reading railroad company for 999 years, all unanswered questions should be included in return to be made by lessees.

RAILROAD REPORT.

527

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
Coffin Colket.....	Philadelphia, Pa.
William Musser.....	Philadelphia, Pa.
Joseph Perot.....	Philadelphia, Pa.
William H. Slingluff.....	Norristown, Pa.
Daniel Longaker.....	Norristown, Pa.
J. J. Woodward.....	Philadelphia, Pa.
I. V. Williamson.....	Philadelphia, Pa.
Joseph Swift.....	Philadelphia, Pa.
William Harmar.....	Philadelphia, Pa.
William H. Hart.....	Philadelphia, Pa.
Winfield S. Wilson.....	Philadelphia, Pa.
Richard Dale.....	Philadelphia, Pa.
Coffin Colket.....	President.
Alexander E. Dougherty.....	Secretary and Treasurer.

PHILADELPHIA AND MERION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared G. B. Roberts, president, and Albert Hewson, treasurer, of the Philadelphia and Merion railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1876. }

RICHARD H. REILLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	12,500 00
Amount paid in as by last report.....	1,250 00
Total amount now paid in of capital stock.....	1,250 00
Funded debt as per last report, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, and number of shares of stock issued.....	None.
Date and rate per cent. per annum of dividend or dividends:	No dividends.
Par value of each share.....	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	\$5 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$735 00	\$735 00

CHARACTERISTICS OF ROAD.

Length of main line of road: Not determined; location not completed.

Length of main line of road laid..... None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. D. Barclay.....	Philadelphia, Pa.
Jno. P. Green.....	Philadelphia, Pa.
Jos. Lesley.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
A. J. Derbyshire.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
N. Parker Shortridge.....	Philadelphia, Pa.
Wm. M. Spackman.....	Philadelphia, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
G. B. Roberts, President.....	233 S. Fourth street, Philadelphia, Pa.
Albert Hewson, Sec'y and Treas.,	233 S. Fourth street, Philadelphia, Pa.

PHILADELPHIA, NEWTOWN AND NEW YORK.

STATE OF PENNSYLVANIA, } ss:
Bucks County,

Personally appeared Alfred Blaker, president, and Cyrus Hillborn, treasurer, of the Philadelphia, Newtown and New York railroad company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

ALFRED BLAKER, *President.*

CYRUS HILLBORN, *Treasurer.*

Affirmed and subscribed before me, }
 this 29th day of January, 1876. }

GEO. A. JENKS, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,000,000 00
Amount of stock subscribed.....	320,000 00

RAILROAD REPORT.

529

Amount paid in as by last report.....	\$300,000 00
Total amount now paid in of capital stock.....	300,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1903.)	
Floating debt as per last report.....	128,400 00
Total amount now of floating and funded debt, about.....	700,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Number of shares of stock issued.....	6,000
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	<u>\$692,051 39</u>	<u>\$692,051 39</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Philadelphia to Newtown,	22 miles.
Length of main line of road laid, about.....	4 "
Gauge of road.....	4 1/2 feet.
Weight of rail per yard on main track.....	<u>56 pounds.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. G. Sickel.....	Philadelphia.
Smith Harper.....	Fox Chase, Philadelphia.
Charles Robbins.....	Philadelphia.
B. J. Smith.....	Newtown.
Charles Willard.....	Newtown.
Cyrus Hillborn.....	Newtown.
Alfred Blaker, President.....	Newtown, Bucks co., Pa.
Howard V. Sickel, Secretary.....	Philadelphia.
Cyrus Hillborn, Treasurer.....	Newtown, Bucks co., Pa.

PHILADELPHIA AND READING.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, and in due form of law made oath or affirmation, that the statements in the within

34 RAILROAD REP.

report, for the financial year ending November 30, 1875, are true to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*

S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before me, this }
27th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount paid in as by last report	\$34,274,575 28
Total amount now paid in of capital stock	34,277,575 28
Funded debt as per last report :	
Mortgage bonds	42,523,001 24
Debenture bonds	1,138,900 00
Convertible bonds	9,604,170 00
Bonds and mortgages on real estate	808,811 84
The amount now of funded debt, (classified,) as follows :	
Mortgage bonds	43,638,500 00
Debenture bonds	1,138,400 00
Convertible bonds	10,607,500 00
Bonds and mortgages, real estate	\$1,749,711 41
Less ground rents	1,006,104 99
	743,606 42
Floating debt as per last report	300,000 00
The amount now of floating debt	300,000 00
Total amount now of floating and funded debt	58,428,006 42
Rate per cent. per annum of interest on funded debt	5, 6, and 7
Date and rate per cent. per annum or dividends: Stock, none; cash, March, June, September, December, 1875, 2½ per cent	10 per cent.
Number of shares of stock issued	685,551
Par value of each share	\$50 00
Average market value during the year: Not ascertained.	
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared: March, \$34,277,575 28; June, \$34,277,575 28; September, \$34,277,575 28; December, \$34,277,575 28.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate, de- pots, &c.	\$37,399,038 43	\$37,935,451 99
Equipment	8,787,572 40	9,008,844 76
Total cost	46,186,610 83	46,944,296 75

CHARACTERISTICS OF ROAD.

Length of tracks and sidings of main line and all roads owned, leased and worked by the company.....	1,552 $\frac{2}{3}$ miles.
Length of main line of road laid.....	98 $\frac{2}{3}$ "
Length of main line of road laid in Pennsylvania.....	98 $\frac{2}{3}$ "
Length of double track of main line.....	98 $\frac{2}{3}$ "
Length of sidings, main line.....	153 $\frac{1}{3}$ "
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, (not including sidings and laterals,) viz: Northern Liberties and Penn Township, 1 $\frac{2}{3}$ miles; Port Kennedy, 1 $\frac{1}{3}$ miles; West Reading, 1 $\frac{2}{3}$ miles; Lebanon Valley, 53 $\frac{1}{3}$ miles; Lebanon and Tremont, 42 $\frac{1}{2}$ miles; Schuylkill and Susquehanna, 53 $\frac{2}{3}$ miles; Moselem, 1 $\frac{1}{3}$ miles; Mount Carbon, 8 $\frac{1}{2}$ miles; and Mahanoy and Shamokin, 64 $\frac{2}{3}$ miles.	
Roads worked or leased by the company, and their length, (not including sidings and laterals,) viz: Philadelphia and Chester, 14 $\frac{3}{4}$ miles; Philadelphia, Germantown and Norristown, 29 $\frac{1}{3}$ miles; Chestnut Hill, 4 miles; Chester Valley, 21 $\frac{1}{2}$ miles; Perkiomen, 38 $\frac{2}{3}$ miles; Pickering Valley, 11 $\frac{3}{4}$ miles; Colebrookdale, 12 $\frac{1}{2}$ miles; East Pennsylvania, 36 miles; Allentown, 4 $\frac{1}{2}$ miles; Berks and Lehigh, 41 $\frac{1}{2}$ miles; Little Schuylkill, 28 $\frac{1}{2}$ miles; Mine Hill and Schuylkill Haven, 52 $\frac{1}{2}$ miles; Mount Carbon and Port Carbon, 2 $\frac{1}{2}$ miles; Mill Creek and Mine Hill, 3 $\frac{1}{2}$ miles; Schuylkill Valley, 11 miles; East Mahanoy, 10 $\frac{1}{3}$ miles; Catawissa and Williamsport, 92 $\frac{2}{3}$ miles.	
Number of engine houses and shops on main line and branches owned: 21 engine houses and 24 shops.	
Number of engines.....	410
Number of first class passenger cars, (average cost of each, \$5,000,).....	231
Number of second class passenger cars, (average cost of each, \$3,000,).....	20
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, each, \$685,) 1,324; trucks, (average cost of 8-wheeled, each, \$585,) 2,355; total.....	3,679

Number of coal, ore and stone cars : Coal, (average cost of 8-wheeled, each, \$570,) 14,975 ; ore, (average cost of 8-wheeled, each, \$480,) 20 ; stone, (average cost of 8-wheeled, each, \$540,) 837 ; total.....	15,832
Number of caboose cars, (average cost of 8-wheeled, each, \$600,)	119
Number of iron bridges on main line and branches owned by the company, (total length in feet, 2,292,).....	41
Number of wooden bridges on main line and branches owned by the company, (total length in feet, 9,860,)....	152
Number of stone bridges on main line and branches owned by the company, (total length in feet, 7,459,).....	76
Number of culverts.....	No record.
Number of railroads crossed : 12 locomotive and 16 horse.	
Number of stations on main line and branches owned.....	129
Number of wood and water stations on main line and branches owned.....	55
Value of real estate held by the company exclusive of roadway, (included in construction,).....	\$7,516,589 75
Number of tunnels on main line and branches owned, (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? Wooden cross ties, broken stone and furnace cinder.	
Length in miles laid with steel rail on main line and branches owned.....	<u>81</u> ⁸³ / ₁₀₀

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

Number of miles run by passenger trains.....	1,696,524
Number of miles run by freight trains.....	1,785,974
Number of miles run by coal trains.....	3,998,648
Number of through passengers for the year on main road,	823,182
Number of passengers (all classes) carried in cars.....	6,938,129
Number of tons of 2,000 lbs. of through merchandise and coal for the year on main road and branches.....	6,500,238
Number of passengers carried one mile	76,556,003
Number of tons of merchandise and coal carried one mile,	604,522,180
Number of passengers carried one mile in the State of Pennsylvania.....	76,556,003
Number tons of merchandise and coal carried one mile in the State of Pennsylvania.....	604,522 180

RAILROAD REPORT.

Gross amount of tonnage for the year, (2,000 lbs per ton,) including materials for use of road and weight of passengers	10,099,040
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 : Freight, 14 ; Coal, 9	.
Weight of first class passenger engines	18 to 29 tons.
Weight of freight engines	24 to 38 "

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

December, 1874	497,994	July, 1875	732,867
January, 1875	573,332	August, 1875	598,986
February, 1875	387,402	September, 1875	742,658
March, 1875	489,618	October, 1875	658,552
April, 1875	519,974	November, 1875	537,370
May, 1875	585,411		
June, 1875	616,985	Total	6,938,129

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

Anthracite coal	5,882,658	Merchandise and manufact's,	117,739
Bituminous coal	283,451	Live stock	25,371
Petroleum and other oils	174,998	Lumber	249,313
Pig iron	200,706	Other articles & express goods,	371,325
Railroad iron	46,256	Co.'s merchandise, materials,	
Other iron or castings	171,574	passengers' baggage, &c.	1,212,723
Iron ore	399,766		
Stone and lime	461,308	Total	10,099,040
Agricultural products	501,852		

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

For first class passengers, proximate average	2 ⁴³ / ₁₀₀ cents.
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The rate per ton per mile charged for merchandise and coal :

For freight and tolls on coal, (2,240 lbs.,) per ton per mile, proximate average	1 ⁸⁵ / ₁₀₀ cents.
For freight and tolls on merchandise (2,000 lbs.,) per ton per mile, proximate average	2 ¹¹ / ₁₀₀ cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Coal and mdse. transportation.
Repairs or maintenance of way, including buildings.....	\$1,192,495 79	\$236,599 09	\$955,896 70
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$416,177 16		
Repairs of passenger and baggage cars.....	137,348 61		
Repairs of freight and coal cars.....	725,736 83		
Repairs of planes and stationary engines.....	39,624 35		
Repairs of depots, offices, water stations, &c.....	13,957 83		
Total.....	1,329,844 81	159,581 37	1,170,263 44
OPERATING THE ROAD.			
Office expenses, stationery, &c., agents, clerks and superintendence.....	\$386,977 65		
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance.....	480,176 49		
Engineers, firemen and all train hands.....	1,141,462 56		
Fuel and cost of preparing for use.....	881,005 76		
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	132,249 15		
Telegraph and sundry expenses.....	66,499 45		
Loss and damage of coal, merchandise and baggage.....	4,236 54		
Hauling and assorting cars in coal region and at Richmond.....	120,525 87		
Salaries of officers and clerks, law, stationery, advertising, sundries, &c.....	324,150 46		
Total.....	3,547,283 93	665,615 75	2,871,668 18
Grand total.....	6,059,624 53		

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From sale of bonds. \$2,546,828 76

RECEIPTS.

MONTHS.	Passen- gers.	Merchan- dise.	Coal.	U. S. Mail	Miscel- laneous.	Total.
December, 1874	\$150,977 03	\$227,843 63	\$553,425 26	\$4,580 93	\$3,370 68	\$939,196 53
January, 1875	139,238 76	223,364 96	77,142 89	4,113 81	6,066 47	447,171 88
February, 1875	106,897 76	197,443 92	112,828 68	4,363 94	7,169 94	417,644 24
March, 1875	136,155 83	249,512 52	162,833 23	4,363 93	6,884 29	575,749 23
April, 1875	141,525 75	274,216 07	223,894 37	4,363 94	6,539 66	650,289 79
May, 1875	161,972 19	238,613 64	277,150 50	4,363 93	7,192 51	691,192 86
June, 1875	163,833 34	247,590 16	494,839 17	4,363 93	6,896 99	917,513 59
July, 1875	179,673 35	222,555 66	1,141,712 93	4,363 95	7,683 13	1,555,974 02
August, 1875	181,927 19	275,635 62	1,162,018 27	4,365 43	7,452 75	1,631,398 26
September, 1875	188,631 15	282,977 01	1,173,084 92	4,363 94	7,190 84	1,658,257 86
October, 1875	171,462 37	318,370 30	1,290,557 39	5,663 53	6,129 95	1,722,184 54
November, 1875	144,543 89	239,904 39	1,622,511 72	4,526 39	6,249 30	1,438,782 69
Total	1,892,768 73	3,026,008 28	7,699,699 12	51,042 65	81,428 51	12,690,927 29
Add balance of interest account &c.						2,341,890 52
Grand total						15,032,817 81

SUMMARY OF PAYMENTS.

For construction and equipment	\$757,685 92
For maintaining the road, &c —repairs of machinery and operating the road	6,059,624 53
For dividends and taxes on same	2,736,173 93
For interest on bonded debt and bonds and mortgages on real estate	3,581,070 68
For rents of laterals, &c	1,319,171 18
For appropriation for renewing railroad iron, etc.	619,917 29
For State, county and city taxes	131,444 10
For sinking fund	426,650 00
Total	16,631,739 63
Total amount of surplus fund	\$999,517 46

Cost of transportation:

Cost per passenger per mile, proximate average	1 ²³ / ₁₀₀ cents.
Cost per ton of merchandise freight per mile, proximate average	1 ¹⁰ / ₁₀₀ cents.
Cost per ton coal per mile, proximate average	1 ⁸⁶ / ₁₀₀ cents.

NOTE—Taxes, cost of renewing rails, rents and interest, not included.

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

Statement of persons killed and wounded on Philadelphia and Reading railroad and branches, during year ending November 30th, 1875.

1874.

December 5. William Griff, killed; while coupling cars in motion, at Tamaqua.

December 10. W. Aldridge, slight injuries; fell off rear end of passenger train near Conshohocken.

December 10. P. Lynch, leg broken; fell off car at Conshohocken.

December 19. C. W. Hoffman, killed; jumped off train at Oxford st., Philadelphia.

December 21. John M'Cormick, killed; found dead on track at Spring Mill, supposed to have been run over by freight train.

December 22. Matthew R. Painter, killed; walking on track and run over by engine at Bridgeport.

December 23. Edward L. Fitzhugh, arm cut off; fell under cars at Germantown.

December 25. Thomas H. Lloyd, killed; run over by train while walking on track at William Penn.

December 29. Henry Kite, severe injuries; caught between coal cars while coupling, at Nicetown.

1875.

January 2. John Monohan, killed; walking on track, and run over by engine near Princetown.

January 8. T. Jackson and A. Haas, slight injuries; driving across track in a wagon, and struck by train at Philadelphia.

January 14. Edward Potterfield, killed; run over by train at Princetown.

January 18. Jackson M'Namee, slight injuries; fell off cars near Shawmont.

January 28. Unknown man, arm bruised; struck by engine, near Temple.

January 30. Hugh M'Grogan, arm hurt; coupling cars at Philadelphia.

February 9. Henry Gray, leg hurt; crossing track in wagon, and struck by engine, west of Avon.

February 9. Henry Smith, killed; driving across track in sleigh, and struck by engine at Myerstown.

February 13. James Cummiskey, badly bruised; walking on track, and struck by engine near Schuylkill Haven.

February 17. John Body, leg hurt; walking on track, and struck by engine near Schuylkill Haven.

February 20. M. Shaughnessey, ankle broken; working on track, and struck by engine at Pottsville.

February 25. Unknown man, killed; walking across track, and struck by train at Temple.

March 15. Maurice Feeny, killed; walking on track, and struck by engine west of Rutherford.

March 15. James E. Pyle, killed; coupling cars at Belmont.

RAILROAD REPORT.

537

March 25. Lawrence Krommes, arm cut off; fell under cars at Glen Carbon.

March 26. John Nolan, arm broken; caught between cars at Philadelphia.

April 10. Richard Adams, foot cut off; attempting to get on cars in motion, at head of Gordon Plane.

April 13. S. C. Reaver, arm hurt; caught while coupling cars at Philadelphia.

April 14. P. C. Jeffers, hand mashed; coupling cars at Philadelphia.

April 14. John Sutton, killed; walking on track, and struck by engine at Williamsport.

April 22. John Eckert, leg cut off; fell under train at Bridgeport.

April 23. Francis Soilliard, killed; jumped off train and fell under wheels of car, at Lebanon.

April 24. Oliver Reasor, slight injuries; standing on top of cars and struck by overhead bridge, near Hallmans.

April 24. Samuel Barker, leg cut off; fell under train at Duy's Lane.

April 29. Sylvester Weidner, hand mashed; coupling cars near Reading.

April 30. Joseph Brownback, killed; collision between freight train and engine, near Catawissa.

May 2. Unknown man, killed; found dead on track near Shamrock.

May 18. Martin Kane, hand mashed; coupling cars at Conshohocken.

May 21. Winfield Kulp, leg broken; looking out of baggage car door, and struck by bridge near Perkiomen Junction.

May 21. Margaret Fisher, killed; walking on track, and struck by engine at Philadelphia.

May 22. Bernard Dugan, slight injuries; fell off train at Philadelphia.

May 25. Patrick McGrath, foot crushed; fell under train at Locust Spring.

June 2. Edward Hampshire, killed; struck by engine at Philadelphia.

June 4. Henry Cosgrove, severe injuries; jumping off train at Manayunk.

June 5. Abraham Meyers, foot crushed; fell under cars at Philadelphia.

June 5. W. J. Haney, hip injured; driving across track in wagon, and struck by train at Philadelphia.

June 5. Thomas Booth, head cut, walking on track, and struck by engine, at Philadelphia.

June 5. John H. Carmany, slightly injured; jumped from passenger train at Manayunk.

June 6. May Jones, killed; walking on track and run over by engine, at Philadelphia.

June 10. John Mahon, killed ; run over by shifting train, at Port Richmond.

June 11. Chas. Watson, heel cut ; caught while roping cars at Lafayette.

June 11. George Obert, ankle cut ; jumped from train at Montgomery avenue, Philadelphia.

June 12. William School, killed ; found dead on track at Manayunk.

June 14. J. C. Schum, foot cut off ; trying to get on train in motion, at Shamokin.

June 15. J. D. Evans, hand and foot crushed ; fell under cars while trying to get on train at Continental siding.

June 15. James M'Caffrey, killed ; lying on track and run over by engine, at Shamokin.

June 18. Pat M'Laughlin, killed ; oiling cars, and run over while cars were in motion, at Phoenixville.

June 19. Julia M'Donnell, severely injured ; lying on track at Ashland.

June 23. William Otto, foot crushed ; jumping off train at Ashland.

July 2. Daniel Gibson, body injured ; caught between cars at Palo Alto.

July 4. Terrence M'Cube, killed ; walking on track and struck by engine, at Cressona.

July 6. Mary Jane Mason, killed ; creeping under cars in motion, at Mahanoy Plane.

July 8. Henry Harra, foot cut off ; fell off train in motion, at Bridgeport.

July 13. W. M. Miller, killed ; fell under cars, at Swedeland.

July 13. Edward Kern, collar bone broken ; fell off cars, at Mount Carmel.

July 14. Frank J. Condit, leg and arm cut off ; attempting to get on train in motion, at Philadelphia.

July 15. Unknown man, killed ; jumping off train in motion, at Philadelphia.

July 15. James Reilly, leg broken ; coupling cars at Frackville.

July 16. George Wile, killed ; fell under wheels of engine, at Wolf Creek.

July 24. Unknown man, hand mashed ; hurt on coal train collision, at Pine Grove.

July 27. James Doyle, killed ; fell under wheels of train, at Mingo.

July 28. Israel Derr, finger crushed ; unloading iron rails, on Mahanoy and Shamokin railroad.

July 30. Levi Reunrei, foot cut off ; playing on track and run over by engine, at Richmond.

July 30. ——— Hiddenwalk, killed ; fell between bumpers of cars, at Cressona.

July 31. Joseph Pounder, leg broken ; fell under wheels of coal car, at Gordon Plane.

August 2. William Morgan, slight injuries ; fell from train in motion, at Hains street, Chestnut Hill.

August 5. Wm. Hasser, severe injuries ; fell from train in motion, at Keffer's

August 7. James O'Donnel, killed ; walking on top of passenger cars, and struck by bridge at New York Junction.

August 7. Joseph Spatz, hand cut off ; crossing track in front of an engine and struck, at Reading.

August 10. Wm. Lee, head cut ; attempting to get on train in motion, at Mt. Carbon Junction.

August 17. Edward M'Cann, severe injuries ; standing on top of cars and struck by bridge, near Harrisburg.

August 17. James Henderson, leg broken ; unloading stone at Wissahickon bridge.

August 18. Rudolph Long, killed ; walking on track, and run over by train near Auburn.

August 21. E M'Donald, foot crushed ; while coupling cars at Gordon Plane.

August 30. Wm. Ogden, killed ; picking coal, and run over by engine at Nicetown Summit.

September 2. Thomas Loller, bodily injuries ; coupling cars at Philadelphia.

September 5. Augustus Lackner, head cut ; jumped off train in motion, at Falls.

September 10. Owen M'Devitt, foot crushed ; standing on track and run over, at Philadelphia.

September 11. Henry Achy, severe injuries ; walking on track, and struck by train at Manayunk.

September 13. Conrad Lang, killed ; jumping off excursion train, and run over by train passing on opposite track, at Philadelphia.

September 18. Levi Brown, foot crushed ; fell off train and run over, at Kauffman's.

September 18. James M'Dermott, head cut ; attempting to drive across track, and struck by train at Philadelphia.

September 18. Frank Langle, killed ; walking on track and run over by engine, at Mertztown.

September 21. Mary Showalter, killed ; committed suicide by laying her head on rail and run over by freight train, at Avon.

September 26. John H. P. La Bell, killed ; attempting to pass from car to car, and was thrown under wheels at Bridgeport.

September 27. Aurusho Major, killed ; trying to get on coal train in motion, and was run over at Limerick.

September 27. Michael M'Dermott, killed ; crushed while coupling cars, at Phœnixville.

October 8. Luke Nash, killed ; found insensible on track, and afterwards died ; supposed to have been run over by freight train, at Frackville.

October 8. Christopher Coxe, killed ; fell-on track and run over by passing train, at Mt. Carbon.

October 9. Frank Yeager, foot crushed ; coupling cars at Minersville.

October 11. Henry Christian, arm broken ; coupling cars at Minersville.

October 14. Thomas Hoffman, arm crushed ; Thomas Donahue, arm broken ; fell asleep in ash pit, and injured by passing engine, at Phœnixville.

October 18. Fred. Simmet, killed ; brakeman on coal train, and was thrown under wheels by chain of brake giving way, at Laurel Run.

October 18. James Lash, leg broken ; trying to get on coal train, at Tuckerton.

October 20. Dennis Keen, leg cut off ; thrown under wheels of car and run over, at Philadelphia.

October 22. W. B. Curley, leg crushed ; coupling cars at Lancaster.

October 23. Mrs. Brennan, arm crushed ; trying to cross track in front of engine and run over, at Pottsville.

October 24. Michael Long, slight injuries ; jumping off train in motion, at Springfield.

October 27. Frederick Brown, killed ; Frank Dimmerling, internal injuries ; Edward Morris, slight bruises ; Michael Fitzpatrick, arm hurt ; William Lanyon, foot and head cut ; Henry Allison, arm broken ; collision between passenger train and coal train engine, near Tuscarora.

October 28. W. F. Binder, foot crushed ; trying to get off train, and run over at Philadelphia.

October 29. John Harker, arm crushed ; attempting to get off train in motion, at Port Clinton.

October 29. Martin Penny, killed ; run over, while trying to get on coal train, at Locust Dale.

November 3. John Denscy, shoulder bruised ; walking on track, and struck by engine, at Duy's Lane.

November 3. Daniel Harner, slight injuries ; attempting to drive across track, and struck by engine, at Girardville.

November 6. Thomas Hurst, killed ; walking on track, and run over by train, near Pott's Landing.

November 6. James Scanlon, head cut; riding on coal train, and fell off, at Flat Rock Tunnel.

November 9. James Dolan, killed; found dead on track, supposed to have been run over by train, near Girardville.

November 10. John Egan, slight injuries; walking on track, and struck by engine, at St. Clair.

November 12. Charles Fox, head cut; riding on coal train, and fell off near Pencoyd.

November 12. William Farley, slight injuries; hurt in collision, near Mill Creek.

November 13. Simon Rourke, killed; trying to get on train, and was run over at Locust Gap.

November 16. James Wolsenholme, killed; jumping off coal train, in motion, and was thrown under the wheels, at Philadelphia.

November 16. Francis Pepper, severely injured; cleaning ashes off track, and struck by train, at Locust Summit.

November 18. Alfred Chase, arm crushed; stealing coal off cars, and thrown under wheels, at Conshohocken.

November 19. Mrs. Ephraim Fox, severe injuries; horses attached to wagon she was riding in, ran into train, causing injuries, at Reading.

November 19. Hannah Gorman, killed; attempting to cross track, and run over by train, at Reading.

November 21. Charles Gordon, killed; standing on roof of freight car, and struck by overhead bridge, at Oaks.

November 22. Maleria Leidy, killed; trying to get on coal train, and was struck in the back by car box, at Pottstown.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia, Pa.
A. E. Borie.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
J. B. Lippencott.....	Philadelphia, Pa.
John Ashhurst.....	Philadelphia, Pa.
Charles E. Smith.....	Philadelphia, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
J. W. Jones, First Vice President.....	Philadelphia, Pa.
G. A. Nicolls, Second Vice President.....	Philadelphia, Pa.
David J. Brown, Secretary.....	Philadelphia, Pa.
S. Bradford, Treasurer.....	Philadelphia, Pa.
John E. Wootten, General Superintendent.....	Reading, Pa.
William Lorenz, Chief Engineer.....	Philadelphia, Pa.

PHILADELPHIA AND TRENTON.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Strickland Kneass, president, and W. Taylor, 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

STRICKLAND KNEASS, *President.*

W. TAYLOR, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of February, 1876. }

HENRY C. SPACKMAN, *Notary Public.*

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 and floating debt as per last report, the amount now of funded debt, the amount now of floating debt, 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, of which 7,650 are held by the Pennsylvania railroad company, lessee, under the terms of the lease of the United New Jersey railroad and canal, and Philadelphia and Trenton railroad company.	
Par value of each share.....	\$100 00
Average market value during the year.....	130 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared, \$494,100, the balance of \$765,000 belongs to the Pennsylvania railroad company, lessee, of the United New Jersey railroad and canal company, and the Philadelphia and Trenton railroad company, being a portion of the property of the United New Jersey railroad company, transferred by said lease, and upon which amount of capital stock, under the terms of said lease, no dividends are paid or payable.	

RAILROAD REPORT.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,552,115 76	<u>\$1,545,950 41</u>

Equipment: Furnished by Pennsylvania railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Morrisville to Kensington	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.....	26.6 "
Length of sidings: Twenty-two miles, and 1,800 feet.	
Gauge of road	4 $\frac{3}{4}$ feet.
Weight of rail per yard on main track: Varies from 57 to 70 pounds per yard.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz: Connecting railway from Frankford Junction to Mantua, 6 $\frac{3}{4}$ miles, and Frankford and Holmesburg railroad, from Holmesburg Junction to Bustleton, 4.16 miles.	
Number of engine houses and shops	4
Number of engines, first class passenger cars, second class passenger cars, baggage, mail and express cars: Operated by Pennsylvania railroad company, lessee.	
Number of freight, coal, ore and stone cars.....	None assigned.
Number of iron bridges, (total length in feet, 1,111 $\frac{1}{2}$),.....	9
Number of wooden bridges, (total length in feet, 3,600,).	62
Number of stone bridges	None.
Number of culverts, (total length in feet, 663 $\frac{1}{2}$),.....	22
Number of railroads crossed: The Philadelphia and Reading and North Pennsylvania at grade, and over the Philadelphia and Reading twice, and the Philadelphia, Germantown and Norristown railroad twice.	
Number of stations on main road: Passenger, 21; freight, 13; total.....	34
Number of wood and water stations on main road: Two wood stations and 3 water stations.	
How is track laid and on what foundation? Cross-ties, with gravel ballast.	
Length in miles laid with steel rails: Fifty-seven miles of single track.	

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

Number of miles run by passenger, freight and coal trains :

Operated by Pennsylvania railroad, lessee.

Number of through passengers for the year on main road,	895,443
Number of passengers (all classes) carried in cars.....	1,723,586.2
Number of tons of 2,000 lbs of through freight for the year on main road	1,903,640
Number of passengers carried one mile.....	37,128,467
Number of tons of freight carried one mile.....	61,807,777
Number of passengers carried one mile in the State of Penn- sylvania	37,128,467
Number of tons of freight carried one mile in the State of Pennsylvania	61,807,777
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	2,053,024
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.....	35
Average rate of speed adopted by freight trains, including stops	15
Weight of first class passenger engines.....	78,800 pounds.
Weight of freight engines.....	77,500 "

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

January, 1875.....	118,158	July, 1875.....	163,601.2
February, 1875.....	116,624	August, 1875.....	165,588
March, 1875.....	133,455	September, 1875.....	164,427.2
April, 1875.....	135,813.2	October, 1875.....	158,480.2
May, 1875.....	143,301	November, 1875.....	140,032
June, 1875.....	150,968.2	December, 1875.....	133,187

The amount of freight, specifying the quantity in tons :

Total tons	2,053,024
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Not kept separately.

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

For first class through passengers	3 $\frac{4}{10}$ cents.
For first class way passengers	3 $\frac{6}{10}$ "
For second class through passengers.....	2 $\frac{5}{10}$ "
For emigrant through passengers.....	1 $\frac{7}{10}$ "

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

For through freight, coal, average rate, local freight and coal, per ton per mile.....	1 $\frac{268}{1000}$ cents.
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EXPENSES.

35 RAILROAD REP.

RAILROAD REPORT.

645

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$278,357 50	\$148,805 88	\$129,551 62
Taxes on real estate.....	6,436 67	3,213 45	3,223 22
Total.....	284,794 17	152,019 33	132,774 84
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$47,923 27	\$27,750 73	\$20,172 54
Repairs of passenger and baggage cars.....	64,205 83	64,205 83	
Repairs of freight cars.....	61,800 33		61,800 33
Repairs of tools and machinery in shops.....	1,148 00	574 43	574 47
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	37,852 84	18,934 50	18,918 34
Total.....	212,931 17	111,465 49	101,465 68
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$7,954 61	\$3,633 51	\$4,321 10
Agents and clerks.....	63,882 23	28,933 38	34,948 85
Labor—loading and unloading freight.....	45,786 84		45,786 84
Porters, watchmen and switch tenders.....	23,907 43	18,523 14	5,384 29
Car cleaning and inspecting, furniture and fixtures.....	9,655 79	6,312 09	3,343 70
Wood and water station attendance.....	4,508 33	2,256 15	2,252 18
Conductors, baggage masters and brakemen.....	85,644 06	38,077 00	47,567 08
Engineers and firemen.....	60,234 23	32,440 37	27,793 86
Fuel and cost of preparing for use.....	139,873 21	60,943 11	78,930 10
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	11,510 13	6,175 76	5,334 37
Telegraph, mail and station expenses.....	22,651 21	12,320 94	10,330 27
Loss and damage of goods and baggage.....	1,847 26	753 10	1,094 16
Shoveling snow.....	1,543 11	790 49	752 62
Damage for injury of person.....	17 68	17 68	

EXPENSES—CONTINUED.

OPERATING THE ROAD— <i>Continued.</i>	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
General superintendence.....	\$2,173 50	\$1,078 00	\$1,095 50
Contingencies, including steamboat service and insurance.....	34,427 98	32,177 40	2,250 53
Total.....	515,617 57	244,432 12	271,185 45
Grand total.....	1,013,342 91	507,916 94	505,425 97

RAILROAD REPORT.

547

RECEIPTS.

Passengers	\$1,039,123 78
Freight	784,105 29
Mail and express.....	112,390 25
Miscellaneous.....	7,303 08
Total	<u>1,942,922 40</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	None
For maintaining the road, &c.—Repairs of machinery and operating the road.....	\$1,013,342 9F
For dividends.....	49,410 00
For State taxes.....	6,927 92
Total	<u>1,069,680 83</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 $\frac{37}{100}$ cents.
Cost per ton freight per mile, proximate average.....	0 $\frac{918}{100}$ "

What express companies run on your road, and on what terms? Adams express, according to facilities furnished.

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

ACCIDENTS.

	Killed.	Injured..
Passengers .....	..	2
Employees	6	8
Others	13	27
Total	<u>19</u>	<u>37</u>

Of the passengers injured, one was stealing a ride on a freight train, and had his leg caught between bumpers; the other was walking through the baggage car, and fell out at the side door, both acting in violation of rules.

Of class others, the deaths and injuries occurred to the majority in consequence of walking on or crossing the tracks without exercising reasonable care in watching for approaching trains.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
Strickland Kneass	Philadelphia, Pa.
Josiah Bacon	Philadelphia, Pa.
John M. Kennedy	Philadelphia, Pa.
Thomas A. Scott	Philadelphia, Pa.
Edmund Smith	Philadelphia, Pa.
Geo. B. Roberts	Philadelphia, Pa.
G. Morris Dorrance	Bristol, Pa.
Wistar Morris	Philadelphia, Pa.
A. J. Derbyshire	Philadelphia, Pa.
Alex. Biddle	Philadelphia, Pa.
N. Parker Shortridge	Philadelphia, Pa.
Henry M. Phillips	Philadelphia, Pa.
Strickland Kneass, President	Philadelphia, Pa.
James R. McClure, Secretary	Philadelphia, Pa.
William Taylor, Treasurer	Philadelphia, Pa.

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 due form of law made oath that the statements in the within report for the financial year ending October 31, 1875, are true to the best of their knowledge and belief.

(Signed,)

ISAAC HINCKLEY, *President.*

A. HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1876. }

A. G. MURPHEY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$11,536,250 00
Amount paid in as by last report	11,524,250 00
Total amount now paid in of capital stock	11,536,250 00
Funded debt as per last report	2,202,000 00
Total amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1, 1884,)	\$290,000 00

RAILROAD REPORT.

549

Bonds, (date of maturity, April 1, 1876,) \$161,000 00	
Bonds, (date of maturity, April 1, 1887,) 1,000,000 00	
Bonds, (date of maturity, October 1, 1892,) 700,000 00	
Bonds, (date of maturity, April 1, 1900.) 639,000 00	
	<u>\$2,790,000 00</u>
Floating debt as per last report.....	154,874 51
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	2,790,000 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, 2d January, 1st July, 8 per cent per annum.	
Number of shares of stock issued.....	230,725
Par value of each share.....	\$50 00
Average market value during the year, about.....	57 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared: January 2, 1875, \$11,524,250; July 1, 1875, 11,536,250 00.	

COST OF ROAD.

	By last report.	By present report.
Construction.....	<u>\$11,939,346 05</u>	<u>\$12,236,875 46</u>

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	92 97 "
Length of sidings.....	48.14 "
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:	
Port Deposit branch	3¾ miles.
Roads worked or leased by the company, viz: Southwark, New Castle and Wilmington, New Castle and Frenchtown, and Delaware railroads, and Smyrna branch of Delaware railroad.	
Number of engine houses and shops: 5 engine houses, 3 shops.	
Number of engines.	74
Number of first class passenger cars, (average cost of each, \$4,000,) 12 wheeled, 24; 8 wheeled, 92.	

550 PHILADELPHIA, WILMINGTON AND BALTIMORE

Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$1,800.....	43
Number of freight cars, (average cost of each, \$690,).....	1,230
Number of coal, ore, stone and caboose cars.....	None.
Miscellaneous cars.....	13
Number of iron bridges, (total length in feet, 2,977,).....	23
Number of wooden bridges, (total length in feet, 11,583,).....	25
Number of stone bridges, (total length in feet, 1,147,).....	34
Number of culverts, (total length in feet, 743,).....	171
Number of railroads crossed.....	7
Number of stations on main road: Passenger, 55; freight, 40; total.....	95
Number of wood and water stations on main road.....	13
Value of real estate held by the company exclusive of roadway: In Pennsylvania, estimated at.....	\$70,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? Gravel and stone ballast.	
Length in miles laid with steel rail.....	154.42

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

Number of miles run by passenger trains.....	797,406
Number of miles run by freight trains.....	623,875
Number of miles run by construction trains.....	52,185
Number of through passengers for the year on main road..	354,846
Number of passengers (all classes) carried in cars.....	2,152,901½
Number of tons of 2,000 lbs. of through freight for the year on main road.....	176,931
Number of passengers carried one mile.....	65,634,440
Number of tons of freight carried one mile.....	34,260,638
Number of passengers carried one mile in the State of Pennsylvania.....	25,543,132
Number of tons of freight carried one mile in the State of Pennsylvania.....	6,991,994
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	333,309
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: Limited, 36; ordinary, 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 37 tons.
Weight of freight engines.....	29 to 35 "

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

November, 1874	158,678	May, 1875... ..	174,991
December, 1874	164,250½	June, 1875	207,842½
January, 1875.....	224,600	July, 1875.....	213,406
February, 1875	121,976	August, 1875.....	201,526
March, 1875	155,946½	September, 1875.....	191,778½
April, 1875.....	149,754½	October, 1875	188,152

The amount of freight, specifying the quantity in tons :

Anthracite coal	51,498	Stone and lime.....	58,725
Bituminous coal.....	3,972	Agricultural products.....	70,582
Petroleum and other oils.....	11,297	Merchandise and manufactures,	42,403
Pig iron.....	8,078	Live stock	22,214
Railroad iron.....	5,441	Lumber	18,440
Other iron or castings	22,584	Other articles.....	6,588
Iron and other ores.....	11,497		

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 "

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

For through freight, per ton per mile.....	.0195 cents.
For through coal, per ton per mile.....	.0152 "
For local freight, per ton per mile.....	.0396 "
For local coal, per ton per mile.....	.03 "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger trans- portation.	Freight transpor- tation.
Repairs or maintenance of way, including buildings.....	\$314,845 03	\$220,391 52	\$94,453 51
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$97,973 00	\$54,865 22	\$43,108 88
Repairs of passenger and baggage cars.....	80,504 19	86,504 19	
Repairs of freight cars.....	123,653 51		123,653 51
Repairs of tools and machinery in shops.....	20,205 09	14,143 57	6,061 52
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	33,484 32	20,090 60	13,393 72
Total.....	361,820 71	175,603 58	186,217 13
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$611 72	\$367 03	\$244 69
Porters, watchmen and switch tenders.....	58,694 23	41,085 08	17,608 28
Fuel and cost of preparing for use.....	127,090 03	76,254 06	50,836 03
Shoveling snow.....	3,514 22	2,459 95	1,054 27
General superintendence.....	801,659 23	420,010 28	381,648 95
Total.....	991,569 52	540,177 30	451,392 22
Grand total.....	1,668,235 26		

RAILROAD REPORT.

553

Receipts on construction account during the year :

From sale of bonds..... \$600,000 00

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
November, 1874.....	\$149,823 66	\$69,428 68			
December, 1874.....	131,758 95	74,337 72			
January, 1875.....	134,488 82	82,273 77			
February, 1875.....	119,165 09	91,516 21			
March, 1875.....	140,345 46	74,165 95			
April, 1875.....	147,151 34	72,171 33			
May, 1875.....	143,258 54	61,455 15			
June, 1875.....	130,530 46	59,366 59			
July, 1875.....	152,259 46	62,064 06			
August, 1875.....	140,817 48	63,944 38			
September, 1875.....	145,801 05	123,272 23			
October, 1875.....	155,321 84	137,303 86			
Total.....	1,690,722 15	971,299 93	*\$134,790 11	†\$52,741 41	\$2,849,553 60

SUMMARY OF PAYMENTS.

For construction.....	\$297,529 41
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,668,235 26
For dividends.....	922,420 00
For interest.....	141,490 37
For miscellaneous, surplus fund, municipal taxes, State taxes and United States taxes, included in general expenses.....	

Cost of transportation :

Cost per passenger per mile, proximate average.....	1.426 cents.
Cost per ton freight per mile.....	2.136 "

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

What transportation companies run on your road? None.

ACCIDENTS.

	Killed.	Injured.
Passengers.....	1	1
Employees.....	3	..
Others.....	9	9
Total.....	13	10

*Express, \$80,392 76; Mail, \$54,397 35; †Rents, \$9,801 80; Miscellaneous, \$42,939 61.

1874.

November 14. Mrs. A. Robbins, fell off train at Chester, receiving slight injuries in the head.

December 3. Ruth M'Geary, was struck by engine while walking on track in Wilmington.

December 7. J. M'Clure, was run over while walking on track in front of an approaching train, on Washington avenue, Philadelphia.

1875.

January 6. H. Dougherty, struck by engine on Washington avenue, Philadelphia, while crossing track.

January 21. J. Foy, killed at Perrymans, in attempting to cross the track in front of Limited Express train.

February 5. Wm. Johnson, foot crushed, in attempting to jump on passenger train at Wilmington.

March 12. John Dougherty, attempting to cross track in Chester was struck by a passenger train and slightly injured.

March 12. I. Newton Dickson, killed by falling off platform of car, while train was in motion, near Perrymans.

April 1. J. Roach, track foreman, struck and killed by shifting train in Philadelphia yard.

April 5. E. L. Whittington, aged 7 years, killed while playing on freight cars at Chester.

April 7. Anna Bailey, killed while attempting to cross track in front of an approaching train at Claymont.

May 6. J. Shane, while lying on track near Elkton, was killed by Limited express train.

May 19. J. Walters, employee, killed in attempting to jump on gravel train at Edgewood.

May 21. J. E. Lindermere, brakeman, killed by being struck by bridge at Paschall.

June 20. Mrs. Myers, while sitting on track at thirteen mile switch, was killed by night express train.

July 16. T. Lenihan, killed at Edge Moor by express train.

August 26. J. C. Shofner, while asleep stepped off express train at Elkton, injured very slightly.

September 1. H. T. Payne, while walking on track at Holly Oak, was killed by express train.

September 11. Rebecca Valentine, child, struck and injured by passenger train at Chester.

September 29. Thomas M'Wiggan, aged 12 years, run over in Wilmington by wood train and badly injured.

October 11. An unknown man, attempting to jump on train in Baltimore, fell under and had his foot injured.

October 19. J. Reardon, killed at Lamokin while walking on P. and B. C. track.

October 27. F. Shreeves, colored, killed at Hedgeville, Wilmington, while walking on track.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley.....	Philadelphia, Pa.
Samuel M. Felton.....	Thurlow, Pa.
Wm. Sellers.....	Philadelphia, Pa.
Samuel Welsh.....	Philadelphia, Pa.
Samuel Harlan, Jr.....	Wilmington, Del.
Joseph Bringhurst.....	Wilmington, Del.
Charles Warner.....	Wilmington, Del.
Thomas Kelso.....	Baltimore, Md.
Enoch Pratt.....	Baltimore, Md.
Thomas Donaldson.....	Baltimore, Md.
Thomas Whitridge.....	Baltimore, Md.
S. M. Shoemaker.....	Baltimore, Md.
Jacob Tome.....	Port Deposit, Md.
Nat'l Thayer.....	Boston, Mass.
Charles P. Bouditch.....	Boston, Mass.
Isaac Hinckley, President.....	Philadelphia, Pa.
Alfred Horner, Secretary and Treasurer.....	Philadelphia, Pa.

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, 1875, are true, to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed.....	96,850 00

PICKERING VALLEY

Amount paid in as by last report.....	\$92,875 00
Total amount now paid in of capital stock.....	92,945 00
Funded debt as per last report.....	332,300 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, April 1st, 1900,)	332,300 00
Floating debt as per last report.....	191,776 69
The amount now of floating debt.....	224,235 62
Total amount now of floating and funded debt.....	556,585 62
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.....	1,783
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share issued..	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	<u>\$475,149 04</u>	<u>\$475,653 97</u>

Equipment furnished by the Philadelphia and Reading railroad company, lessees.

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	0.5 miles.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned and 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, baggage, mail, express, freight, ore, stone and caboose cars, stone bridges, railroads crossed, wood and water stations	
on main road, number of tunnels, and length in miles laid with steel rail.....	
	None.
Number of iron bridges, (total length in feet, 66,).....	3
Number of wooden bridges, (total length in feet, 170,)....	2
Number of culverts, (total length in feet, 1,636,).....	39

RAILROAD REPORT.

557

Number of stations on main road, (passenger and freight,)	9
Value of real estate held by the company exclusive of road-way	\$800 00
How is track laid, and on what foundation? Cross-ties, broken cinder and stone ballast.	

Receipts on construction and equipment account during the year:

From stockholders.....	\$70 00
------------------------	---------

RECEIPTS ON LEASE ACCOUNT.

MONTHS.	Passengers.	Freight.	Coal.	Miscellaneous.	Total.
December, 1874	\$213 62	\$107 35	\$25 93	\$23 55	\$370 45
January, 1875	164 51	98 33	2 39	24 94	290 17
February, 1875.....	138 66	50 11	8 48	28 74	225 99
March, 1875.....	181 47	90 95	8 06	34 96	315 44
April, 1875.....	172 93	124 31	3 16	37 57	337 97
May, 1875.....	196 27	111 10	8 92	52 86	369 15
June, 1875.....	210 98	122 43	4 64	55 62	393 67
July, 1875.....	227 04	111 47	34 63	54 59	427 73
August, 1875.....	295 68	120 35	75 50	47 90	539 43
September, 1875.....	264 25	124 56	72 30	41 86	502 97
October, 1875.....	207 45	119 99	31 80	35 35	394 59
November, 1875.....	194 89	83 75	25 64	31 61	335 89
Total.....	2,467 75	1,264 70	301 45	469 55	4,503 45

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$504 93
For maintaining the road, &c.—repairs of machinery and operating the road, and for dividends.....	Nothing.
For interest on bonded debt.....	23,261 00
For miscellaneous, (contingent expenses,.).....	841 39
For discount and interest.....	12,084 89
For municipal and United States taxes.....	None.
For State taxes.....	40 85
Total	36,733 06

ACCIDENTS.

None.

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 twenty-nine years.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Harman Pennypacker.....	Chester Springs, Pa.
Levi Oberholtzer.....	Phoenixville, Pa.
John Oberholtzer.....	Cambria Station, Pa.
Daniel Keeley.....	Uwehlan, Pa.
H. K. Brownback.....	Uwehlan, Pa.
Joseph J. Tustin.....	Chester Springs, Pa.
Jacob Beerbrower.....	Uwehlan, Pa.
Adam Raby.....	Kimberton, Pa.
Ellis Reeves.....	Phoenixville, Pa.
Samuel Kreamer.....	Phoenixville, Pa.
Samuel Hallman.....	Chester Springs, Pa.
Levi B. Kaler.....	Phoenixville, Pa.
James Boyd.....	Norristown, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welch, Treasurer.....	Philadelphia, Pa.

PITTSBURG AND CASTLE SHANNON.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared M. 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, 1875, are true to the best of their knowledge and belief.

(Signed)

M. D. HAYS, *President.*

J. REAMER, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of February, 1876. }

WM. LITTLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	961,600 00
Amount paid in as by last report.....	542,259 50
Total amount now paid in of capital stock.....	621,782 30
Funded debt as per last report.....	291,156 47
The amount now of funded debt, (classified,) as follows:	
First mortgage.....	237,177 94
Floating debt as per last report.....	136,966 69
The amount now of floating debt	102,237 99

RAILROAD REPORT.

559

Total amount now of floating and funded debt.....	\$339,415 93
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	19,232
Par value of each share.....	\$50 00
Average market value during the year.....	6 00
Amount paid in on each share on which all calls have been paid.....	35 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$415,215 79	\$439,396 17
Equipment.....	87,336 59	88,593 62
Total cost.....	<u>502,552 38</u>	<u>527,989 79</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Finleyville,	17 miles.
Length of main line of road laid.....	6 "
Length of main line of road laid in Pennsylvania.....	6 "
Length of sidings.....	$\frac{7}{8}$ "
Gauge of road.....	40 inches.
Weight of rail per yard on main track.....	45 to 50 lbs.
Branch roads owned by the company, and their length, viz:	
To mines.....	3 $\frac{1}{2}$ miles.
[We have a passenger and coal incline plane which has been in operation for about two months, scarcely time enough to make a report.]	
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, \$2,850,).....	3
Number of second class passenger cars, (average cost of each, \$400,).....	4
Number of baggage, mail and express cars.....	None.
Number of freight cars: House cars and trucks, (average cost of each, \$375,).....	2
Number of coal cars, (average cost of each, \$48 00,)....	416
Number of wooden bridges, (total length in feet, 1,530,)..	4
Number of culverts, (total length in feet, 300,).....	4
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	\$272,139 67
Number of tunnels, (length in feet, 1,740, 1,766,).....	2
How is track laid, and on what foundation? Oak and locust ties, 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 freight trains, about	22,000
Number of miles run by coal trains, about	26,000
Number of through passengers for the year on main road,	73,477
Number of passengers (all classes) carried in cars.....	107,694
Number of tons of 2,000 lbs. of through freight for the year on main road.....	None.
Number of passengers carried one mile.....	486,662
Number of tons of freight carried one mile.....	315,570
Number of passengers carried one mile in the State of Pennsylvania	486,662
Number of tons of freight carried one mile in the State of Pennsylvania.....	315,570
Gross amount of tonnage for the year, (2,000 lbs per ton,)	105,190
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.....	12 tons.
Weight of freight engines.....	7, 10 & 20 "

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

January, 1875.....	4,227	July, 1875	11,829
February, 1875.....	3,740	August, 1875	22,014
March, 1875.....	5,283	September, 1875.....	10,356
April, 1875.....	5,075	October, 1875.....	8,890
May, 1875.....	5,950	November, 1875.....	11,282
June, 1875.....	6,937	December, 1875.....	12,141

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

Bituminous coal.....	104,412
Other articles.....	778

RAILROAD REPORT.

561

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

For first class through passengers.....	3.33 cents.
For first class way passengers.....	3.33 "

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

For through freight per ton per mile, including incline service.....	10 cents.
For through coal: Deliver our own coal only.	
For local freight, per ton per mile, including incline service.....	15 "

EXPENSES.

562

PITTSBURG AND CASTLE SHANNON

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings, and taxes on real estate.....	\$443 33	.....	\$443 33
REPAIRS OF MACHINERY.			
Repairs of engines, tenders, passenger, baggage and freight cars, tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops,	\$9,779 06	\$762 70	\$9,016 36
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,013 58		\$1,013 58
Agents and clerks.....	8,250 00	600 00	7,650 00
Engineers, firemen and other employees in transportation and delivery of coal.....	37,735 10	3,300 00	34,435 10
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,204 13	300 00	904 13
General superintendence.....	2,700 00		2,700 00
Contingencies.....	3,410 00		3,410 00
Total	54,312 81		
Grand total	64,535 20	4,962 70	59,572 50

RAILROAD REPORT.

563

Receipts on construction and equipment account during the year :

From stockholders.....	\$79,523 00
From sale of bonds.....	None.
From other sources.....	296,407 47
Total.....	375,930 47

RECEIPTS.

MONTHS.	Passengers.	*Miscellaneous.	Total.
January, 1875.....	\$461 55	\$31,473 88	\$31,934 93
February, 1875.....	367 50	20,831 56	21,199 06
March, 1875.....	539 00	33,634 54	34,173 54
April, 1875.....	516 30	35,202 89	35,719 19
May, 1875.....	597 45	42,727 35	43,324 80
June, 1875.....	854 55	37,672 11	38,526 66
July, 1875.....	1,558 50	33,655 81	35,213 31
August, 1875.....	3,331 95	22,300 16	25,632 11
September, 1875.....	1,318 20	20,287 71	21,605 91
October, 1875.....	503 91	26,610 81	27,114 72
November, 1875.....	476 47	26,939 40	27,415 87
December, 1875.....	561 15	33,509 22	34,070 37
Total.....	11,086 53	364,843 94	375,930 47

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$25,437 41
For maintaining the road, &c.—repairs of machinery and operating the road.....	64,535 20
For dividends and United States taxes.....	None.
For interest.....	19,409 43
For miscellaneous.....	264,385 90
For surplus fund.....	629 95
For municipal taxes.....	319 00
For State taxes.....	2,246 45
Total.....	376,963 34

Total amount of surplus fund, cash.....	\$629 95
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Cost of transportation :

Cost per passenger per mile, proximate average, about....	2½ cents.
Cost per ton freight per mile, proximate average, including incline service.....	8 “

What express and transportation companies run on your road? None.

ACCIDENTS.

None.

*This embraces the operation of the coal and real estate departments and the receipts of temporary loans on notes, &c., stock as above.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Kerr, M. D.....	Pittsburg, Pa.
Josiah Reamer.....	Pittsburg, Pa.
F. T. Plunkett.....	Pittsburg, Pa.
D. O. Cunningham.....	Pittsburg, Pa.
Thos. N. Miller.....	Pittsburg, Pa.
John Jahn.....	Pittsburg, Pa.
H. M. Rolfe.....	Pittsburg, Pa.
J. H. Ortman.....	Pittsburg, Pa.
James M. Bailey.....	Pittsburg, Pa.
James M'Quiston.....	Pittsburg, Pa.
M. D. Hays, President.....	Pittsburg, Pa.
Josiah Reamer, Secretary and Treasurer.....	Pittsburg, Pa.

PITTSBURG, CINCINNATI AND ST. LOUIS.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared William Thaw, vice president, and Thomas D. Messler, comptroller, of the Pittsburg, Cincinnati and St. Louis railway company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

WILLIAM THAW, *Vice President.*

THOS. D. MESSLER, *Comptroller.*

Sworn and subscribed before me, this }
 24th day of February, 1876. }

FRANK SEMPLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$13,500,000 00
Amount of stock subscribed.....	8,437,300 00
Amount paid in as by last report.....	8,433,750 00
Total amount now paid in of capital stock.....	8,437,300 00
Funded debt as per last report.....	15,010,360 99
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, 1900,)...	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	4,500 00	
S. and I. Columbus and Newark division bonds, (due January 1, 1890,)	775,000 00	
		\$15,008,060 99
Floating debt as per last report	1,283,623 26	
The amount now of floating debt	2,243,856 58	
Total amount now of floating and funded debt	17,251,917 57	
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.; 3d mortgage, C. and N. division, 7 per cent.		
Date and rate per cent. per annum of dividend or dividends:		None.
Number of shares of stock issued	168,746	
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	\$16,003,305 88	\$16,076,604 88
Equipment	3,750,577 35	3,750,945 58
Total cost	19,753,883 23	19,827,550 46

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg, Pa., to Colum- bus, O., including 1 mile leased between Pittsburg and Washington turnpike	192 $\frac{3}{10}$ miles.
Length of main line of road laid	192 $\frac{3}{10}$ "
Length of main line of road laid in Pennsylvania	35 $\frac{1}{10}$ "
Length of double track of road	15 $\frac{4}{10}$ "
Length of sidings	47 $\frac{1}{10}$ "
Gauge of road	4 feet. 9 $\frac{1}{2}$ in.
Weight of rail per yard on main track: Steel, 60 pounds; iron, 60 and 64 pounds.	
Branch roads owned by the company and their length, viz: Cadiz branch, from Cadiz junction to Cadiz, 8 $\frac{1}{10}$ miles; sidings, 7 $\frac{3}{10}$ miles.	

Roads worked or leased by the company, viz: Chartiers railway, Little Miami railroad, Columbus, Chicago and Indiana Central railway, operated under orders of United States court, and 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,).....	10
Number of second class passenger cars, (average cost of each, \$2,000,).....	24
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,).....	102
Number of caboose cars, (average cost of each, \$870,)....	35
Number of iron bridges, (total length in feet, 4,533½,)....	7
Number of wooden bridges, (total length in feet, 3,363½,)....	64
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.....	25
Value of real estate held by the company exclusive of roadway: Included in cost of road and equipment.	
Number of tunnels, (length of each, in feet, 1,393, 2,373, 327, 838, 351, 1,315, 945, 1,396, 1,290,).....	9
How is track laid, and on what foundation? On cross-ties, ballasted with stone, gravel and cinder.	
Length in miles laid with steel rail.....	63.13

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

Number of miles run by passenger trains.....	652,940
Number of miles run by freight trains.....	1,998,732
Number of miles run by coal trains.....	107,872
Number of through passengers for the year on main road,	88,047
Number of passengers (all classes) carried in cars.....	692,243

RAILROAD REPORT.

567

Number of tons of 2,000 lbs. of through freight for the year on main road	582,573
Number of passengers carried one mile	29,518,634
Number of tons of freight carried one mile	207,337,833
Number of passengers carried one mile in the State of Pennsylvania	5,165,761
Number of tons of freight carried one mile in the State of Pennsylvania	36,284,121
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,535,114
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,)	15
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, 1875	49,167	July, 1875	57,930
February, 1875	42,182	August, 1875	63,244
March, 1875	56,223	September, 1875	65,908
April, 1875	55,478	October, 1875	70,535
May, 1875	58,495	November, 1875	58,117
June, 1875	57,549	December, 1875	57,415

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal ..	579,589	Stone and lime	30,478
Petroleum and other oils	4,176	Agricultural products	285,291
Pig iron	15,182	Merchandise and manufactures ..	302,312
Railroad iron	10,284	Live stock	140,396
Other iron or castings	34,657	Lumber	86,324
Iron and other ores	15,084	Other articles	81,341

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

For first class through passengers	2.60 cents.
For first class way passengers, (average,)	3.25 "
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 and coal, per ton per mile	$\frac{7}{16}$ cents.
For local freight and coal, per ton per mile	$1\frac{4}{16}$ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$674,566 82	\$181,746 49	\$492,820 33
Taxes on real estate: Included in municipal and State taxes.			
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$180,866 82	\$44,223 95	\$136,642 87
Repairs of passenger and baggage cars.....	83,441 21	83,441 21	
Repairs of freight cars.....	114,561 18		114,561 18
Repairs of tools and machinery in shops.....	25,620 04	6,405 01	19,215 03
Incidental expenses, including oil, fuel clerks, watchmen, &c., about shops.....	92,857 43	23,214 36	69,643 07
Total.....	497,346 68	157,284 53	340,062 15
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$22,804 82	\$10,857 57	\$11,947 25
Agents and clerks.....	138,645 25	31,378 88	107,266 37
Labor—loading and unloading freight.....	46,905 84		46,905 84
Porters, watchmen and switch tenders.....	36,121 17	9,030 29	27,090 88
Car cleaning and inspecting, furniture and fixtures.....	25,852 44	12,620 27	13,232 17
Wood and water station attendance.....	18,428 18	4,607 04	13,821 14
Conductors, baggage masters and brakemen.....	208,720 82	52,787 47	153,933 35
Engineers and firemen.....	160,627 70	38,453 86	122,174 84
Fuel and cost of preparing for use.....	135,628 47	26,988 98	108,639 49
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	81,994 94	8,000 48	23,994 46
Telegraph, mail and station expenses.....	70,736 67	28,953 75	41,782 92
Loss and damage of goods and baggage.....	15,763 82	4,423 67	11,340 15
Use of freight cars.....	219,466 21		219,466 21
Shoveling snow.....	1,455 04	363 76	1,091 28
Damage for injury of persons.....	15,690 85	10,239 42	5,450 93
Damage to property, including damage by fire and cattle killed on road.....	2,453 20	891 08	1,562 12
General superintendence.....	27,914 70	8,404 89	19,509 81
Contingencies.....	51,820 24	15,050 68	36,778 66
Total.....	1,229,038 86	263,001 59	966,036 77
Grand total.....	2,400,951 86		

Receipts during the year :

From stockholders	\$3,550 00
From other sources: Increase of floating debt.....	960,233 32
Total	<u>963,783 32</u>

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875	\$52,283 67	\$182,827 34	\$7,229 25	\$383 50	\$242,723 76
February, 1875	45,190 51	173,595 10	6,826 85	53 00	225,665 46
March, 1875.....	57,212 18	191,525 52	9,497 05	209 25	258,444 00
April, 1875.....	58,926 58	217,068 40	9,832 80	407 97	286,235 25
May, 1875.....	64,684 78	175,354 03	8,625 20	312 40	248,976 41
June, 1875.....	63,657 73	171,616 38	7,444 15	171 09	242,889 35
July, 1875.....	62,416 73	160,795 45	6,766 83	299 05	230,278 06
August, 1875.....	69,475 16	161,843 70	7,009 32	205 35	238,533 53
September, 1875.....	82,738 26	216,298 58	9,959 20	163 05	308,159 09
October, 1875.....	79,363 56	240,264 43	8,708 90	284 75	328,621 64
November, 1875.....	62,917 49	230,064 82	9,359 88	106 36	302,448 55
December, 1875.....	56,324 76	196,896 83	9,120 88	158 43	262,494 90
Total	755,191 41	2,317,644 58	100,379 81	2,754 20	3,175,970 00

SUMMARY OF PAYMENTS.

For construction and equipment	\$13,667 23
For maintaining the road, &c.—repairs of machinery and operating the road.....	2,400,951 86
For decrease in funded debt.....	2,300 00
For interest.....	787,510 38
For miscellaneous.....	834,267 71
For surplus fund, municipal taxes and State taxes.....	41,056 14
Total	<u>4,139,753 32</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	2 $\frac{4}{100}$ cents.
Cost per ton freight per mile, proximate average.....	$\frac{868}{1000}$ "

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 companies run on your road, and on what terms? The through freight line of the Pennsylvania route, now owned by the Pennsylvania company, under various names, as Union Line, National Line and Allentown Line. They carry the through freight traffic at current rates, and are paid a pro rata for terminal expenses.

ACCIDENTS.

	Killed.	Injured.
Employees	4	6
Others	6	7
Total	10	13

1875.

January 7. Henry Thomas, track walker, Brodhead ; struck by passenger train, while trying to avoid freight on another track, and instantly killed.

January 14. Montford Sheets, brakeman, Mansfield ; left arm badly crushed while coupling cars.

February 21. James Neely, brakeman, Pittsburg yard ; two fingers crushed while coupling cars.

March 29. William Reed, brakeman for Oak Ridge coal company, one-quarter mile east of Oakdale, Pa., foot badly injured while coupling cars.

May 6. Patrick Foley, one-half mile east of Mansfield ; struck by express while standing on track and badly injured.

May 6. W. A. Work, conductor, Willow Grove ; fell from train and was instantly killed.

May 15. Amos Thompson, brakeman, Mansfield ; second section of freight ran into rear of first section, one rib and wrist fractured.

May 29. Herbert Williams, near Mansfield, stealing a ride ; jumped off train and fractured his skull.

June 14. Matthew Polen, coal miner, near Midway ; supposed to have been struck by a night train ; killed.

July 3. G. Reiger, Dinsmore ; run over by engine backing to couple to freight train and instantly killed.

July 22. Dennis Martin, laborer on Pennsylvania railroad, Pennsylvania railroad yard, Pittsburg ; attempted to cross between drafts of cars drilling, and was caught between bumpers, died July 24, 1875.

September 8. H. D. Cook, freight brakeman, Monongahela bridge, Pittsburg ; fell from caboose through bridge and was killed.

September 11. John Murphy, coal miner, west of No. 7 bridge ; stepped on track in front of accommodation train and was killed.

September 11. James Murphy, coal miner, west of No. 7 bridge ; struck by engine while trying to rescue John Murphy ; body bruised and skull fractured.

September 15. Martin Navish, brakeman, Midway ; jumped from top of car and dislocated left shoulder and fractured left thigh.

September 15. William Perry, brakeman, Pittsburg yard ; hand smashed while coupling cars.

October 2. Geo. Towers, brakeman, M. C. and C. company, bridge No. 7; fell from train over bridge; side, hip and shoulder bruised.

October 8. A. L. M'Connell, Burgettstown; attempted to cross track in front of passenger train; left arm and leg fractured and collar bone broken.

October 12. R. Sands, inmate of county home, East End Cork Run tunnel; supposed to have been run over by freight train; found insensible, and died from injuries.

October 23. J. Dillon, West End Pittsburg tunnel; struck by freight train and killed.

October 29. P. M'Donough, laborer for contractors, Jones Ferry, stepped out of road of coal train, and was struck by passenger train coming round curve; one arm and one leg broken.

November 18. John Driscoll, laborer, West End Cork Run tunnel, freight ran into work train; killed.

November 29. Isaac Printer, brakeman; foot crushed while coupling cars.

Names and Residence of Officers.

Directors.	Post office address.
Thos. A. Scott.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
S. Kneass.....	Philadelphia, Pa.
H. H. Houston.....	Philadelphia, Pa.
J. N. DuBarry.....	Philadelphia, Pa.
Wm. Thaw.....	Pittsburg, Pa.
J. N. M'Cullough.....	Pittsburg, Pa.
R. Sherrard, Jr.....	New York city.
D. S. Gray.....	Columbus, O.
G. W. Adams.....	Dresden, O.
A. Gaither.....	Cincinnati, O.
Thos. A. Scott, President.....	Philadelphia, Pa.
Wm. Thaw, 2d Vice President.....	Pittsburg, Pa.
J. N. M'Cullough, 3d Vice President.....	Pittsburg, Pa.
Thos. D. Messier, Comptroller.....	Pittsburg, Pa.
John C. Davidson, Assistant Comptroller.....	Pittsburg, Pa.
John W. Renner, Auditor.....	Pittsburg, Pa.
M. C. Spencer, Treasurer.....	Pittsburg, Pa.
W. H. Barnes, Secretary.....	Pittsburg, Pa.
D. W. Caldwell, General Manager.....	Columbus, O.
M. J. Becker, Chief Engineer.....	Columbus, O.
S. M. Felton, Jr., General Superintendent.....	Pittsburg, Pa.
Wm. Stewart, General Freight Agent.....	Pittsburg, Pa.
W. L. O'Brien, Gen. Passenger & Ticket Agent.....	Columbus, O.

PITTSBURG AND CONNELLSVILLE.

STATE OF MARYLAND, }
 City of Baltimore, } ss:

Personally appeared John King, Jr., 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 September 30, 1875, are true to the best of their knowledge and belief.

(Signed)

JOHN KING, JR., *President.*

CHAS. DONNELLY, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of December, 1875. }

W. W. LATIMER,

Commissioner for Pennsylvania, residing in Baltimore City, Md.

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.....	9,500,000 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, 1898,).....	4,000,000 00
2d mortgage bonds, (date of maturity, May 18, 1902,)	5,000,000 00
3d mortgage bonds, (date of maturity, 1883,).....	100,000 00
	9,500,000 00
Floating debt as per last report	2,668,535 41
The amount now of floating debt.....	3,606,523 75
Total amount now of floating and funded debt.....	13,106,523 75
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.

RAILROAD REPORT.

573

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.....	\$11,961,912 28	\$11,983,346 32
Equipment.....	466,724 99	469,185 77
Total cost.....	<u>12,428,637 27</u>	<u>12,452,532 09</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Pittsburg to Cumberland,	149 $\frac{8}{10}$ 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, (in actual use, 2.26 miles.)	4 "
Length of sidings	34 $\frac{3}{10}$ "
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned by the company, and their length, viz :	
Hickman Run railroad.....	1 $\frac{8}{10}$ miles.
Roads worked or leased by the company, viz: Mount Pleasant and Broadford railroad, and Fayette County railroad.	
Number of engine houses and shops.....	8
Number of engines.....	26
Number of first class passenger cars, (average cost of each, \$4,000,).....	14
Number of second class passenger cars, (average cost, \$1,000,).....	1
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,) 84; trucks, (average cost of each, \$500,) 80; total,	164
Number of coal, ore and stone cars: Stone, (average cost of each, \$500,) 15; ore and coal.....	None.
Number of caboose cars, (average cost of each, \$600,)....	24
Number of iron bridges, (total length in feet, 2,862,)....	25
Number of wooden bridges, (total length in feet, 232,)....	4
Number of stone bridges, (total length in feet, 25,).....	1

Number of culverts.....	None.
Number of railroads crossed: 1 at grade, 1 above grade; total.....	2
Number of stations on main road: Passenger and freight..	70
Number of wood and water stations on main road.....	25
Value of real estate held by the company exclusive of road- way.....	\$111,190 98
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? Cross-ties, resting on broken 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.....	363,133
Number of miles run by freight trains.....	926,857
Number of miles run by coal trains.....	83,789
Number of through passengers for the year on main road, east and west.....	12,796
Number of passengers (all classes) carried in cars.....	668,153
Number of tons of 2,000 lbs. of through freight for the year on main road.....	364,944
Number of passengers carried one mile.....	8,260,655
Number of tons of freight carried one mile.....	72,773,718
Number of passengers carried one mile in the State of Penn- sylvania.....	8,199,960
Number of tons of freight carried one mile in the State of Pennsylvania.....	70,494,747
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	1,411,671
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops, (miles per hour,).....	28
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	12
Weight of first class passenger engines.....	33 tons.
Weight of freight engines.....	38 "

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

November, 1874.....	64,179	May, 1875.....	62,557
December, 1874.....	57,236	June, 1875.....	63,307
January, 1875.....	59,294	July, 1875.....	66,767
February, 1875.....	50,932	August, 1875.....	66,831
March, 1875.....	61,114	September, 1875.....	68,086
April, 1875.....	47,870		

The amount of freight specifying the quantity in tons :

Coke	615,283	Agricultural products	28,019
Bituminous coal	448,743	Merchandise & manufactures	43,532
Petroleum and other oils	62,762	Live stock	1,942
Pig iron	19,156	Lumber	34,617
Railroad iron	1,356	Other articles	15,257
Other iron or castings	58,782		
Iron and other ores	24,881	Total	<u>1,411,671</u>
Stone and lime	56,341		

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	1½ "
For second class way passengers	<u>None carried.</u>

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

For through freight, per ton per mile . . . . .	.0116 cents.
For through coal, per ton per mile . . . . .	.0117 "
For local freight, per ton per mile . . . . .	.0228 "
For local coal, per ton per mile	<u>.0186 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings	<u>\$460,678 38</u>
--	---------------------

Repairs of machinery :

Repairs of engines and tenders	\$87,923 67
Repairs of passenger and baggage cars	24,180 13
Repairs of freight, caboose, hand and ballast cars	48,737 09
Repairs of tools and machinery in shops	10,850 94
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	59,951 21
Total	<u>231,643 04</u>

Operating the road.

Office expenses, stationery, &c	\$11,435 54
Agents and clerks—labor: loading and unloading freight, Switch tenders	78,000 43
Car cleaning	4,218 15
Car cleaning	4,899 60
Wood and water station attendance	2,480 39
Conductors, baggage masters and brakemen	101,743 26
Engineers and firemen	79,270 02
Fuel	48,737 57

Oil and waste for engines and tenders, passenger, baggage and freight cars.....	\$18,888 17
Telegraph, mail and station expenses.....	23,548 97
Loss and damage of goods and baggage.....	2,394 47
Use of cars and engines.....	167,660 64
Damage for injury of persons.....	11,343 76
Damage to property, including damage by fire and cattle killed on road.....	600 00
Contingencies and other items not enumerated.....	75,082 05
Total.....	630,603 02
Grand total.....	\$1,322,924 44

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, 1874.....	\$27, 124 49	\$79, 291 63	\$3, 314 99	\$109, 731 11
December, 1874.....	28, 513 79	82, 334 44	4, 002 79	114, 851 02
January, 1875.....	22, 397 66	66, 426 94	2, 787 70	91, 612 30
February, 1875.....	19, 892 21	52, 946 93	2, 730 93	75, 570 07
March, 1875.....	26, 035 99	71, 609 72	2, 748 05	100, 393 76
April, 1875.....	23, 511 65	95, 815 42	2, 797 85	122, 124 92
May, 1875.....	27, 115 35	120, 962 01	2, 842 51	150, 919 87
June, 1875.....	29, 347 98	152, 751 12	2, 875 19	184, 974 29
July, 1875.....	30, 881 02	136, 169 67	2, 748 00	169, 798 69
August, 1875.....	27, 903 58	139, 688 52	3, 072 84	170, 669 94
September, 1875.....	29, 335 59	153, 952 66	6, 860 44	190, 148 69
Total.....	292, 059 31	1, 151, 944 06	36, 781 29	1, 480, 784 66

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$23,894 82
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,322,924 44
For dividends, surplus fund and United States taxes.....	None.
For interest.....	1,049,642 48
For miscellaneous.....	10,166 32
For municipal taxes.....	4,225 29
For State taxes, (credit over payment on tonnage tax, from April 30, 1864, to June 30, 1873, \$23,904 26.).....	3,712 49
Total.....	\$2,414,565 84
Total amount of surplus fund, less State taxes on tonnage,	23,904 26
Total.....	2,390,661 58

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: These accounts have not been kept in such a manner as to give an answer.

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

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

ACCIDENTS.

	Killed.	Injured.
Passengers.....	..	8
Employees.....	9	6
Others.....	6	6
Total.....	15	20

1874.

November 17. The body of an unknown colored man found on the track in Pittsburg; supposed to have been run over by the M'Keesport accommodation.

December 9. Mrs. Keffer, William Hoosic, Miss Hogg, J. G. Phillippi, David Stickle and James Wilkie, passengers, were slightly injured at Evan Station, Fayette County Branch, by coach jumping the track.

December 12. Mary Brice, child, injured about the body; was struck by freight train whilst backing on siding, at Alpsville.

December 23. Stephen Maloney, arm crushed; was struck by freight train whilst lying on the track, intoxicated, at Bracken's Fill.

1875.

January 15. D. Canley, laborer, fatally injured whilst attempting to cross the track ahead of train, in Pittsburg yard.

January 24. Thomas Sturgeon, yard conductor, instantly killed whilst attempting to get on cars when in motion, in Pittsburg.

February 2. Rev. J. W. Staub, passenger, jumped from express train while in motion, near Guffey's, and had foot badly crushed.

February 9. John Chalfant, freight conductor; in stepping from train, at Shaner's, his foot slipped and he fell under the engine, receiving fatal injuries.

February 15. John Irwin, brakeman; leg crushed whilst stepping from train, at Myersdale.

February 19. John Carroll, brakeman; right hand crushed whilst coupling cars, at Bridgeport.

February 21. John Kelso, track laborer; fell between the cars and was instantly killed, at Sandpatch.

37 RAILROAD REP.

March 11. James Dwyer, brakeman; had foot crushed whilst coupling cars, at Glenwood.

March 30. John A. Crawford, engineer, and J. L. Roberts, fireman; fatally injured by express train running into a landslide, near Southampton.

April 21. The body of an unknown man found on track, near Brooke tunnel; supposed to have been run over by freight train.

May 3. Archibald M'Kenzie, child three years old, walking on track, near Linden, was struck by engine of accommodation train, and had left shoulder injured.

May 5. Conrad Hoffman, a tramp, whilst attempting to board a freight train, at Layton's, for the purpose of stealing a ride, had his leg crushed between bumpers of cars.

May 27. Thos. Rutherford, fatally injured, and John Riddle, seriously injured in car collision, near Garrett. Both men were discharged employees, and were riding on freight when the accident occurred.

May 28. A. G. Railing, brakeman, found dead on the track; supposed to have been struck by overhead bridge at Saltsburg, and knocked from train.

June 27. Charles Hose, brakeman, had wrist broken in collision of empty engine with freight train, at Pinkerton.

July 19. John Richardson, whilst riding on Mount Pleasant Branch freight train, fell beneath the cars near Fountain Mills, and was instantly killed.

July 21. Reuben M'Michaels, jumped from express train at Port Perry; foot caught under car and was badly crushed, necessitating amputation.

August 1. Dennis O'Rourke, track laborer, whilst dislodging some drift wood under a culvert, in Connellsville, was caught in the current of water and drowned.

August 6. John Houston, walking on the track whilst under the influence of liquor, was struck by accommodation train, near Riverton, and fatally injured.

August 9. Crate Gadd, brakeman, hand crushed whilst coupling cars, at Fountain Mills.

September 3. C. E. Patterson, coke company's agent, had foot crushed in attempting to get on Mount Pleasant Branch freight train, near Summit mines.

September 18. Jacob King, whilst intoxicated, stepped on track and was struck by accommodation train, near Broadford, and fatally injured.

September 26. John Yohe, engineer, leg broken, and Samuel Graff, fireman, instantly killed in car collision, near Ellrod.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John King, Jr.....	Baltimore, Md.
William Keyser.....	Baltimore, Md.
Mendes Cohen.....	Baltimore, Md.
W. H. Perkins.....	Baltimore, Md.
H. G. Vickery.....	Baltimore, Md.
Chas. Webb.....	Baltimore, Md.
Hugh Sisson.....	Baltimore, Md.
John Donnell Smith.....	Baltimore, Md.
W. S. Bissell.....	Pittsburg, Pa.
G. L. B. Fetterman.....	Pittsburg, Pa.
William Baldwin.....	Pittsburg, Pa.
G. R. Dennis.....	Frederick, Md.
John King, Jr., President.....	Baltimore, Md.
J. B. Washington, Secretary.....	Pittsburg, Pa.
Charles Donnelly, Treasurer.....	Pittsburg, Pa.

PITTSBURG, FT. WAYNE AND CHICAGO.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared Geo. W. Cass, president, and F. M. Hutchinson, treasurer, of the Pittsburg, Ft. 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, 1875, are true to the best of their knowledge and belief.

(Signed)

GEO. W. CASS, *President.*

F. M. HUTCHINSON, *Treasurer.*

Sworn and subscribed before me, this }
4th day of February, 1876. }

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..... 23,814,285 71

Total amount now paid in of capital stock:

Full stock.....\$19,712,700 00

Scrip stock..... 1,585 71

Guaranteed special stock..... 4,100,000 00

————— 23,814,285 71

Funded debt as per last report.....\$13,535,000 00

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

1st mortgage bonds, (date of maturity, 1912,).....	\$5,250,000 00	
2d mortgage bonds, (date of maturity, 1912,)	5,160,000 00	
3d mortgage bonds, (date of maturity, 1912,)	2,000,000 00	
Equipment bonds, (date of maturity, 1884,).....	1,000,000 00	
P., F. W. and C. R. R. Co. construction band, (date of maturity, 1887,).....	100,000 00	
O. and P. bridge bonds, (date of maturity, 1876,).....	25,000 00	
	<hr/>	13,535,000 00

Floating debt as per last report..... 13,229 62

The amount now of floating debt..... None.

Total amount now of floating and funded debt..... 13,535,000 00

Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; 3d mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends, Cash, 7 per cent., quarterly, March 31, June 30, September 30, and December 31.

Number of shares of stock issued	238,127
Par value of each share.....	\$100 00
Average market value during the year	92 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared.....	23,814,285 71

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Total cost, including real estate.....	\$28,977,922 33	\$29,322,247 17

CHARACTERISTICS OF ROAD.

Length of main line of road, Pittsburg, Pa., to Chicago, Ill.,	468,388	miles.
Length of main line of road laid	468,388	"
Length of main line of road laid in Pennsylvania.....	48,897	"
Length of double track of road	57,186	"
Length of sidings....	135,106	"

RAILROAD REPORT.

581

Gauge of road.....	4 ft. 9½ inches.
Weight of rail per yard on main track.....	60 lbs.
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz: New Castle and Beaver Valley, and Lawrence railroads.	
Number of engine houses and shops.....	20
Number of engines.....	278
Number of first class passenger cars, (average cost of each, \$3,000,).....	109
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: House cars, (average cost of each, \$675,) 1,878; stock cars, (average cost of each, \$675,) 1,242; trucks, included in stone, coal and ore; total...	3,120
Number of coal, ore and stone cars, (average cost of each, \$500,).....	2,035
Number of caboose cars, (average cost of each, \$725,)....	131
Number of iron bridges, (total length in feet, 5,567.93,)...	48
Number of wooden bridges, (total length in feet, 8,541,)..	76
Number of stone arch culverts of 15 span and over, (total length in feet, 970,).....	40
Number of open culverts, from 6 to 25 feet span, (total length in feet, 4,049.5,).....	263
Number of railroads crossed.....	23
Number of stations on main road: Passenger, 134; freight, 73; total.....	134
Number of wood and water stations on main road.....	54
Value of real estate held by the company exclusive of roadway: Included in construction and equipment.	..
Number of tunnels.....	None.
How is track laid, and on what foundation? Fish plate connections, ballasted with gravel and sand.	A
Length in miles laid with steel rails.....	198,091

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

Number of miles run by passenger trains.....	1,662,897
Number of miles run by freight trains.....	5,439,620
Number of miles run by coal trains: Included in freight trains.	..

Number of through passengers for the year on main road	99,645
Number of passengers (all classes) carried in cars	2,220,446
Number of tons of 2,000 lbs. of through freight for the year on main road	868,525
Number of passengers carried one mile	84,318,779
Number of tons of freight carried one mile	486,675,849
Number of passengers carried one mile in the State of Pennsylvania	9,022,109
Number of tons of freight carried one mile in the State of Pennsylvania	51,995,250
Gross amount of tonnage for the year, (2,000 lbs per ton,)	2,504,245
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	31 tons.
Weight of freight engines	21 to 36 "

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

January, 1875	156,846	July, 1875	202,161
February, 1875	142,605	August, 1875	196,406
March, 1875	184,729	September, 1875	202,342
April, 1875	185,113	October, 1875	211,621
May, 1875	185,480	November, 1875	184,592
June, 1875	190,287	December, 1875	179,354

The amount of freight specifying the quantity in tons :

Coke	329,901	Stone and lime	149,001
Anthracite and bituminous coal,	291,377	Agricultural products	331,523
Petroleum and other oils	9,908	Merchandise and manufactures	259,405
Pig and bloom iron	183,894	Live stock	396,796
Railroad iron and steel rails	9,738	Lumber	183,994
Other iron or castings	95,679	Other articles	160,749
Iron and other ores	82,312		

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

For first class through passengers	2½ cents.
For first class way passengers	3 "
For second class through passengers	2 "
For second class way passengers	2½ "

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

For through freight and coal, per ton per mile	1 cent.
For local freight and coal, per ton per mile	1¼ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$1,010,086 17	\$256,368 48	\$753,667 69
Taxes on real estate.....	271,752 29	69,296 83	202,455 46
Total.....	1,281,788 46	325,665 31	956,123 15
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$265,255 40	\$62,069 76	\$203,185 64
Repairs of passenger and baggage cars.....	184,111 48	184,111 48	.....
Repairs of freight cars.....	332,542 52	.....	332,542 52
Repairs of tools and machinery in shops.....	40,667 78	9,492 86	31,074 92
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	149,684 41	35,026 15	114,658 26
Total.....	972,161 59	290,700 25	681,461 34
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$94,577 37	\$35,369 34	\$59,208 03
Agents and clerks.....	207,858 92	71,985 19	135,873 73
Labor—loading and unloading freight.....	221,866 28	33,252, 25	188,114 03
Porters, watchmen and switch tenders.....	22,983 87	5,378 22	17,605 65
Car cleaning and inspecting, furniture and fixtures.....	54,017 30	30,097 36	23,919 94
Wood and water station attendance.....	33,246 03	7,779 57	25,466 46
Conductors, baggage masters and brakemen.....	408,767 24	110,984 14	297,783 10
Engineers and firemen.....	393,622 58	93,477 68	305,144 90
Fuel and cost of preparing for use.....	330,019 02	84,066 37	245,952 65
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	78,548 58	21,211 47	57,337 11
Telegraph, mail and station expenses.....	98,449 48	35,912 65	62,536 83
Loss and damage of goods and baggage.....	15,222 05	234 50	14,987 55
Use of freight cars.....	253,777 03	.....	253,777 03
Shoveling snow.....	5,379 24	1,358 74	4,020 50
Damage for injury of persons.....	9,617 80	4,400 64	5,217 16
Damage to property, including damage by fire and cattle killed on the road.....	8,212 72	4,708 23	3,509 49

EXPENSES—CONTINUED.

OPERATING THE ROAD— <i>Continued.</i>	AMOUNT.	ALLOTTED TO.	
		Passenger transportation.	Freight transportation.
General superintendence.....	\$67,604 16	\$9,803 98	\$57,800 18
Contingencies.....	23,878 21	7,693 01	16,185 20
Total	2,332,147 88	557,728 34	1,774,419 54
Grand total.....	4,586,097 93	1,174,093 90	3,412,004 03

RAILROAD REPORT.

585

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, 1875.....	\$138,439 19	\$409,351 76	\$24,139 50	\$9,594 07	\$581,524 52
February, 1875.....	121,070 90	372,537 99	23,185 50	8,212 50	525,006 89
March, 1875.....	163,357 45	476,813 65	24,616 50	9,631 45	674,419 05
April, 1875.....	167,251 61	548,619 51	24,139 50	10,274 29	750,284 91
May, 1875.....	171,814 05	460,461 69	24,139 50	13,885 52	670,300 76
June, 1875.....	178,216 92	459,379 23	24,139 50	9,011 77	670,747 42
July, 1875.....	168,654 17	399,485 00	24,616 50	7,772 08	600,527 75
August, 1875.....	186,254 90	418,020 35	24,139 50	10,146 25	638,561 00
September, 1875.....	203,171 13	449,166 66	24,139 50	7,683 28	684,160 57
October, 1875.....	206,591 13	476,396 53	24,139 50	10,267 14	717,394 30
November, 1875.....	160,372 02	451,660 93	24,139 50	8,948 02	645,120 47
December, 1875.....	160,194 45	481,011 19	24,616 50	9,241 28	675,063 42
Total.....	2,025,387 92	5,402,904 49	290,151 00	114,667 74	7,833,111 15
Profit operating N. C. and B. V. railroad.....					77,491 81
Profit operating Lawrence railroad.....					15,227 84
					7,925,830 80

SUMMARY OF PAYMENTS.

For construction and equipment	\$242,492 11
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$4,586,097 93
Less taxes	271,752 29
	4,314,345 64
For dividends.....	1,667,000 00
For interest and sinking fund.....	1,069,800 00
For C. and P. railroad division of joint earnings	\$69,446 06
For miscellaneous.....	19,000 00
	88,446 06
For surplus fund	None.
For municipal taxes: Included with State taxes.	
For State taxes	\$271,752 29
For State taxes on capital stock.....	15,994 66
	287,746 95

Cost of transportation :

Cost per passenger per mile, proximate average.....	1 ³³ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average.....	<u>7 ⁹¹/₁₀₀ "</u>

What express companies run on your road, and on what terms? Adams express company, \$457 50 per day.

What transportation companies run on your road, and on what terms? Union line, belongs to the Pennsylvania company.

ACCIDENTS.

	Killed.	Injured.
Passengers	2	1
Employees.....	4	26
Others	20	13
Total.....	<u>26</u>	<u>40</u>

1875.

January 8. Barney Burk, outer depot, brakeman; arm bruised coupling cars.

January 18. J. Sagler, Rochester, conductor; two fingers crushed coupling cars.

January 19. M. Adams, outer depot, engineer, bruised about head and body; engine left track.

January 19. Thos. Keegan, outer depot, fireman, badly injured; engine left track.

January 25. Mary M'Manus, Vernon, passenger, slightly bruised; jumped from train in motion.

January 26. H. Hartman, Glendale, tramp, walking on track; killed.

February 1. J. Black, Homewood, brakeman, coupling cars; finger crushed.

February 12. Wm. Henry, Rochester, brakeman, coupling cars; thumb crushed.

February 15. Frank Shilling, Allegheny, brakeman, coupling cars; thumb crushed.

February 16. Frank Mell, Homewood, brakeman, slightly injured; fell from moving train.

February 25. Louis Moul, Pittsburg, fell through bridge No. 1; intoxicated.

March 1. J. Jackson, Allegheny, laborer, foot crushed by trunk falling on it.

March 3. C. C. Ross, Allegheny, brakeman, coupling cars; injured in back.

March 12. Unknown, Enon, found dead on track; killed.

March 27. C. N. Seeley, Rochester, brakeman, coupling cars; slightly hurt on head.

April 1. Thos. Brown, Freedom, boy, fell under moving freight train; killed.

April 2. Unknown, Economy, attempted to get on moving freight train; slightly injured.

April 3. L. Longnecker, N. Brighton, attempted to get on moving passenger train.

April 6. Richard Camp, Allegheny, attempted to get on moving passenger train ; killed.

April 7. Martin Nevith, Linmore, found dead on track ; killed.

April 15. J. M. Sheridan, Allegheny, attempted to get on moving passenger train ; killed.

May 8. Thos. Boyd, Allegheny, brakeman, coupling cars ; hip dislocated.

May 8. J. M'Slough, Allegheny, walking on track, intoxicated ; killed.

May 11. C. Large, Freedom, jumped from passenger train in motion.

May 13. D. Jones, outer depot, carpenter, fell from roof of car ; fatally injured.

May 18. Jas. Dawson, outer depot, walking on track, intoxicated ; killed.

May 26. J. Cushman, Pittsburg, brakeman, coupling cars ; slightly injured.

May 28. R. Cox, Enon, brakeman, fell from car ; slightly injured.

June 1. Jno. Maylor, Emsworth, walking on track, intoxicated ; killed.

June 3. D. Rupert, Pittsburg, laborer, fell under loaded wagon ; killed.

June 7. A. M'Ilvaine, Pittsburg, attempted to get on moving passenger train ; killed.

June 12. Jno. Kuehl, Enon, died on train No. 1, in an epileptic fit.

June 15. J. L. Kennedy, Jack's Run, found with foot injured ; drunk.

June 19. Geo. Farley, N. Brighton, one arm run over and otherwise injured by running in front of moving freight train.

June 21. J. Heidriver, Agnew, tramp, walking on track ; slightly injured.

June 21. S. Darby, outer depot, brakeman, injured about head by brake wheel.

June 26. Jno. Sternes, Dixmont, laborer, fell from moving hand car ; killed.

July 5. F. Dunlap, outer depot, fireman, tried to get on moving train ; foot crushed.

July 8. H. S. Beaumont, outer depot, brakeman, coupling cars ; slightly injured.

July 23. J. Reibling, Pittsburg, jumped from moving train ; killed.

July 23. Chas. Harmeny, Economy, tramp, fell from moving freight train ; killed.

July 29. Maria Gasoway, French Point, walking on track, struck by train No. 3 ; killed.

July 31. George Bailey, Allegheny, tried to get on moving train ; leg crushed.

August 5. Miss Hughes, Sewickley, walking on track ; slightly injured.

August 9. H. Singleback, Birmingham, ran in front of train ; killed.

- August 10. Jno. Speer, Pittsburg, brakeman, fell from moving train; killed.
- September 1. Isaac Baker, Freedom, laborer, caught between car and shed; slightly injured.
- September 11. S. Maloney, outer depot, boy, tried to get off moving freight train; killed.
- September 11. H. Maleoy, Glendale, tried to cross track in front of moving passenger train; killed.
- September 23. Geo. Fisher, Pittsburg, boy, tried to get on moving train; foot crushed.
- September 23. Jno. Campbell, Pittsburg, tried to get on moving train; arm crushed.
- September 24. Jas. Rogers, N. Brighton, conductor, coupling cars; arm crushed.
- October 4. J. Black, Homewood, brakeman, coupling cars; hand crushed.
- October 4. Jno. Bowen, Homewood, laborer, coupling car; collar bone broken.
- October 22. Jno. M'Nalley, Homewood, stealing ride; foot crushed.
- October 23. N. P. Viers, outer depot, brakeman, struck by overhead bridge; slightly injured.
- October 27. Mrs. Smith, outer depot, struck by engine, standing on track; killed.
- October 29. E. Rinkauff, Allegheny, boy, jumping on and off moving freight cars; killed.
- November 2. Chas. Parker, B. Falls, engineer, engine fell off turn table; ankle sprained.
- November 9. M. O'Neal, Glendale, laborer, walking on track; killed.
- November 22. J. M'Karaham, Roseburg, walking on track; killed.
- November 25. Ben. Craven, Rochester, tried to get on moving freight train; hand crushed.
- December 1. W. Douglass, Allegheny, laborer, tried to get on moving freight train; leg crushed.
- December 4. D. Zimmerman, Verner, laborer, jumped from passenger train; slightly injured.
- December 18. Mrs. M. Ogle, Jack's Run, tried to cross track in front of moving passenger train; killed.
- December 18. Unknown, Jack's Run, walking on track; killed.
- December 21. Mrs. M. Love, Edgeworth, in alighting from passenger train was thrown between cars, receiving injuries which proved fatal; killed.

The officers of the Pennsylvania company, are as follows :

Thos. A. Scott, President.....	Philadelphia, Pa.
J. N. M'Cullough, Vice President.....	Pittsburg, Pa.
Wm. Thaw, Vice President.....	Pittsburg, Pa.
J. D. Layng, General Manager.....	Pittsburg, Pa.
Thos. D. Messler, Comptroller.....	Pittsburg, Pa.
W. H. Barnes, Treasurer.....	Pittsburg, Pa.
C. P. Mackie, Secretary.....	Philadelphia, Pa.
Wm. Stewart, General Freight Agent.....	Pittsburg, Pa.
F. R. Myers, General Passenger and Ticket Agent.....	Pittsburg, Pa.

Names and Residence of Officers.

Directors.	Post office address.
G. W. Cass.....	Pittsburg, Pa.
Springer Harbaugh.....	Pittsburg, Pa.
Kent Jarvis.....	Massillon, O.
R. R. Springer.....	Cincinnati, O.
Hon. John Sherman.....	Mansfield, O.
Pliny Hoagland.....	Fort Wayne, Ind.
Jessie L. Williams.....	Fort Wayne, Ind.
W. B. Ogden.....	Chicago, Ill.
J. F. D. Lanier.....	New York.
Louis H. Meyer.....	New York.
S. J. Tilden.....	New York.
Thos. A. Scott.....	Philadelphia, Pa.
J. N. M'Cullough.....	Pittsburg, Pa.
G. W. Cass, President.....	Pittsburg, Pa.
F. M. Hutchinson, Secretary and Treasurer.....	Pittsburg, Pa.

PITTSBURG, VIRGINIA AND CHARLESTON.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

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, 1875, are true, to the best of their knowledge and belief.

(Signed)

JOHN SCOTT, *President.*
 D. P. CORWIN, *Treasurer.*

Affirmed and subscribed before me, this }
 19th day of January, 1876. }

R. W. M'CONNELL, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed.....	\$821,550 00

Amount paid in as by last report.....	\$674,463 99
Total amount now paid in of capital stock.....	675,628 91
Funded debt as by last report.....	1,200,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, April 1, 1902,)..	1,368,000 00
Floating debt as per last report.....	209,728 36
The amount now of floating debt.....	198,093 36
Total amount now of floating and funded debt.....	1,566,093 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.....	16,431
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share.....	All due.
Amount of capital on which the respective dividends were declared.....	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction, exclusive of real estate....	\$1,208,319 81	\$1,305,503 42
Equipment.....	65,059 60	525 00
Total cost, exclusive of real estate....	1,273,379 41	1,306,028 42

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
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	64 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	5
Number of first class passenger cars, (average cost of each, \$6,000,).....	3.

RAILROAD REPORT.

591

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, \$650,) 5; trucks, (average cost of each, \$650,) 70; total,	75
Number of caboose cars, (average cost of each, \$525,)...	1
Number of dump cars, (average cost of each, \$600,).....	5
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, railroads crossed, tunnels, and length in miles laid with steel rail.....	None.
Number of culverts, (total length in feet, 100,).....	20
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 roadway.....	\$602,930 72
How is track laid, and on what foundation? Stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	73,149
Number of miles run by freight and coal trains, mixed....	39,288
Number of through passengers for the year on main road, passengers (all classes) carried in cars.....	249,606
Number of tons of 2,000 pounds of through freight for the year on main road.....	86,497
Number of passengers carried one mile.....	3,690,554
Number of tons of freight carried one mile.....	1,391,940
Number of passengers carried one mile in the State of Pennsylvania.....	3,690,554
Number of tons of freight carried one mile in the State of Pennsylvania.....	1,391,940
Gross amount of tonnage for the year, (2,000 lbs. per ton,).....	86,497
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.....	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, 1875	20, 138	July, 1875.....	22, 404
February, 1875	17, 178	August, 1875.....	23, 444
March, 1875.....	20, 728	September, 1875.....	20, 332
April, 1875	21, 475	October, 1875.....	20, 396
May, 1875.....	23, 859	November, 1875.....	18, 392
June, 1875.....	20, 544	December, 1875.....	21, 723

The amount of freight, specifying the quantity in tons :

Bituminous coal	43, 890	Merchandise and manufactures..	8, 678
Pig iron, railroad, other iron or castings, iron and other ores ...	21, 622	Live stock.....	1, 028
Stone and lime	1, 980	Lumber.....	1, 340
Agricultural products.....	3, 578	Other articles.....	4, 331

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

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

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

For through coal, per ton per mile.....	1½ cents.
For local freight, per ton per mile.....	8 cents.
For local coal, per ton per mile.....	1½ cents.

EXPENSES.

38 RAILROAD REP.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$20,238 57		
Taxes on real estate	4,326 42		
Total	24,564 99		
REPAIRS OF MACHINERY.			
Repairs of engines and tenders	\$3,152 76	\$1,730 13	\$1,413 63
Repairs of passenger and baggage cars.....	2,822 60	2,822 60	
Repairs of freight cars.....	1,518 33		1,518 33
Repairs of tools and machinery in shops.....	55 10	27 53	27 57
Incidental expenses, including oil, fuel, clerks, watchman, &c., about shops.....	2,662 93	1,597 10	1,065 83
Total	10,211 72	6,186 36	4,025 36
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$2,770 52	\$11,385 26	\$1,385 26
Agents and clerks.....	3,676 82	2,542 98	1,133 84
Labor—loading and unloading freight.....	618 00	72 00	546 00
Porters, watchmen and switch tenders.....	2,061 00	1,176 00	885 00
Car cleaning and inspecting, furniture and fixtures.....	1,183 20	1,183 20	
Wood and water station attendance.....	1,054 45	571 53	482 92
Conductors, baggage masters and brakemen.....	8,049 02	4,629 40	3,419 62
Engineers and firemen.....	6,896 46	3,272 22	3,624 24
Fuel and cost of preparing for use.....	3,805 66	2,411 74	1,393 92
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	971 95	482 84	489 11
Telegraph, mail and station expenses.....	734 35	604 35	130 00
Loss and damage of goods and baggage.....	94 65		94 65
Tolls over other roads.....	2,563 95	2,563 95	
Use of freight cars.....	169 71	11 37	158 34
Shoveling snow: Included in maintenance of way.			
Damage to property, including damage by fire and cattle killed on road.....	65 64		65 64
Superintendence.....	1,500 00	999 96	500 04
Contingencies.....	16,758 42	8,379 21	8,379 21
Total	52,973 80	30,286 01	22,687 78

RAILROAD REPORT.

593

Receipts on construction and equipment account during the year :

From stockholders.....	\$1,164 92
From sale of bonds.....	168,000 00
Total.....	169,164 92

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875	\$6,040 25	\$3,076 31	\$316 83	\$527 05	\$9,960 44
February, 1875	4,926 85	3,051 96	.....	600 46	8,579 27
March, 1875	5,730 45	3,221 35	.....	398 74	9,350 54
April, 1875	6,090 15	3,026 80	15 27	495 78	9,628 00
May, 1875	7,252 45	3,162 52	.....	1,139 51	11,554 48
June, 1875	6,215 65	2,688 55	.....	779 11	9,678 31
July, 1875	6,504 88	2,295 07	125 85	623 88	9,549 18
August, 1875	7,244 25	2,678 75	736 05	469 72	11,128 77
September, 1875	5,914 75	3,688 87	.....	474 18	10,077 80
October, 1875	6,229 75	3,862 33	118 74	514 76	10,725 58
November, 1875.....	5,190 20	5,679 75	638 61	507 62	12,016 18
December, 1875	6,471 45	4,190 27	.....	674 53	11,345 25
Total	73,811 08	40,626 53	1,951 35	7,204 84	123,593 80

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$31,501 03
For maintaining the road, &c.—repairs of machinery and operating the road.....	83,424 09
Payments made on real estate.....	23,727 46
For interest.....	10,647 36.
For miscellaneous	28,437 11
For municipal taxes.....	3,397 42
For State taxes.....	929 00
Total	182,063 47
Total amount of surplus fund.....	None.

Cost of transportation :

Cost per passenger per mile, proximate average.....	1½ cents.
Cost per ton freight per mile, proximate average.....	1 "

What express and transportation companies run on your road? None.

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. A. Stewart.....	Pittsburg, Pa.
Jos. Walton.....	Pittsburg, Pa.
H. B. Hays.....	Pittsburg, Pa.
W. J. Howard.....	Philadelphia, Pa.
G. V. Lawrence.....	Monongahela City, Pa.
Alex. Patton.....	Rice's Landing, Pa.
M. B. Thompson.....	Monongahela City, Pa.
John Scott, President.....	Pittsburg, Pa.
B. F. Jones, Vice President.....	Pittsburg, Pa.
D. P. Corwin, Secretary and Treasurer.....	Pittsburg, Pa.

PITHOLE.

PRESIDENT'S OFFICE,
PENNSYLVANIA PETROLEUM RAILROAD COMPANY,
AND PITHOLE VALLEY RAILWAY COMPANY,
MEADVILLE, PA., February 19, 1876.

GENERAL WILLIAM M'CANDLESS,

Secretary of Internal Affairs, Harrisburg:

DEAR SIR:—The annual report for 1874, of the Pithole railroad company, I send you by mail, which shows that the road was abandoned a year ago. This road may, in time, be used as part of the Pennsylvania Petroleum railroad.

Will you please send me word whether a further report is necessary for 1875, and if it is, please furnish the proper blanks?

Yours, respectfully,

H. S. HUIDEKOPER,

President Pithole Valley Railway Company.

PITHOLE VALLEY.

STATE OF PENNSYLVANIA, }
Crawford County, } ss:

Personally appeared H. S. Huidekoper, president of the Pithole Valley railway company, and in due form of law made oath, that the statements in the within report are true to the best of his knowledge and belief.

(Signed)

H. S. HUIDEKOPER, *President.*

The use of this road was given up in 1874, when under another administration, and the rails are up from part of the road.

H. S. HUIDEKOPER, *President.*

PLYMOUTH

PITHOLE VALLEY RAILWAY COMPANY, }
MEADVILLE, February 19, 1876. }

This company, after a continuous loss for several years, during which time the interest on the bonds was not paid, abandoned its trains, removed part of the rails, and is now awaiting the completion of the Pennsylvania Petroleum railroad, to renew the running of trains; this abandonment was made during the year 1874, while under the administration of the A. and G. W. R. R. company.

H. S. HUIDEKÖPER, *President.*

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 13, 1875, are true to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

A. E. DOUGHERTY, *Treasurer.*

Affirmed and subscribed before me, this }
16th day of December, 1875. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law, (with power to increase,).....	\$30,000 00
Amount of stock subscribed, (uncertain but supposed,)...	30,000 00
Amount paid in as by last report, (as registered,).....	12,050 00
Total amount now paid in of capital stock, (as registered,)	12,050 00
Funded debt as per last report, and 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 (no funded) debt.....	274,495 19
Date and rate per cent. per annum of dividend or dividends:	
No dividend earned or declared.	
Number of shares of stock issued, (as registered,).....	241
Par value of each share... ..	\$50 00

RAILROAD REPORT.

597

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 declared.

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 or held by the Plymouth railroad company.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Conshohocken to Oreland,	9 ²⁵ / ₁₀₀ miles.
Length of main line of road laid.....	9 ²⁵ / ₁₀₀ "
Length of main line of road laid in Pennsylvania.....	9 ²⁵ / ₁₀₀ "
Length of double track of road.....	None.
Length of sidings.....	2 ³⁷ / ₁₀₀ miles.
Gauge of road.....	4 ft. 8 ¹ / ₂ inches.
Weight of rail per yard on main track.....	57 pounds.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines, first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars, railroads crossed, tunnels, and length in miles laid with steel rail.....	None.
Number of iron bridges, (total length in feet, 137,).....	2
Number of wooden bridges, (total length in feet, 310,)....	11
Number of culverts, (total length in feet, 309 ¹ / ₂ ,).....	9
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 roadway.....	\$11,231 00
How is track laid, and on what foundation? With iron rails, oak and chestnut cross-ties, on broken cinder.	

The Plymouth railroad, as a branch of the Philadelphia, Germantown and Norristown railroad, was, on the 10th day of November, 1870, leased to the Philadelphia and Reading railroad company for the term of 999 years, and since that date has been held and operated by the said lessees, and all questions unanswered should be included in their report.

READING AND COLUMBIA

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
James Boyd.....	Norristown, Pa.
William H. Slingsluff.....	Norristown, Pa.
J. V. Williamson.....	Philadelphia, Pa.
Winfield S. Wilson.....	Philadelphia, Pa.
Edwin Swift.....	Philadelphia, Pa.
Daniel Longaker.....	Norristown, Pa.
Coffin Colket, President..... Philadelphia, Pa.	
Alexander E. Dougherty, Sec'y and Treas..... Philadelphia, Pa.	

READING AND COLUMBIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and John Welch, treasurer, of the Reading and Columbia railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1875, are true to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*

JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this)
 27th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$600,000 00
Amount of stock subscribed.....	511,500 00
Amount paid in as by last report.....	508,268 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 00
2d mortgage bonds, (date of maturity, June 1, 1884,).....	350,000 00
	1,000,000 00
Floating debt as per last report	1,282,295 60
The amount now of floating debt.....	1,409,895 32
Total amount now of floating and funded debt.....	2,409,895 32

RAILROAD REPORT.

599

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, full paid.....	10,144
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share issued.....	\$50 00
Amount of capital on which the respective dividends were declared.....	<u>None.</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$2,083,601 49	\$2,094,714 26
Equipment.....	231,041 18	231,041 18
Total cost.....	<u>2,314,642 67</u>	<u>2,325,755 44</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sinking Spring to Columbia.....	40 miles.
Length of main line of road laid, (from Sinking Spring to Reading, track of Lebanon Valley branch of P. and R. R. R. used,).....	40 "
Length of main line of road laid in Pennsylvania.....	40 "
Length of double track of road.....	None.
Length of sidings: Main line, 7.4; Lancaster branch, 1.34; total.....	8.74 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, viz: Lancaster branch, 7.65 miles; Lebanon branch, 8½ miles, under construction; Mount Hope branch, 2½ miles, under construction.	
Roads worked or leased by the company, viz: Quarryville branch of the Lancaster and Reading Narrow Gauge railroad, 15.34 miles in length; sidings, 1.34 miles.	
Number of engine houses and shops.....	3
Number of engines.....	9
Number of first class passenger cars, (average cost of each, \$4,400,).....	7
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost, \$2,500,).....	1

Number of freight cars, house cars and trucks, (average cost of each, \$822,).....	31
Number of coal, ore, stone and caboose cars.....	None.
Number of iron bridges, (total length in feet, 98,).....	2
Number of wooden bridges, (total length in feet, 1,732,)..	35
Number of stone bridges, (total length in feet, 32,).....	1
Number of culverts	No record.
Number of railroads crossed.....	4
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 roadway	\$62,556 22
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid and on what foundation? Cross-ties, stone and cinder ballast.	

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

Number of miles run by passenger trains.....	131,793
Number of miles run by freight and coal trains.....	138,076
Number of through passengers for the year, on main road,	61,808
Number of passengers (all classes) carried in cars.....	187,239
Number of tons, (of 2,000 pounds) of through freight for the year on main road.....	None.
Number of passengers carried one mile.....	2,812,253
Number of tons of freight carried one mile.....	7,978,154
Number of passengers carried one mile in the State of Pennsylvania	2,812,253
Number of tons of freight carried one mile in the State of Pennsylvania	7,978,154
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	290,354
Average rate of speed adopted by ordinary passenger trains, including stops; (miles per hour)	20
Average rate of speed adopted by express trains.....	None.
Average rate of speed adopted by freight trains, including stops.....	8
Weight of first class passenger engines.....	58,000 lbs.
Weight of freight engines.....	70,000 lbs.

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

December, 1874.....	12,499	July, 1875.....	24,248
January, 1875.....	8,788	August, 1875.....	27,004
February, 1875.....	7,615	September, 1875.....	18,934
March, 1875.....	11,705	October, 1875.....	16,820
April, 1875.....	11,165	November, 1875.....	15,974
May, 1875.....	15,901		
June, 1875.....	16,586	Total.....	187,239

RAILROAD REPORT.

601

The amount of freight, specifying the quantity in tons :

Anthracite coal.....	165,724
Merchandise and manufactures.....	124,630
Total	<u>290,354</u>

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

For first class through passengers.....	3 cents.
For first class way passengers.....	<u>3½ "</u>

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

For through freight, per ton per mile	2 ⁵ / ₁₀ cents.
For through coal, per ton per mile.....	1 ⁸ / ₁₀ "
For local freight and local coal, per ton per mile.....	<u>5⁷/₁₀ "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$81,752 02
Taxes on real estate	404 68
Total	<u>82,156 70</u>

Repairs of machinery :

Repairs of engines and tenders.....	\$10,656 33
Repairs of passenger and baggage cars	1,418 04
Repairs of freight cars.....	1,435 41
Repairs of tools and machinery in shops....	63 58
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	4,925 67
Total.....	<u>18,499 03</u>

Operating the road :

Office expenses, stationery, &c.....	\$4,649 73
Agents and clerks.....	13,568 71
Labor—loading and unloading freight.....	1,294 00
Porters, watchmen and switch tenders	1,497 96
Car cleaning and inspecting, furniture and fixtures.....	1,624 75
Wood and water station attendance.....	380 05
Conductors, baggage masters and brakemen.....	22,064 34
Engineers and firemen.....	14,868 26
Fuel, and cost of preparing for use.....	<u>32,894 19</u>

Oil, tallow and waste for engines and tenders, passenger, baggage and freight cars.....	\$2,298 21
Telegraph, and station expenses.....	14,240 23
Use of engines and passenger cars.....	3,315 25
Shoveling snow.....	4 51
General superintendence.....	4,931 25
Contingencies.....	2,350 04
Total	119,981 48
Grand total	\$220,637 21

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail.	Miscellaneous.	Total.
December, 1874.....	\$5,173 59	\$16,040 90	\$197 92	.....	\$21,412 41
January, 1875.....	4,179 54	8,756 92	197 92	.....	13,134 38
February, 1875.....	3,773 88	5,887 46	197 91	.....	9,859 25
March, 1875.....	5,504 08	9,292 53	197 92	.....	14,994 53
April, 1875.....	5,574 27	9,499 42	197 92	.....	15,271 61
May, 1875.....	7,484 77	10,366 93	197 91	.....	18,049 61
June, 1875.....	7,720 67	15,920 84	197 92	\$5,936 53	29,775 96
July, 1875.....	10,419 50	25,424 21	197 92	107,31	36,148 94
August, 1875.....	11,448 58	27,814 27	197 91	120 58	39,581 34
September, 1875.....	10,063 05	22,739 39	197 92	132 98	33,133 34
October, 1875.....	7,831 67	23,811 53	197 92	119 95	31,961 07
November, 1875.....	7,094 37	19,564 72	197 91	120 24	26,977 24
Total	86,267 97	195,119 12	2,375 00	6,537 59	290,299 68

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$11,112 77
For maintaining the road, &c.—repairs of machinery and operating the road.....	220,637 21
For rents.....	32,190 66
For interest on bonded debt.....	70,000 00
For discount and interest.....	79,721 11
For surplus fund, municipal and United States taxes.....	None.
For State taxes.....	233 00
Total	413,894 75

Cost of transportation :

Cost per passenger per mile, and cost per ton freight per mile, proximate average : Account not kept.

What express companies run on your road, and on what terms? Philadelphia and Reading railroad company's express. Pro rata of receipts.

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

ACCIDENTS.

Employees	Injured 2
-----------------	--------------

1875.

June 1. David Barr, brakeman, in attempting to get on tender of engine, at Columbia, slipped; wheel passed over his foot, mashing it.

June 28. Adam H. Watson, brakeman, in attempting to get on tender of engine, at Columbia, slipped; wheel passed over his foot; leg amputated below the knee.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. Pratt M'Kean.....	Philadelphia, Pa.
A. E. Borie.....	Philadelphia, Pa.
J. B. Lippencott.....	Philadelphia, Pa.
John Ashhurst.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
G. A. Nicolls.....	Philadelphia, Pa.
John Tucker.....	Philadelphia, Pa.
W. G. Case.....	Columbia, Pa.
George Bogle.....	Columbia, Pa.
Thos. Baumgardner.....	Lancaster, Pa.
Frederick Lauer.....	Reading, Pa.
Samuel Small.....	York, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welch, Treasurer.....	Philadelphia, Pa.
Benj. Van Lew, Superintendent.....	Columbia, Pa.

READING AND LEHIGH.

STATE OF PENNSYLVANIA, }
Berks County, } ss :

Personally appeared Geo. F. Baer, president, and Frank C. Smink, treasurer, of the Reading and Lehigh railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31st, 1875, are true to the best of their knowledge and belief.

(Signed)

GEO. F. BAER, *President.*FRANK C. SMINK, *Treasurer.*

Sworn and subscribed before me, this }
1st day of March, 1876. }

J. ROSS MILLER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law : The purchasers of the Berks County railroad organized a new company under the law, and made the capital stock.....	\$200,000 00
The amount of funded debt : No mortgage issued, but road is subject to a mortgage of the Berks County railroad, of Total amount now of floating and funded debt: Certificates of indebtedness, maturing January 1, 1879, 1880, 1881 and 1882	1,500,000 00
Number of shares of stock issued	254,112 91
Par value of each share.....	3,522
Average market value during the year.....	\$50 00
Amount paid in on each share : Distributed to purchasers ; no cash paid.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road : 2½ miles below Penn street, Reading, Pa., to Junction of Slatedale branch of Lehigh Valley railroad, near Slatington, Pa.....	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.....	3 ⅓ miles.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company.....	None.
The company owns no rolling stock, road being worked by the Philadelphia and Reading railroad under lease. [See general remarks.]	
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 2,915,) 69 ; and 7 farm, 405 ft.	
Number of culverts, (total length in feet, 3,588,).....	132
Number of railroads crossed.....	1
Number of stations on main road, at the time of lease made with Philadelphia and Reading railroad : Passenger, 25 : freight, 20.	
Number of water stations on main road.....	4
Value of real estate held by the company exclusive of road way : The company acquired by the purchase of the Berks County railroad, some 5 or 6 houses along the line of the road, which were obtained by the latter in securing the right of way. The value is not known.	

How is track laid, and on what foundation? Ciader, stone, slate, &c.

GENERAL REMARKS..

On December 5, 1874, the Berks County railroad was sold by the sheriff; the purchasers being Geo. F. Baer and Cyrus G. Derr, esquires, who organized the Reading and Lehigh railroad company, who operated the road for about two months, when it was leased to the Philadelphia and Reading railroad company, for the term of ninety-nine years commencing March 1, 1875. No account of the doings, &c. of the road during the two months of its operation by the Reading and Lehigh company can accurately be given, the officers of the company being no longer within easy communication, nor can any accurate account of the characteristics of the road be made as it is not known what improvements may have been made by the Philadelphia and Reading railroad company under their lease.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Geo. F. Baer.....	Reading, Pa.
Henry Bushong.....	Reading, Pa.
W. B. Griesemer.....	Reading, Pa.
J. V. Craig.....	Reading, Pa.
Henry S. Eckert.....	Reading, Pa.
Cyrus G. Derr.....	Reading, Pa.
J. Dutton Steele.....	Pottstown, Pa.
Geo. F. Baer, President.....	Reading, Pa.
Frank C. Smink, Secretary and Treasurer.....	Reading, Pa.

SALISBURY.

STATE OF PENNSYLVANIA, }
Somerset County, } ss :

Personally appeared E. D. Yutzy, president, and Noah Scott, treasurer, of the Salisbury railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending January 3, 1876, are true to the best of their knowledge and belief.

(Signed)

E. D. YUTZY, *President.*
NOAH SCOTT, *Treasurer.*

Sworn and subscribed before me, this }
8th day of April, 1876. }

G. W. ANDERSON, *J. P.*

ORGANIZATION OF THE SALISBURY RAILROAD COMPANY.

On the 4th day of May, A. D. 1875, the Salisbury and Baltimore railroad and its franchises were sold to A. H. Coffroth by F. J. Anspach, trustee appointed in pursuance of a decree in equity in the court of common pleas for the county of Somerset and State of Pennsylvania, after due and legal notice given as required by law, for the sum of seventy-five thousand dollars, (\$75,000.)

The said trustee on the 6th day of May, A. D. 1875, executed and delivered to the said A. H. Coffroth a deed of conveyance for the said railroad, its franchises, &c., whereupon due notice was given in the public newspapers for organizing a new corporation under the act of Assembly, approved the 8th day of April, A. D. 1861, entitled "An Act concerning the sale of railroads, canals, turnpikes and plank roads," and its supplement, approved the 19th day of February, A. D. 1867, and in pursuance of said notice a meeting was held on the 31st day of May, A. D. 1875, in the borough of Somerset, and the new organization was organized, and that the Salisbury railroad company was adopted as the corporate name, and the capital stock fixed at four hundred shares of fifty dollars each, (two hundred thousand dollars,) and E. D. Yutzy was elected president, and Noah Scott, David C. Scott, M. A. Sanner, Alexander Stutzman, Wm. J. Baer and Peter S. Hay were elected directors.

A certificate of the proceedings organizing the new corporation under the seal of the corporation, duly certified, was forwarded to the Secretary of State on the first day of June, A. D. 1875, and recorded in the office of the Secretary of the Commonwealth at Harrisburg, on the 8th day of June, A. D. 1875, and on the same day the certificate of the Secretary of the Commonwealth, under the seal of the Commonwealth, was delivered to the Salisbury railroad company.

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	70,850 00
Amount paid in as by last report: (This is the first report.)	
Total amount now paid in of capital stock	70,850 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1, 1885)	40,000 00
Floating debt as per last report	None.
The amount now of floating debt	28 29
Total amount now of floating and funded debt	40,028 29
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.	

RAILROAD REPORT.

607

Date and rate per cent. per annum of dividend or dividends, None declared.	
Number of shares of stock issued.....	1,417
Par value of each share.....	\$50 00
Average market value during the year.....	Not in market.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

Construction.....	By present report. \$109,128 29
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Salisbury junction to Salisbury.....	8.4 miles.
Length of main line of road laid.....	2.46 "
Length of main line of road laid in Pennsylvania.....	2.46 "
Length of double track of road.....	None.
Length of sidings.....	1,410 feet.
Gauge of road..	4 feet 8½ in.
Weight of rail per yard on main track.....	50 pounds.
Branch roads owned by the company, and their length, viz:	1.95 miles.
Roads worked or leased by the company.....	None.
Number of engines, (leased,).....	1
Number of first and second class passenger, baggage, mail and express cars.....	None.
Number of freight cars: Trucks, (leased,).....	4
Number of coal, ore and stone cars.....	None.
Number of iron and stone bridges, railroads crossed, tunnels, and length in miles laid with steel rails.....	None.
Number of wooden bridges, (total length in feet, 407,) one of 150 feet completed.....	4
Number of culverts, (total length in feet, 62,).....	12
Number of stations on main road: Passenger and freight,	3
Number of wood and water stations on main road.....	1
Value of real estate held by the company, exclusive of roadway.....	\$575 00
How is track laid, and on what foundation? Stone ballast and cross-ties.	

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Weight of freight engines, (leased,).....	18 tons.
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No transportation during the year.

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

No passengers carried.

SALISBURY AND BALTIMORE

The amount of freight, specifying the quantity in tons :

No freight carried.

EXPENSES.

All expenses included in construction account.

Receipts on construction and equipment account during the year :

From stockholders.....	\$70,850 00
From sale of bonds.....	40,000 00
Total	110,850 00

RECEIPTS.

No receipts under this schedule.

SUMMARY OF PAYMENTS.

For construction and equipment: Grading road, laying track, &c.....	\$109,128 29
Total amount of surplus fund	\$1,724 71

Cost of transportation :

No passenger or freight business transacted during the year.

ACCIDENTS.

No accidents.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Noah Scott.....	Ursina, Pa.
M. A. Sanner.....	Somerset, Pa.
Alex. Stutzman.....	Somerset, Pa.
C. Y. Harrison.....	Somerset, Pa.
D. C. Scott.....	Mineral Point, Pa.
Peter S. Hay.....	Elk Lick, Pa.
John W. Beachy.....	Elk Lick, Pa.
E. D. Yutzy, President.....	Ursina, Pa.
Noah Scott, Secretary and Treasurer.....	Ursina, Pa.

SALISBURY AND BALTIMORE.

PHILADELPHIA, Feb. 24, 1876.

HON. WM. M'CANDLESS, *Secretary of Internal Affairs :*

DEAR SIR:—Please accept my apology for not writing you before in regard to the Salisbury and Baltimore railroad and coal company. General A. H. Coffroth, of Somerset, Pa., who is counsel for our company, has been here for the past few days, and has instructed me to write you as follows :

The road-bed, grading, &c., of the Salisbury and Baltimore railroad and coal company was sold in May, A. D. 1875, by a trustee appointed by the equity court of Somerset county, Pa, and sold in pursuance of decree of said court to the Salisbury railroad company, who have organized under the act of Assembly of 1851, regulating the sale of railroads, &c., and at the election held by the stockholders of said company E. D. Yutzky was elected president, who will no doubt make you a report necessary, to whom I beg leave to refer you for any further information in regard to Salisbury railroad company.

Yours very respectfully,

CHARLES E. ANSPACH,

Secretary and Treasurer Salisbury and Baltimore R. R. and coal Co.

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared John Tucker, president, and Peter C. Hollis, treasurer, of the Schuylkill Valley navigation and railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

JOHN TUCKER, *President.*

P. C. HOLLIS, *Secretary and Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1876. }

J. Y. HUMPHREYS, *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
The amount now of funded debt, floating debt as per last report, the amount now of floating debt, total amount now of floating and funded debt, rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January and July.....	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 quoted.

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.....	None.	None.

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 / ₁₀ "	
Length of sidings.....	3 ¹ / ₁₀ "	
Gauge of road	4 ft. 8 ¹ / ₂ inches.	
Weight of rail per yard on main track: 60, 64 and 68 lbs.		
Branch roads owned by the company, and their length, viz:		
Port Carbon, 1,225 feet; Eagle Hill, 9,113 feet; Oliver's shaft, 1,180 feet; Glentworth, 1,017 feet; Novelty, 2,260 feet; Silver Creek, 12,660 feet; Cedar Hill, 2,318 feet; Kaska William, 8,860 feet; Coal Hill, 3,000 feet; Brockville, 3,302 feet; Swift Creek, 6,680 feet; Dovey's Tuscarora, 7,534 feet; Buckville, 3,788 feet; Mountain Side, 5,620 feet; total length in miles		12 ³ / ₅
Number of iron bridges, (total length in feet, 57,).....	1	
Number of wooden bridges, (total length in feet, 1,100,)..	35	
Number of stone bridges, (total length in feet, 80,).....	6	
Number of culverts, railroads crossed, tunnels, and length in miles laid with steel rail	None.	
Number of stations on main road: Passenger, 7; freight, 2; total.....	9	
Number of wood and water stations on main road.....	1	
How is track laid, and on what foundation? Cross-ties with coal dirt ballast.		

This road is leased to the Philadelphia and Reading railroad company and operated by said company as one of their branches, and therefore included in their report.

RAILROAD REPORT.

611

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Tucker.....	Philadelphia, Pa.
F. B. Gowen.....	Philadelphia, Pa.
R. B. Cabeen.....	Philadelphia, Pa.
A. E. Borle.....	Philadelphia, Pa.
H. Pratt M'Kean.....	Philadelphia, Pa.
George F. Tyler.....	Philadelphia, Pa.
A. Hewson, M. D.....	Philadelphia, Pa.
John Tucker, President.....	Philadelphia, Pa.
P. C. Hollis, Secretary and Treasurer.....	Philadelphia, Pa.

SELINGSGROVE AND NORTH BRANCH.

STATE OF PENNSYLVANIA, }
Snyder County. } ss :

Personally appeared W. A. Meeker, president, and W. F. Eckbert, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

W. A. MEEKER, *President.*

W. F. ECKBERT, *Treasurer.*

Sworn and subscribed before me, this }
 23d day of March, 1876. }

HORACE ALLEMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	125,000 00
Amount paid in as by last report.....	54,000 00
Total amount now paid in of capital stock.....	67,592 92
Floating debt as per last report.....	None.
The amount now of floating debt.....	55,500 00
Number of shares of stock issued.....	828
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.....	\$61,000 00	\$123,092 92

CHARACTERISTICS OF ROAD.

Length of main line of road, from Port Treverton to North-umberland, branch also from Burns' Point to Mifflintown.	14 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	<u>56 pounds.</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. S. Doty.....	Mifflintown.
J. Banks Wilson.....	Oakland Mills.
Samuel Watts.....	M'Allisterville.
D. G. Winey.....	Richfield.
Aug. Springman.....	Freeburg.
G. C. Moyer.....	Freeburg.
W. F. Eckbert.....	Selinsgrove.
W. A. Meeker.....	Selinsgrove.
W. A. Meeker, President.....	Selinsgrove, Pa.
Alex. Wetzel, Secretary.....	Selinsgrove, Pa.
W. F. Eckbert, Treasurer.....	Selinsgrove, Pa.

SHAMOKIN VALLEY AND POTTSVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas A. Scott, 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 year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

THOMAS A. SCOTT, *President.*

GEORGE TABER *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1876. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,500,000 00
Amount of stock subscribed.....	869,450 00
Amount paid in as by last report.....	869,450 00
Total amount now paid in of capital stock.....	869,450 00
Funded debt as per last report.....	1,994,000 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

RAILROAD REPORT.

613

Floating debt as per last report, and 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, (gold,).....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash, February 1 and August 1.....	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 record.
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	\$869,450 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,208,050 00	\$1,208,050 00
Coal lands and improvements.....	1,655,400 00	1,655,400 00
Total cost.....	2,863,450 00	2,863,450 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sunbury to Mt. Carmel,	27.3 miles.
Length of main line of road laid.....	27.3 "
Length of main line of road laid in Pennsylvania.....	27.3 "
Length of double track of road.....	None.
Length of sidings.....	9.69 miles.
Gauge of road.....	4.75 feet.

Leased to the Northern Central railway company for 999 years, from February 27, 1863, and all this information given by the officers of that company. (See report for 1874, p. 499, &c.)

SUMMARY OF PAYMENTS.

For dividends.....	\$52,167 00
For interest.....	67,935 00

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post office address.
J. N. DuBarry.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
J. D. Cameron.....	Harrisburg, Pa.
A. J. Cassatt.....	Philadelphia, Pa.
Thomas A. Scott, President.....	233 South 4th st., Philadelphia.
Geo. Taber, Secretary and Treasurer.....	233 South 4th st., Philadelphia.

SHAMOKIN VALLEY AND POTTSVILLE.

[Northern Central railway company, lessee.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } SS:

Personally appeared A. J. Cassatt, vice 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

A. J. CASSATT, *Vice President,*
 J. S. LEIB, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1876. }

HENRY C. SPACKMAN, *Notary Public.*

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 to Mt. Carmel,	27.3 miles
Length of main line of road laid.....	27.3 "
Length of main line of road laid in Pennsylvania.....	27.3 "
Length of double track of road.....	None.
Length of sidings	10.447 miles.
Gauge of road	4.75 feet.
Weight of rail per yard on main track.....	56 and 64 lbs.
Branch roads owned by the company, and their length, viz :	
Lancaster branch and sidings thereon.....	3.865 miles.
Number of engine houses and shops.....	2
Number of engines : 19 N. C. R. W., and 7 P. R. R. engines used in operations of 1875.	
Rolling stock all the property of the N. C. R. W. Co., and included therein ; none especially assigned this line.	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, 1,993,).	37
Number of stone bridges, (total length in feet, 38,).	1
Number of culverts.....	No record.
Number of railroads crossed	1
Number of stations on main road : Passenger and freight,	11

Number of wood and water stations on main road.....	5
Number of tunnels.....	None.
How is track laid and on what foundation? On gravel and coal dirt ballast, T rails and cross ties.	

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

Number of miles run by passenger trains.....	39,845
Number of miles run by freight trains.....	118,725
Number of through passengers for the year on main road,	3,998
Number of passengers (all classes) carried in cars.....	82,182
Number of tons of 2,000 lbs of through freight for the year on main road.....	31,273
Number of passengers carried one mile.....	933,000
Number of tons of freight carried one mile.....	17,658,360
Number of tons of freight carried one mile in the State of Pennsylvania.....	17,658,360
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	912,023
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.....	58,000 pounds.
Weight of freight engines: 56,000 to 63,000 pounds.	

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

January, 1875.....	5,991	July, 1875.....	7,165
February, 1875.....	4,287	August, 1875.....	11,425
March, 1875.....	6,501	September, 1875.....	8,910
April, 1875.....	4,710	October, 1875.....	8,269
May, 1875.....	6,550	November, 1875.....	6,919
June, 1875.....	5,007	December, 1875.....	7,448

The amount of freight, specifying the quantity of tons:

Anthracite and bituminous coal, 884,247	Merchandise and manufact'rs..	5,090
Petroleum and other oils.....	Live stock.....	198
Pig iron.....	Lumber.....	11,987
Railroad iron.....	Other articles.....	1,775
Other iron or castings.....		
Stone and lime.....	Total.....	912,023
Agricultural products.....		

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

For first class through and way passengers.....	3.17 cents.
---	-------------

The rate per ton per mile charged for freight:

For through freight and coal, and local freight and coal, (per ton per mile,) average rate.....	2.141 cents.
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EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$61,551 50	\$18,465 45	\$43,086 05
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$23,519 06	\$7,055 72	\$16,463 34
Repairs of freight cars.....	600 97		600 97
Repairs of tools and machinery in shops.....	84 77	25 43	59 34
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	12,215 45	3,664 64	8,550 81
Total.....	36,420 25	10,745 79	25,674 46
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$9,816 03	\$3,021 08	\$6,794 95
Agents and clerks.....	6,183 28	1,334 88	4,848 40
Labor—loading and unloading freight.....	674 60		674 60
Porters, watchmen and switch tenders.....	737 60	364 22	373 38
Car cleaning and inspecting, furniture and fixtures.....	1,891 28	701 60	1,189 68
Wood and water station attendance.....	1,302 53	390 76	911 77
Conductors, baggage masters and brakemen.....	16,896 62	2,254 60	14,642 02
Engineers and firemen.....	10,786 56	1,993 24	8,793 32
Fuel and cost of preparing for use.....	17,160 27	5,148 07	12,012 20
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,318 41	384 24	1,934 17
Telegraph, mail and station expenses.....	2,206 52	716 49	1,490 03
Loss and damage of goods and baggage.....	177 03		177 03
Use of freight cars.....	28,159 76		28,159 76
Shoveling snow.....	440 27	132 07	308 20
Damage for injury of persons.....	8 00	8 00	
General superintendence.....	720 00	210 00	510 00
Contingencies.....	7,276 21	2,182 86	5,093 35
Total.....	106,754 97	18,842 11	87,912 86
Grand total.....	204,726 72		

RAILROAD REPORT.

617

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Miscella- neous.	Total.
January, 1875.....	\$2,178 54	\$16,123 75	\$116 67	.....	\$18,418 96
February, 1875.....	1,591 41	19,779 08	116 67	\$12 50	21,499 66
March, 1875.....	2,503 67	31,505 29	116 66	.....	34,125 62
April, 1875.....	1,910 22	19,559 24	356 67	14 80	21,840 93
May, 1875.....	2,166 05	32,098 24	136 67	.....	34,400 96
June, 1875.....	2,001 06	39,060 47	136 66	.....	41,198 19
July, 1875.....	2,455 39	46,424 09	136 67	.....	49,016 15
August, 1875.....	3,533 31	43,854 05	136 67	.....	47,524 03
September, 1875.....	3,215 79	36,738 25	136 66	.....	40,090 70
October, 1875.....	2,824 91	38,757 03	136 67	500 00	42,218 61
November, 1875.....	2,592 47	37,179 17	136 67	.....	39,908 31
December, 1875.....	2,611 41	17,012 79	156 66	.....	19,780 86
Total.....	29,584 23	378,091 45	1,820 00	527 30	410,022 98

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$204,726 72
For dividends, rent.....	52,167 00
Total.....	<u>256,893 72</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	4.565 cents.
Cost per ton freight per mile, proximate average.....	.918 "

What express companies run on your road, and on what terms? Adams',
at \$240 00 per annum.

What transportation companies run on your road? None.

ACCIDENTS.

	Injured
Passengers.....	5
Employees.....	7
Others.....	1
Total.....	<u>13</u>

NAMES AND RESIDENCE OF OFFICERS.

See report of president and treasurer of company.

SHARPSVILLE, WHEATLAND, SHARON AND GREENFIELD.

STATE OF PENNSYLVANIA, }
Mercer County, } ss:

Personally appeared George Boyce, president, and J. M. Mordock, treasurer, of the Sharpsville, Wheatland, Sharon and Greenfield railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

GEORGE BOYCE, *President.*

J. M. MORDOCK, *Treasurer.*

Sworn and subscribed before me, this }
 12th day of January, 1876. }

WM. C. HAUS, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$150,000 00
Amount of stock subscribed.....	126,600 00
Amount paid in as by last report.....	63,800 00
Total amount now paid in of capital stock.....	64,100 00
Funded debt as per last report, and amount now of funded debt.....	None.
Floating debt as per last report.....	8,948 83
The amount now of floating debt: Between \$11,000 and \$12,000.	•
Total amount now of floating and funded debt, rate per cent. per annum of interest on funded debt, and date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	1,032
Par value of each share.....	\$50 00
Average market value during the year.....	20 00
Amount paid in on each share: 1,032 shares paid up; 500 shares, 10 per cent. paid on; 1,000 shares, 20 per cent. paid on.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	.....	\$60,430 52
Equipment.....	.....	12,653 17
Total cost.....	\$71,839 69	73,083 69

RAILROAD REPORT.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Sharon to Greenfield...	10 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, about	¼ mile.
Gauge of road	3 feet.
Weight of rail per yard on main track	35 pounds.
Branch roads owned and roads worked or leased by the company	None.
Number of engine houses and shops.....	1
Number of engines.....	1
Number of first and second class passenger, baggage, mail, express, freight and house cars and trucks.....	None.
Number of coal cars, (average cost of each, \$140,).....	32
Number of ore and stone cars.....	None.
Number of caboose cars, (average cost, \$100,).....	1
Number of wooden bridges, (total length in feet, 120,)....	4
Number of iron and stone bridges, culverts, and number of railroads crossed.....	None.
Number of stations on main road, freight.....	2
Number of wood and water stations on main road.....	1
Value of real estate held by the company exclusive of road- way, and number of tunnels	None.
How is track laid, and on what foundation? On ties, and ballasted with coal slack.	
Length in miles laid with steel rail.....	None.

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

Number of miles run by passenger and freight trains	None.
Number of miles run by coal trains.....	2,024
Number of through passengers for the year on main road, and 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.....	10,135
Number of passengers and tons of freight carried one mile, Number of passengers and tons of freight carried one mile in the State of Pennsylvania.....	None.
Gross amount of tonnage for the year, (2,000 lbs per ton,) ..	10,135
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,) about.....	4
Weight of first class passenger engines.....	None.
Weight of freight engines.....	10 tons.

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

None carried.

The amount of freight, specifying the quantity in tons :

Bituminous coal..... 10,135

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

For through freight and coal, and local freight..... None.
 For local coal, per ton per mile..... 5 cents.

EXPENSES.

(All included in account of "Train Expenses.")

Amount of train expenses..... \$1,832 97

Receipts on construction and equipment account during the year :

From stockholders..... \$300 00
 From other sources..... 944 00
 Total..... 1,244 00

RECEIPTS.

	Freight.
October, 1875.....	\$714 59
November, 1875.....	643 52
December, 1875.....	667 74
Total.....	<u>2,025 85</u>

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$1,244 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	1,832 97
For State taxes.....	46 25
For dividends, interest, miscellaneous, surplus fund, muni- cipal and United States taxes.....	<u>None.</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	Nothing.
Cost per ton of freight per mile, proximate average.....	<u>4½ cents.</u>

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

ACCIDENTS

None killed or injured.

This road has lately been consolidated with and into the Sharon railway, and will hereafter be owned and operated by that company as a branch road.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. A. Wheeler.....	Sharon, Pa.
P. L. Kimberly.....	Sharon, Pa.
T. J. Porter.....	Sharon, Pa.
F. H. Buhl.....	Sharon, Pa.
Fayette Brown.....	Cleveland, Ohio.
George Boyce.....	President.
John M. Mordock.....	Secretary and Treasurer.

SHENANGO AND ALLEGHENY.

STATE OF PENNSYLVANIA, }
Mercer County, } ss :

Personally appeared Thomas H. Wells, vice president, and J. T. Blair, auditor, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

THOMAS H. WELLS, *Vice President.*

J. T. BLAIR, *Auditor.*

Sworn and subscribed before me, this }
 29th day of February, 1876. }

W. P. HANNER, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$200,000 00
Amount of stock subscribed	200,000 00
Amount paid in as by last report	200,000 00
Total amount now paid in of capital stock.....	200,000 00
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, April 1, 1889)..	800,000 00
Floating debt as per last report.....	304,058 90
The amount now of floating debt.....	363,578 20
Total amount now of floating and funded debt.....	1,163,578 20
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.....	None.
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,166,538 14	\$1,221,944 55
Equipment	87,650 83	91,927 89
Total cost.....	<u>1,254,188 97</u>	<u>1,313,872 44</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Shenango to Brady's Bend	95 $\frac{1}{3}$ miles.
Length of main line of road laid.....	38 "
Length of main line of road laid in Pennsylvania.....	38 "
Length of double track of road, branch roads owned and roads worked or leased by the company, first class passenger cars, iron and stone bridges, and length in miles laid with steel rail.....	None.
Length of sidings.....	6 $\frac{3}{8}$ miles.
Gauge of road.....	4 ft. 9 $\frac{1}{4}$ inches.
Weight of rail per yard on main track: 56, 60 and 68 lbs.	
Number of engine houses and shops.....	2
Number of engines.....	2
Number of second class passenger cars, (average cost of each, \$3,500,).....	3
Number of freight cars: House cars, none; trucks, (average cost of each, \$600,).....	10
Number of coal cars, (average cost of each, \$800,).....	47
Number of caboose cars, (average cost of each, \$800,)....	7
Number of wooden bridges, (total length in feet, 500,)....	6
Number of culverts, (total length in feet, 389,)	137
Number of railroads crossed, (Atlantic and Great Western, and New Castle and Franklin,).....	2
Number of stations on main road: Passenger, 1; mixed passenger and freight, 5; freight, 1; total	7
Number of wood and water stations on main road.....	3
Value of real estate held by the company exclusive of roadway: Lots in Atlantic City, estimated value.....	\$25,000 00
How is track laid, and on what foundation? With cross-ties on gravel and coal slack ballast.	

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

Number of miles run by passenger, freight and coal trains :

All mixed trains, account not kept.

Number of through passengers for the year on main road,	None.
Number of passengers (all classes) carried in cars	22,365
Number of tons of 2,000 lbs. of through freight for the year on main road.	None.
Number of passengers carried one mile.	346,408
Number of tons of freight carried one mile.	7,703,930
Number of passengers carried one mile in the State of Pennsylvania	346,408
Number of tons of freight carried one mile in the State of Pennsylvania	7,703,930
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	264,092
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,)	15
Average rate of speed adopted by express trains.	None.
Average rate of speed adopted by freight trains, including stops	15
Weight of first class passenger engines	28 tons.
Weight of freight engines.	32 "

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

December, 1874.	1,838	June, 1875.	2,034
January, 1875.	1,290	July, 1875.	1,637
February, 1875.	1,217	August, 1875.	1,913
March, 1875.	1,901	September, 1875.	2,422
April, 1875.	2,261	October, 1875.	1,775
May, 1875.	2,021	November, 1875.	2,056

The amount of freight, specifying the quantity in tons :

Bituminous coal.	113,481	Merchandise and manufactures.	1,652
Petroleum and other oils, crude,	142,831	Live stock.	1
Other iron or castings.	103	Lumber.	3,220
Stone and lime.	5	Other articles.	2,267
Agricultural products.	532		

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

For first and second class through and second class way passengers	None.
For first class way passengers	4 cents.

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.	1½ to 2 "
For local freight and coal, per ton per mile.	3 to 8½ "

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$20,905 83	\$3,484 44	\$17,421 39
Taxes on real estate.....	88 37	14 74	73 63
Total	20,994 20	3,499 18	17,495 02
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$7,103 87	\$1,011 48	\$6,092 39
Repairs of passenger and baggage cars.....	700 37	700 37	
Repairs of freight cars.....	2,426 31		2,426 31
Repairs of tools and machinery in shops.....	265 79	44 43	221 36
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops: Included in "car repairs."			
Total	10,496 84	1,756 28	8,740 06
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$628 95		
Agents and clerks.....	4,237 00		
Conductors, baggagemasters and brakemen.....	9,932 11		
Engineers and firemen.....	16,919 29		
Fuel and cost of preparing for use.....	5,796 99		
Telegraph, mail and station expenses.....	9,928 11		
Damage for injury of persons.....	100 00		
Damage to property, including damage by fire and cattle killed on the road.....	215 70		
General superintendence.....	1,250 00		
Contingencies, including telegraph, switching, &c.....	5,842 46		
Total	54,650 61		

*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.	Miscella- neous.	Total.
December, 1874	\$1,275 72	\$14,789 16	\$214 62	.....	\$16,279 50
January, 1875	868 57	15,651 05	191 27	.....	16,710 89
February, 1875	818 87	10,225 30	185 70	.....	11,229 87
March, 1875	1,079 60	18,708 56	186 65	.....	19,974 81
April, 1875	1,162 00	11,632 39	195 60	\$1,191 39	14,181 38
May, 1875	1,053 09	14,374 12	194 53	.....	15,621 74
June, 1875	1,089 45	14,411 35	230 02	.....	15,730 82
July, 1875	869 60	15,361 68	202 43	.....	16,433 71
August, 1875	1,055 50	15,939 33	185 20	.....	17,180 03
September, 1875	1,382 25	18,815 88	185 18	.....	20,383 31
October, 1875	946 60	17,363 57	183 72	.....	18,493 89
November, 1875	1,066 45	17,470 99	185 21	97 28	18,819 93
Total	12,667 70	184,743 38	2,340 13	1,288 67	201,039 88

SUMMARY OF PAYMENTS.

For construction and equipment	\$59,683 47
For dividends	None.
For interest	56,000 00
For rental of cars and engines	28,715 14
For State taxes: Not entered until December, 1875, but properly belongs to the present fiscal year.	600 00

What express companies run on your road, and on what terms? U. S. express company; express carried at 20 cents per 100 pounds over whole road.

What transportation companies run on your road? None.

ACCIDENTS.

Employees	Killed.	Injured slightly.
	1	4

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. B. Wick	Youngstown, Ohio.
Hon. A. G. Egbert	Franklin, Pa.
S. C. T. Dodd	Franklin, Pa.
Hon. David Derickson	Meadville, Pa.
Hon. Robert B. Roosevelt	New York.
J. C. Rockhill, President	Philadelphia, Pa.
John H. Dynes, Secretary	Meadville, Pa.
C. A. Derickson, Treasurer	Meadville, Pa.

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 December, 1876, are true to the best of his knowledge and belief.

(Signed) JAMES MULLINS, *President.*

Sworn and subscribed before me, this }
28th day of February, 1876. }

W. L. SMYSER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	102,500 00
Amount paid in as by last report.....	10,250 00
Total amount now paid in of capital stock.....	10,250 00
Funded debt as per last report, and amount now of funded debt, floating debt as per last report, and amount now of floating debt, total amount now of floating and funded debt, rate per cent. per annum of interest on funded debt, date and rate per cent. per annum of dividend or dividends, number of shares of stock issued, par value of each share, average market value during the year, amount paid in on each share, amount of capital on which the respective dividends were declared.....	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wheatland to Alliance,	40 miles.
Length of main line of road laid, double track of road, sidings.....	None.
Length of main line of road laid in Pennsylvania.....	1½ miles.
Gauge of road.....	Not established.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Hunter	Alliance, Ohio.
James Mullins.....	Wooster, Ohio.
C. K. Greiner.....	Alliance, Ohio.
C. Woods.....	Pittsburg, Pa.
C. Wick.....	Youngstown.
James Mullins, President	Wooster, Ohio.
John Hunter, Secretary and Treasurer.....	Alliance, Ohio.

SOMERSET AND MINERAL POINT.

STATE OF PENNSYLVANIA, }
Somerset County, } ss:

Personally appeared A. H. Coffroth, president, and M. A. Sanner, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

A. H. COFFROTH, *President.*

M. A. SANNER, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1876. }

A. J. COLBORN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, including supplemental charter extending road to Johnstown.....	\$500,000 00
Amount of stock subscribed and amount paid in as by last report: All stock paid in was sunk by sale of the road, on December 1st, 1875.	
Total amount now of capital stock	126 shares.
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, 1901,).....	\$50,000 00
2d mortgage bonds, (date of maturity, May 1, 1885,).....	45,000 00
3d mortgage bonds: None.	
	95,000 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt: 1st and 2d mortgage bonds.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Stock and cash.....	None.
Number of shares of stock issued.....	126
Par value of each share.....	\$50 00
Average market value during the year: Not in market—not for sale.	
Amount of capital on which the respective dividends were declared	No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	Not reported.	\$172,140 00
Equipment.....	“ “	16,900 00
Total cost.....		189,040 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Somerset to Mineral Point.....	9 $\frac{1}{15}$ miles.
Length of main line of road laid.....	9 $\frac{1}{15}$ “
Length of main line of road laid in Pennsylvania.....	9 $\frac{1}{15}$ “
Length of double track of road.....	None.
Length of sidings.....	1,250 feet.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 pounds.
Branch roads owned by the company, and 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, (\$3,200,).....	1
Number of second class passenger cars, (average cost of each, \$800,).....	1
Number of baggage, mail and express cars, (average cost of each, \$800,).....	1
Number of freight cars: House cars, none; Trucks, (average cost of each, \$450,).....	2
Number of coal, ore and stone cars, (average cost of each, \$450,).....	2
Number of caboose cars, iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 60,).....	1
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.....	1
Value of real estate held by the company exclusive of road way: Depot house and lot.....	\$3,000 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.

RAILROAD REPORT.

629

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

Number of miles run by passenger trains.....	18,710
Number of miles run by freight trains.....	12,140
Number of miles run by coal trains.....	None.
Number of through passengers for the year on main road,	13,552
Number of passengers (all classes) carried in cars.....	20,328
Number of tons of 2,000 lbs. of through freight for the year on main road	6,389
Number of passengers carried one mile.....	20,328
Number of tons of freight carried one mile.....	7,247
Number of passengers carried one mile in the State of Penn- sylvania.....	20,328
Number of tons of freight carried one mile in the State of Pennsylvania	7,247
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	7,247
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.....	None.
Average rate of speed adopted by freight trains, including stops	15
Weight of freight engines: One engine for both.....	26 tons.

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

January, 1875.....	1,634	July, 1875.....	1,960
February, 1875.....	1,120	August, 1875.....	2,271
March, 1875.....	1,217	September, 1875.....	2,036
April, 1875.....	2,067	October, 1875.....	1,404
May, 1875.....	1,783	November, 1875.....	1,757
June, 1875.....	1,794	December, 1875.....	1,285

The amount of freight, specifying the quantity in tons:

Anthracite coal, railroad iron, iron and other ores.....	None.	Stone and lime.....	620
Bituminous coal.....	150	Agricultural products.....	190
Petroleum and other oils.....	80	Merchandise & manufactures.....	3,210
Pig iron.....	30	Live stock.....	200
Other iron or castings.....	10	Lumber and ties.....	2,140
		Other articles, charcoal, &c.....	617

The rate of fare for passengers charged:

Fifty cents for entire route, and way *pro rata*.

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 local freight, per ton per mile.....	16½ "
For local coal, per ton per mile.....	11 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$1,618 75
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Repairs of machinery :

Repairs of engines and tenders.....	\$50 00
Repairs of passenger and baggage cars.....	120 00
Repairs of freight cars, repairs of tools and machinery in shops, incidental expenses, including oil, fuel, clerks, watchmen, &c.....	None.
Total.....	170 00

Operating the road :

Office expenses, stationery, &c.....	\$143 78
Agents and clerks.....	None.
Labor—loading and unloading freight, porters, watchmen and switch tenders.....	330 60
Conductors, baggage masters and brakemen.....	825 00
Engineers and firemen.....	1,110 25
Fuel and cost of preparing for use.....	473 85
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	80 00
Total.....	2,962 88

Receipts on construction and equipment account during the year :

From stockholders and sale of bonds.....	Nothing.
From other sources : From earnings of road, and applied to equipping the road with rolling stock.....	\$4,400 81

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Total.
January, 1875.....	\$544 85	\$334 32	\$90 01	\$969 18
February, 1875.....	330 55	334 77	97 17	772 49
March, 1875.....	393 05	527 24	82 82	1,003 11
April, 1875.....	686 90	542 20	85 80	1,314 90
May, 1875.....	582 25	493 96	103 45	1,179 66
June, 1875.....	574 10	468 66	93 56	1,136 32
July, 1875.....	653 50	385 27	85 69	1,024 46
August, 1875.....	757 05	304 62	88 88	1,150 58
September, 1875.....	678 85	343 18	223 78	1,345 51
October, 1875.....	461 90	394 23	161 15	916 33
November, 1875.....	575 90	360 44	54 58	990 92
December, 1875.....	427 45	290 77	77 09	795 31
Total.....	6,666 35	4,779 61	1,225 98	12,671 94

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$4,400 81
For maintaining the road, &c.—repairs of machinery and operating the road.....	4,751 63
For interest.....	3,519 50
Total.....	<u>12,671 94</u>

What express companies run on your road, and on what terms? Adams express company—pay us fifteen cents per hundred.

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

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John H. Uhl.....	Somerset, Pa.
M. A. Sanner.....	Somerset, Pa.
W. H. Koontz.....	Somerset, Pa.
H. L. Baer.....	Somerset, Pa.
A. J. Colborn.....	Somerset, Pa.
Peter Heffley.....	Somerset, Pa.
Noah Roberts.....	Somerset, Pa.
Isaac Kauffman.....	Somerset, Pa.
A. H. Coffroth, President.....	Somerset, Pa.
J. H. Uhl, Secretary.....	Somerset, Pa.
M. A. Sanner, Treasurer.....	Somerset, Pa.

SOUTH MOUNTAIN.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss:

Personally appeared William H. Bell, president, and George T. Capp, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

WILLIAM H. BELL, *President.*

GEO. T. CAPP, *Treasurer.*

Sworn and subscribed before me, this }
8th day of February, 1876. }

C. D. ZEHRING, *J. P.*

SOUTH MOUNTAIN

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed.....	\$690,800 00
Amount paid in as by last report, (including stock for right of way,)	557,803 35
Total amount now paid in of capital stock, (including stock for right of way,).....	582,803 35
Funded debt as per last report.....	None.
The amount now of funded debt, (classified,) as follows:	
1st mortgage bonds.....	1,016,000 00
Floating debt as per last report.....	118,500 00
Funded debt as per last report, and amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	1,016,000 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, (including shares of stock for right of way,)	10,921
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 subscription of stock, including right of way,).....	582,803 35
Amount of capital on which the respective dividends were declared	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$696,303 00	\$1,556,434 39
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Harrisburg to Hamburg,	55 miles.
Length of main line of road laid, length of main line of road laid in Pennsylvania, length of double track of road, and length of sidings.....	None.
Gauge of road, to be.....	4 feet 8½ in.
Weight of rail per yard on main track, to be.....	65 pounds.
Branch roads owned by the company and their length, viz:	
Total length of Reading branch, from Straustown to the intersection of the Reading and Wilmington railroad...	20 miles.
Roads worked or leased by the company.....	None.

RAILROAD REPORT.

Length of road graded, as per estimate of engineer..... 44½ miles.
 Number of engine houses and shops, and rolling stock :
 None—road not finished.
 Number of iron, wooden and stone bridges..... None.
 Number of culverts and total length in feet No account.
 Number of railroads crossed, number of stations on main
 road, number of wood and water stations on main road,
 number of tunnels, and value of real estate held by the
 company, exclusive of roadway..... None.
 How is track laid, and on what foundation?..... No track laid.

To the remainder of the interrogatories found in the blank form furnished
 us, we can only answer that the road is unfinished.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. P. Seiler.....	Harrisburg, Pa.
C. S. Maulfair.....	Grantville, Pa.
Jacob Uhrich.....	East Hanover, Pa.
Henry Uhrich.....	East Hanover, Pa.
Henry Cameron.....	Ono Post Office, Pa.
Simon Heilman.....	Jonestown, Pa.
John H. Lick.....	Lebanon, Pa.
Jacob W. Grove.....	Fredericksburg, Pa.
Frederick Harner.....	Bethel P. O., Lebanon co., Pa.
Henry Brobst.....	Rehersburg, Pa.
Michael Miller.....	Straustown, Pa.
Elias Stoudt.....	Bernville, Pa.
Wm. H. Bell, President.....	Jonestown, Pa.
Jacob G. Heilman, Secretary.....	Jonestown, Pa.
George T. Capp, Treasurer.....	Jonestown, Pa.
David M. Rank, Vice President.....	East Hanover, Pa.

SOUTH MOUNTAIN IRON COMPANY'S.

STATE OF PENNSYLVANIA, }
 Northampton County, } ss :

Personally appeared B. G. Clarke, president, and J. 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, 1875, are true to the best of their knowledge and
 belief.

(Signed)

B. G. CLARKE, *President.*
 J. T. KNIGHT, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of January, 1876. }

S. MOORE, *J. P.*

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.....	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,).....	176,500 00
	<hr/>
	376,500 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Total amount now of floating and funded debt..	376,500 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, par value of each share, average market value during the year, amount paid in on each share, and amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction.....	\$342,841 34	\$342,841 34
Equipment.....	45,639 29	45,639 29
	<hr/>	<hr/>
Total cost.....	388,480 63	388,480 63

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.....	2.26 miles.
Gauge of road.....	4 $\frac{1}{2}$ feet.
Weight of rail per yard on main track.....	51 pounds.
Branch roads owned and roads worked or leased by the company.....	None.

RAILROAD REPORT.

635

Number of engine houses and shops : Two engine houses ; no shops.	
Number of engines.....	3
Number of first class passenger cars, (average cost of each, \$3,000,).....	2
Number of second class passenger, baggage, mail and ex- press 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, stone and caboose cars.....	None.
Number of wooden bridges, (total length in feet, 100,)....	1
Number of iron and stone bridges and 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, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? Cross-ties, stone ballast, splice-joint fastenings.	

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

Number of miles run by passenger, freight and coal trains, mixed	14,940
Number of through passengers for the year on main road, and number of passengers (all classes) carried in cars..	11,407
Number of tons of 2,000 lbs. of through freight for the year on main road : No account kept.	
Number of passengers and tons of freight carried one mile, and number of passengers and tons of freight carried one mile in the State of Pennsylvania : No account kept.	
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	19,596½
Average rate of speed adopted by ordinary mixed trains, including stops, (miles per hour,)	12
Average rate of speed adopted by express trains, including stops.....	Have none.
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12
Weight of first class passenger and freight engines, mixed,	25 tons

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

January, 1875	671	July, 1875	1,173
February, 1875	420	August, 1875	2,250
March, 1875	611	September, 1875	1,306
April, 1875	892	October, 1875	1,038
May, 1875	776½	November, 1875	682
June, 1875	895½	December, 1875	735

The amount of freight, specifying the quantity in tons:

Anthracite coal	5,903½
Iron and other ores	5,582
Lumber	875½
Other articles	7,236

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

For first class through and way passengers	4 cents.
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The rate per ton (of 2,000 pounds) per mile charged for freight:

For through freight and through coal, local freight and local coal, per ton per mile	5 cents.
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EXPENSES.

(Keep no separate accounts.)

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings	\$5,163 80
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Repairs of machinery:

Repairs of engines and tenders	\$492 44
Repairs of passenger and baggage cars	403 23

Total	895 72
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Operating the road:

Office expenses, stationery, &c	\$117 04
Agents and clerks	2,106 00
Conductors, baggage masters and brakemen	919 00
Engineers and firemen	1,200 00
Fuel, and cost of preparing for use	1,883 81
Oil and waste for engines and tenders, passenger, baggage and freight cars	330 78
Telegraph, mail and station expenses	123 68
Use of freight cars	90 25
Shoveling snow	19 69
General superintendence	800 00

Total	7,590 25
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Grand total	\$13,589 77
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RAILROAD REPORT.

637

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail.	Total.
January, 1875.	\$245 45	\$1,179 10		\$1,424 55
February, 1875.	139 35	823 77		963 12
March, 1875.	193 00	847 71	\$112 50	1,153 21
April, 1875.	340 95	922 07		1,263 02
May, 1875.	256 15	918 92		1,175 07
June, 1875.	257 15	939 85	112 50	1,309 50
July, 1875.	389 08	438 53		827 61
August, 1875.	689 27	849 02		1,538 29
September, 1875.	390 60	852 27	112 50	1,355 37
October, 1875.	499 95	1,038 83		1,538 78
November, 1875.	235 65	1,162 29		1,397 94
December, 1875.	244 05	842 40	112 50	1,199 55
Total	3,881 25	10,814 76	450 00	15,146 01

SUMMARY OF PAYMENTS.

For construction and equipment.	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.	\$13,589 77
For dividends.	Nothing.
For interest.	24,355 00
For miscellaneous, surplus fund, municipal taxes, State taxes and United States taxes.	Nothing.
Total	37,944 77
Total amount of surplus fund	Nothing.

Cost of transportation :

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

What express and transportation companies run on your road? Nothing.

ACCIDENTS

None killed or injured.

SOUTH PENNSYLVANIA.

OFFICE SOUTH PENNSYLVANIA RAILROAD COMPANY, }
HARRISBURG, August 6, 1875. }

SIR:—I have the honor to state that no change has taken place in the affairs of this company since my letter of April 20th of this year, addressed

to Hon. Harrison Allen, Auditor General—nor has there been any change in the officers and directors. A reference to that letter being had and also to my report made to the same office in 1873, all the inquiries made in your circular of August 5th, and applicable to this company will be found to have been fully answered.

From the same it may also be inferred that this company has declared its intention to complete a portion of its road within the period granted to it and other corporations similarly situated, by the act of May 14th, 1871, which declaration is on file in the department of State.

By the terms of the said act should the company prove unable to fulfill the said declaration, its powers under its present charter will expire on the 31st of March, A. D. 1879.

I am very respectfully,

Your obedient servant,

JAMES WORRALL, *President.*

HON. WM. M'CANDLESS,

Secretary Internal Affairs, Penn'a.

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 for the financial year ending September 30, 1875, 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 }
25th day of January, 1876. }

JOHN JEFFRIES, *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
Amount paid in as by last report, per terms of organization.....	800,000 00
Total amount now paid in of capital stock: Under re-organization under act of April 8, 1861, as per terms of re-organization.....	800,000 00

RAILROAD REPORT.

639

No funded debt, but subject to the lien of mortgage of the Southern Pennsylvania iron and railroad company, (date of maturity of said mortgage, A. D. 1900),.....	\$625,000 00
Amount of 1st mortgage of Southern Pennsylvania iron and railroad company, and unpaid interest.....	661,890 00
Floating debt as per last report and the amount now of floating debt.....	None.
Total amount now of indebtedness.....	661,890 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.....	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 under act of April 8, 1861.....	\$50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Total cost as per purchase.....	\$973,750 00	\$973,750 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Southern Pennsylvania Junction to Richmond.....	21 miles.
Length of main line of road laid.....	21 "
Length of main line of road laid in Pennsylvania.....	21 "
Length of double track of road.....	None.
Length of sidings.....	2,275 feet.
Gauge of road.....	4 $\frac{9}{12}$ feet.
Weight of rail per yard on main track.....	50 pounds
Branch roads owned by the company and their length, viz:	
Richmond to Ore Banks.....	2 miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	1
Number of engines, first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars.....	None.
Number of iron and stone bridges, and number of railroads crossed.....	None.
Number of wooden bridges, (total length in feet, 454,) ...	3

SOUTHERN PENNSYLVANIA

Number of culverts, (total length in feet, 2,037,) average width, 2 feet.....	52
Number of stations on main road: Passenger 10; freight, 5; total.....	15
Number of wood and water stations on main road.....	2
Present value of real estate held by the company, exclusive of roadway.....	\$50,000 00
Number of tunnels.....	None.
How is track laid, and on what foundation? With cross-ties resting on slate and 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.....	14,398
Number of miles run by freight trains.....	15,650
Number of miles run by coal trains.....	None.
Number of through passengers and tons of freight carried on main road: Included in Cumberland Valley railroad report.	
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.....	None.
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	10

Weight of first class passenger and freight engines: Included in Cumberland Valley railroad report.

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

Included in Cumberland Valley railroad report.

The amount of freight, specifying the quantity in tons:

Included in Cumberland Valley railroad report.

RAILROAD REPORT.

641

EXPENSES.

STATEMENT showing in detail the expenditures on account of operating expenses of the Southern Pennsylvania railway and mining company, for the fiscal year ending September 30, 1875.

HEADS OF ACCOUNTS.	Allotted to passen- gers.....	Allotted to freight,	Total.....
<i>Conducting transportation :</i>			
Conductors	\$363 19	\$461 16	\$824 35
Baggage masters.....	150 00		150 00
Brakemen	288 02	576 03	864 05
Agents and clerks	237 60	607 89	845 49
Station labor.....		142 34	142 34
Mail expenses.....	30 00		30 00
Station expenses.....	30 88	28 46	59 32
Train expenses.....	33 63	2 25	35 88
Car service.....	398 42	978 99	1,377 41
Depot repairs.....		47 16	47 16
Oiling and inspecting cars.....	52 81	65 80	118 61
Superintendence	49 09	97 47	146 56
Clerks, general office.....	50 16	99 59	149 75
Stationery and printing.....	42 05	65 88	107 93
Advertising.....	13 57		13 57
Incidentals.....	36 12		36 12
Furniture for stations.....	12 00	12 00	24 00
Total.....	1,787 52	3,185 02	4,972 54
<i>Motive power :</i>			
Engineers and firemen	\$875 56	\$1,111 88	\$1,987 44
Watching and cleaning engines.....	53 43	129 29	182 72
Shop labor.....	15 34	37 11	52 45
Water supply.....	43 19	64 78	107 97
Locomotive repairs	250 42	605 97	856 39
Oil and waste for locomotives.....	41 85	120 63	162 48
Fuel for locomotives.....	1,343 90	1,730 78	3,074 68
Fuel for engine house and shops.....	6 30	15 23	21 53
Water station repairs	58 52	87 77	146 29
Machine shop, repairs of.....	21 29	48 17	69 46
Superintendence.....	30 16	72 96	103 12
Clerks, general office	5 51	13 33	18 84
Incidentals.....	79	1 92	2 71
Watchmen.....	2 61	6 32	8 93
Tools and machinery, repairs of.....	20 30	49 13	69 43
Total.....	2,769 17	4,095 27	6,864 44
<i>Maintenance of way :</i>			
Adjustment of track.....	\$911 24	\$1,159 77	\$2,071 01
Ballast.....	509 05	647 90	1,156 95
Ditching.....	587 05	747 16	1,334 21
Frogs and switches.....	55 51	70 64	126 15
Cross-ties.....	240 72	306 38	547 10
Replacing cross-ties.....	662 18	842 78	1,504 96
Relaying iron.....	1 87	2 38	4 25
Spikes, joints and fastenings.....	26 70	33 99	60 69
Culverts, cattle guards and road crossings.....	72 65	92 47	165 12
Cleaning roadway.....	85 76	109 14	194 90
Snow and ice.....	143 17	182 22	325 39
Repairs of road and hand cars.....	64	81	1 45
Bridge superstructure repairs.....	297 29	378 36	675 65

41 RAILROAD REP.

EXPENSES—Continued.

HEADS OF ACCOUNTS.	Allotted to passen- gers.....	Allotted to freight,	Total.....
<i>Maintenance of way—Continued.</i>			
Incidentals.....	\$2 91	\$3 70	\$6 61
Tools and machinery repairs.....	49 23	62 66	111 89
Extraordinary expenses.....	12 35	15 72	28 07
Total.....	3,658 32	4,656 08	8,314 40
<i>General expenses:</i>			
Salary of officers.....	\$110 43	\$219 24	\$329 67
Legal expenses.....	12 71	25 24	37 95
Revenue tax.....	1 91	3 79	5 70
Clerks, general office.....	12 59	25 17	37 76
General office expenses.....	2 34	4 68	7 02
Stationery.....	6 64	13 28	19 92
Incidentals.....	10 05	19 94	29 99
Furniture, general office.....	44	88	1 32
Total.....	157 11	312 22	469 33
<i>Recapitulation:</i>			
Conducting transportation.....	\$1,787 52	\$3,185 02	\$4,972 54
Motive power.....	1,769 17	4,095 27	6,864 44
Maintenance of way.....	3,658 32	4,656 08	8,314 40
General expenses.....	157 11	312 22	469 33
Total.....	8,372 12	12,248 59	20,620 71

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 and way passengers.....	None.

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

Included in Cumberland Valley 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.
October, 1874.....	\$635 98	\$1,584 87	\$111 08	\$2,331 93
November, 1874.....	467 59	1,342 25	118 45	1,928 29
December, 1874.....	650 26	1,441 30	124 87	2,216 43
January, 1875.....	445 98	1,150 62	113 50	1,710 10
February, 1875.....	285 87	1,171 33	108 83	1,566 03
March, 1875.....	393 25	1,399 79	120 13	1,913 17
April, 1875.....	454 84	1,243 30	112 42	1,810 62
May, 1875.....	531 12	1,517 27	103 98	2,152 32
June, 1875.....	566 88	1,325 78	107 61	2,000 27
July, 1875.....	540 10	956 35	111 82	1,608 27
August, 1875.....	564 48	1,146 11	126 07	1,836 66
September, 1875.....	806 97	1,215 86	134 25	2,157 08
Total.....	6,343 32	15,494 89	1,392 96	23,231 17

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$279 30
For maintaining the road, &c.—repairs of machinery and operating the road.....	20,620 71
For dividends, miscellaneous, surplus fund and United States taxes.....	None.
For interest.....	31,336 68
For municipal taxes.....	458 55
For State taxes.....	7 35
Total.....	52,702 59
Total amount of surplus fund.....	None.

Cost of transportation :

Included in Cumberland Valley railway report.

What express companies run on your road, and on what terms? Adams' express company, at \$320 96 per annum.

What transportation companies run on your road? None.

The Southern Pennsylvania iron and railroad company was sold on the 26th of December, 1872, at public sale, in Philadelphia, by the trustees in the second mortgage. This sale was subject to a first mortgage of \$625,000, interest due from 1st March, 1872, 7 per cent. gold.

A new company was organized by the purchasers under the corporate name of the Southern Pennsylvania railway and mining company, on the basis of a capital of \$800,000.

In addition to the railroad the company owns in fee about 4,000 acres of ore lands, and a leasehold interest in about 5,000 acres additional, and an anthracite 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 March, 1870. The foregoing is a statement of the receipts and expenditures of the railroad proper, of the Southern Pennsylvania railway and mining company.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thomas B. Kennedy.....	Chambersburg, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
Thomas B. Kennedy, President.....	Chambersburg.
John L. Ritchey, Secretary and Treasurer.....	Chambersburg.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

ISAAC HINCKLEY, *President.*

A. HORNER, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1876. }

A. G. MURPHEY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in as by last report.....	58,468 00
Total amount now paid in of capital stock.....	58,468 00
Date and rate per cent. per annum of dividend or dividends:	
Cash, February and August.....	6 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 3,353—\$47,362;	
\$18 on 617—\$11,106, (4,000 shares,).....	\$58,468 00

RAILROAD REPORT.

645

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$58,468 00	\$58,468 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Broad street and Wash- ington avenue to Swanson and Almond	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	1.37 "
Gauge of road	4 ⁷ / ₁₆ feet.
Weight of rail per yard on main track : 56, 58, 60, 64 and 68 pounds.	
Value of real estate held by the company exclusive of road- way	<u>None</u>

Expenses and earnings included in returns of the Philadelphia, Wilming-
ton and Baltimore railroad company, lessee of the Southwark railroad
company.

At a meeting of the stockholders of the Southwark railroad company,
August 29, 1853, it was resolved to re-lay the road, to call in instalments
sufficient to pay the same, and to lease the road to the Philadelphia, Wil-
mington and Baltimore railroad company for six per cent. per annum on
the cost.

SUMMARY OF PAYMENTS.

For dividends	<u>\$3,508 08</u>
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Isaac Hinckley	Philadelphia, Pa.
Robert J. Mercer	Philadelphia, Pa.
S. M. Felton	Thurlow, Pa.
Alfred Horner	Philadelphia, Pa.
Joseph Huddell	Philadelphia, Pa.
H. F. Kenney	Philadelphia, Pa.
George A. Dadman	Philadelphia, Pa.
Isaac Hinckley	President.
Alfred Horner	Secretary and Treasurer.

SOUTH-WEST PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared G. B. Roberts, president, and Albert Hewson, treasurer of the South-West Pennsylvania railway company, and in due form of form of law made oath that the statements in the within report for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed,)

G. B. ROBERTS, *President.*

ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1876. }

RICHARD H. REILLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, (with authority to increase,)	\$500,000 00
Amount of stock subscribed	460,250 00
Amount paid in as by last report	415,830 00
Total amount now paid in of capital stock	442,202 50
Funded debt as per last report	771,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, August 1, 1903,)	\$800,000 00
Certificates of indebtedness, (date of maturity, September 1, 1879,)	28,000 00
	828,000 00
Floating debt as per last report	68,500 00
The amount now of floating debt	99,283 96
Total amount now of floating and funded debt	927,283 96
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; certificates of indebtedness, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Cash, division No. 2, last half 1874, \$13,240 50; division No. 3, first half 1875, \$13,249 50—\$26,490 00; division No. 2, March 31, 1875, 8,827 shares, at \$50, \$441,350, 3 per cent, \$13,240 50; division No. 1, September 30, 8,833, at \$50, \$441,650, 3 per cent, \$13,249 50.	

RAILROAD REPORT.

647

Number of shares of stock issued.....	8,833
Par value of each share.....	\$50 00
Average market value during the year.....	Not informed.
Amount paid in on each share : 8,833 shares full paid ; 372 shares \$552 paid on account.	
Amount of capital on which the respective dividends were declared : Answered above.	

COST OF ROAD.

	By last report.	By present report.
Construction	\$1,199,427 59	\$1,331,428 97

CHARACTERISTICS OF ROAD.

Length of main line of road : Not determined ; final location not completed.	
Length of main line of road laid, from Greensburg to Ferguson.....	29 ⁵ / ₁₀ miles.
Length of main line of road laid in Pennsylvania.....	29 ⁵ / ₁₀ "
Length of double track of road, branch roads owned or roads worked or leased by the company, number of iron and stone bridges and tunnels.....	None.
Length of sidings.....	6 miles.
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	56 pounds.
The South-West Pennsylvania railway company does not own any equipment ; equipment furnished by lessee.	
Number of wooden bridges, (total length in feet, 2,150,)..	31
Number of culverts, (total length in feet, 203 ¹ / ₂ ,).....	74
Number of railroads crossed.....	2
Number of stations on main road : Passenger and freight, combined	21
Number of wood and water stations on main road.....	3
Value of real estate held by the company exclusive of roadway	\$5,000 00
How is track laid, and on what foundation? Stone and furnace slag.	
Length in miles laid with steel rail.....	1 ⁵ / ₁₀ miles.

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

This road is operated and returns are made by the Pennsylvania railroad company, to which company it is leased for five years from April 1, 1873.

Receipts on construction and equipment account during the year :

From stockholders.....	\$25,000 00
From sale of bonds.....	42,500 00
From sale of certificates of indebtedness.....	6,500 00
From other sources.....	97,874 36
Total	171,874 36

NAMES AND RESIDENCE OF OFFICERS ELECTED JANUARY 11, 1875.

Directors.	Post office address.
Thomas A. Scott.....	Philadelphia, Pa.
Wm. J. Howard.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
A. J. Derbyshire.....	Philadelphia, Pa.
John K. Ewing.....	Uniontown, Pa.
Robert Hogsett.....	Uniontown, Pa.
G. A. Torrence.....	Connellsville, Pa.
D. R. Davidson.....	Pittsburg, Pa.
B. F. Ruff.....	Pittsburg, Pa.
Israel Painter.....	West Newton, Pa.
Samuel Dillinger.....	Ruff Dale, Pa.
Edmund Smith.....	Philadelphia, Pa.
G. B. Roberts, President.....233 South 4th st., Philadelphia.	
Albert Hewson, Sec'y and Treas.....233 South 4th st., Philadelphia.	

SPRING BROOK.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Charles Pugh, president, and C. S. Stark, treasurer, of the Spring Brook railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief

(Signed) CHARLES PUGH, *President.*
 C. S. STARK, *Treasurer.*

Sworn and subscribed before me, this }
 30th day of October, 1875. }

J. HILEN, *J P.*

STOCK AND DEBT.

Capital stock as authorized by law, with right to increase,	\$25,000 00
Amount of stock subscribed	37,800 00
Amount paid in as by last report.....	37,800 00
Total amount now paid in of capital stock.....	37,800 00
Funded debt as per last report.....	15,000 00

RAILROAD REPORT.

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

1st mortgage and bond, (date of maturity, $\frac{1}{10}$ annually,)	\$15,000 00
Floating debt as per last report.....	4,000 00
The amount now of floating debt.....	6,500 00
Total amount now of floating and funded debt.....	21,500 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.....	1,512
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
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$58,800 00	\$58,800 00
Equipment.....	.....	2,500 00
Total cost.....	<u>58,800 00</u>	<u>61,300 00</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Moosic station up to Spring Brook.....	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 sidings.....	$\frac{1}{4}$ mile.
Gauge of road.....	4 feet 3 in.
Weight of rail per yard on main track: 25 lbs. to yard, except 10 tons, 16 lbs. to yard.	
Branch roads owned, and roads worked or leased by the company, number of first and second class passenger, baggage, mail, express, coal, ore and stone cars.....	None.
Number of engine houses and shops.....	1
Number of engines.....	1
Number of freight cars: Trucks, (average cost of each, \$200,)	16 Pair.
Number of wooden bridges, (total length in feet, 400,)...	6
Number of railroads crossed.....	2
Number of wood and water stations on main road.....	1

Value of real estate held by the company exclusive of road-way	None.
How is track laid, and on what foundation? Dirt foundation, laid on ties.	

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

Number of miles run by freight trains, (estimated,).....	4,700
Number of tons of 2,000 lbs. of through freight for the year on main road, (estimated,).....	12,000
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	12,000
Average rate of speed adopted by freight trains, including stops, (miles per hour,).....	4
Weight of freight engines.....	5 tons

The amount of freight, specifying the quantity in tons:

Lumber.....	10,000
Other articles.....	2,000

EXPENSES.

The road has been leased, and lessee makes the repairs.

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$21,500 00
State taxes.....	28 35

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
Solomon Sturmer.....	Pittston, Pa.
Charles Pugh.....	Pittston, Pa.
C. S. Stark.....	Pittston, Pa.
F. C. Mosler.....	Pittston, Pa.
John M. Grier.....	Moosic, Luzerne county, Pa.
Charles Pugh, President.....	Pittston, Pa.
C. S. Stark, Secretary and Treasurer.....	Pittston, Pa.

STATE LINE AND SULLIVAN.

STATE OF PENNSYLVANIA, }
Bradford County, } ss :

Personally appeared C. E. Parsons, president, and Wm. S. Slater, treasurer, of the State Line and Sullivan railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending 31st of December, 1875, are true, to the best of their knowledge and belief.

(Signed)

CHARLES E. PARSONS, *President.*

WM. S. SLATER, *Treasurer.*

Sworn to by C. E. Parsons, president, and }
 subscribed before me, this 28th day of }
 January, 1876.

WM. S. VINCENT, *Notary Public.*

Sworn to by Wm. S. Slater, treasurer, and subscribed before, me in Providence, Rhode Island, this 31st day of January, 1876.

WM. C. TOWNSEND, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed.....	987,650'00
Amount paid in as by last report: Organized Dec. 1874.	
Total amount now paid in of capital stock.....	987,650 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 1st, 1880,)	100,000 00
Floating debt as per last report, and 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	19,753
Par value of each share.....	\$50 00
Average market value during the year: No sales known.	
Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared.....	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Monroeton to Bernice..	24 miles.
Length of main line road laid.....	24 "
Length of main line of road laid in Pennsylvania.....	24 "
Length of double track of road.....	None.
Length of sidings.....	1 $\frac{3}{4}$ miles.
Gauge of road.....	4 feet 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track : Part 50 and 56 lbs.	
Branch roads worked by the company, and roads worked or leased by the company, number of engine houses and shops, number of engines, number of first and second class passenger, baggage, mail, express, freight, coal, ore, stone and caboose cars, number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 625,)....	9
Number of culverts, (total length in feet, nearly 200,)....	3
Number of railroads crossed and number of tunnels.....	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.....	\$1,000,000 00
How is track laid, and on what foundation? Hemlock, beech and oak ties, ballasted with coal dust and gravel.	
Length in miles laid with steel rail.....	None.

Operated by Pennsylvania and New York canal and railroad company.
See their report.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$37,611 02
Taxes on real estate.....	317 04
Total.....	<u>37,928 06</u>

Operating the road :

Office expenses, stationery, &c.....	\$1,700 64
Wood and water station attendance.....	20 00
Telegraph, mail and station expenses.....	2,156 96
Tolls over other roads.....	3,140 00
Damage for injury of persons.....	15 50
General superintendence.....	8,000 00
Contingencies.....	415 75
Total.....	<u>15,448 85</u>

RAILROAD REPORT.

653

Receipts on construction and equipment account during the year :

From sale of bonds.....	\$93,000 00
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RECEIPTS.

Rents or freights from Pennsylvania and New York canal and railroad company.....	\$14,937 66
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SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$15,448 85
For interest.....	3,500 00
For State taxes.....	317 04
Total.....	19,265 89

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Cushman.....	Cambridge, Mass.
Wm. S. Slater.....	Providence, R. I.
John C. Wells.....	Wilkesbarre, Pa.
Wm. Stevenson.....	Bethlehem, Pa.
D. R. Lathrop.....	Bernice, Pa.
Alfred Jones.....	Germantown, Pa.
Chas. E. Parsons, President.....	Towanda, Pa.
D. R. Lathrop, Secretary.....	Bernice, Pa.
Wm. S. Slater, Treasurer.....	Providence, R. I.

STONY CREEK.

STATE OF PENNSYLVANIA, }
 Montgomery County, } ss:

Personally appeared Edward C. Knight, president *pro tem.*, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

E. C. KNIGHT, *President pro tem.*F. D. SOWER, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of January, 1876. }

JOSHUA COMLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$300,000 00
Amount of stock subscribed.....	150,850 00

Amount paid in as by last report.	\$141,660 00
Total amount now paid in of capital stock.	144,100 00
Funded debt as per last report.	25,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1907,)	350,000 00
Floating debt as per last report	346,717 33
The amount now of floating debt.	78,751 83
Total amount now of floating and funded debt.	428,751 83
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	2,882
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.	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including real estate and right of way.	\$488,414 70	\$522,113 11
Equipment.	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Lansdale to Norristown,	10 $\frac{3}{4}$ miles.
Length of main line of road laid.	10 $\frac{3}{8}$ "
Length of main line of road laid in Pennsylvania.	10 $\frac{3}{8}$ "
Length of double track of road and length of sidings.	None.
Gauge of road.	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.	58 pounds
Branch roads owned and roads worked or leased by the company	None.
Number of engine houses and shops.	1
Number of engines, first and second class passenger, baggage, mail and express cars	None.
Number of freight and house cars, and trucks.	None.
Number of coal, ore, stone and caboose cars.	None.
Number of iron bridges, (total length in feet, 240,)	3
Number of wooden and stone bridges.	None.

RAILROAD REPORT.

655

Number of culverts, (total length in feet, 6x51,).....	1
Number of railroads crossed	None.
Number of stations on main road, passenger.....	8
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? Iron rails, fish-joints, earth and stone ballast.	
Length in miles laid with steel rail	None.

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

Number of passengers for the year, (all classes) carried in cars, (all local,).....	47,547
Number of tons of 2,000 pounds of freight for the year on main road, (all local,)....	15,361
Number of passengers carried one mile.....	389,594
Number of tons of freight carried one mile.....	118,362
Number of passengers carried one mile in the State of Pennsylvania	389,594
Number of tons of freight carried one mile in the State of Pennsylvania	118,362
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	15,361
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains.....	None.
Average rate of speed adopted by freight trains, including stops.....	9
Weight of first class passenger and freight engines.....	None.

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

November, 1874.....	2,456	June, 1875.....	3,591
December, 1874.....	3,033	July, 1875.....	6,924
January, 1875.....	2,242	August, 1875.....	7,459
February, 1875.....	2,526	September, 1875.....	4,272
March, 1875.....	3,207	October, 1875.....	4,853
April, 1875.....	3,393		
May, 1875.....	3,591	Total.....	47,547

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	6,124
Pig iron.....	112
Iron and other ores.....	1,321
Merchandise and manufactures.....	7,035
Lumber.....	769
Total.....	15,361

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

For first class through and way passengers, (all local,) 2.60 cents.

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

For through and local freight, and through and local coal,
(all local,) per ton per mile. 4.92 cents.

EXPENSES.

Maintaining the road or real estate of the corporation, repairs of machinery, and operating the road. \$18,996 59

Rolling stock furnished and road operated by the North Pennsylvania railroad company. 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 fifteen cents per mile, in addition to the proportion of charges for other expenses.

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.
November, 1874.	\$578 45	\$429 63	\$36 57	\$1,044 65
December, 1874.	694 55	319 70	39 16	1,053 41
January, 1875.	514 78	236 18	30 24	781 20
February, 1875.	538 17	244 23	38 58	820 98
March, 1875.	739 52	387 60	45 96	1,173 08
April, 1875.	810 18	307 74	44 53	1,162 45
May, 1875.	890 49	453 76	46 30	1,390 55
June, 1875.	731 99	500 01	48 87	1,280 87
July, 1875.	1,043 61	607 46	48 49	1,699 56
August, 1875.	1,783 40	522 63	55 48	2,361 51
September, 1875.	989 28	677 51	60 88	1,727 67
October, 1875.	824 83	590 54	59 12	1,474 49
Total.	10,139 25	5,276 99	554 18	15,970 42

SUMMARY OF PAYMENTS.

For construction and real estate and right of way. \$33,698 41
 For maintaining and operating the road. 18,996 59
 For dividends. None.
 For interest, coupons. 14,000 00
 For miscellaneous, interest on floating debt, &c. 11,650 50
 For wharf and water rents. 213 00
 For repairs to real estate, &c. 1,109 02

RAILROAD REPORT.

657

For county and borough tax.....	\$333 47
For insurance.....	26 40
Total.....	80,027 39

Cost of transportation :

Cost per passenger per mile, and cost per ton freight per mile, proximate average. None.

What express companies run on your road, and on what terms? Central express, 12 cents per ton per mile.

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

ACCIDENTS.

None.

NAME AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Franklin Derr	Norristown, Pa.
A. R. Cox.....	Norristown, Pa.
Daniel Quillman.....	Norristown, Pa.
S. E. Hartranft.....	Norristown, Pa.
Oliver G. Morris.....	Line Lexington, Pa.
N. H. Anders.....	Kulpsville, Pa.
David S. Heebner.....	Lansdale, Pa.
Samuel Dresher.....	Norritonville, Pa.
Ellwood Shannon.....	Philadelphia, Pa.
J. G. Fell.....	Philadelphia, Pa.
Josh. Comly.....	Philadelphia, Pa.
Edw. C. Knight.....	Philadelphia, Pa.
Franklin A. Comly, President..... 407 Walnut st., Philadelphia.	
Franklin D. Sower, Sec'y and Treas..... Norristown, Pa.	

SULLIVAN AND ERIE COAL.

OFFICE OF THE STATE LINE AND SULLIVAN RAILROAD Co., }
TOWANDA, PA., March 3, 1876. }

WM M'CANDESS, Esq.,

Secretary of Internal Affairs :

DEAR SIR:—The Sullivan and Erie coal and railroad company has no railroad, coal lands or property of any description. The property was sold out under foreclosure by decree of United States court, October 14, 1874, and was purchased by the bondholders, who organized a new corporation, under the name of the State Line and Sullivan railroad company. Their report has been sent, and I suppose there can be no report required of the defunct corporation.

Yours very respectfully,

CHARLES E. PARSONS.

SUMMIT BRANCH.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas A. Scott, president, and John Dougherty, treasurer, of the Summit Branch railroad company, and in due form of law made oath, that the statements in the within report, for the 13 months ending December 31st, 1875, are true to the best of their knowledge and belief.

(Signed)

THOMAS A. SCOTT, *President.*

JNO. DOUGHERTY, *Treasurer.*

Sworn and subscribed before me, this }
 25th day of February, 1876. }

RICHARD H. REILLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$4,125,000 00
Amount of stock subscribed.....	3,907,600 00
Amount paid in as by last report.....	3,883,900 00
Total amount now paid in of capital stock.....	3,907,600 00
Funded debt as per last report.....	684,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, January 1, 1904,)	800,000 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Rate per cent. per annum of interest on funded debt, 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Railroad and coal, February 15, 1875, 3 per cent. ; Aug. 15, 1875, 3 per cent.	
Number of shares of stock issued.....	78,152
Par value of each share.....	\$50 00
Average market value during the year.....	36 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared: February 15, on \$3,887,700; August 15, on \$3,907,600.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$988,902 37	\$988,902 37

No separate account—including Lykens Valley railroad, leased.

RAILROAD REPORT.

659

CHARACTERISTICS OF ROAD.

Length of main line of road, from Millersburg to Williams-town.....	20 miles.
Length of main line road laid.....	20 "
Length of main line road laid in Pennsylvania.....	20 "
Length of double track of road.....	None.
Length of sidings.....	10 $\frac{1}{4}$ miles.
Gauge of road.....	4 feet 9 in.
Weight of rail per yard on main track.....	50 and 56 lbs.
Branch roads owned by the company and their length....	$\frac{1}{2}$ mile.
Roads worked or leased by the company, viz: Lykens Valley railroad.	
Number of engine houses and shops.....	6
Number of engines.....	7
Number of first class passenger cars.....	None.
Number of second class passenger cars, (average cost of each, \$650,).....	1
Number of baggage, mail and express cars, (average cost of each, \$900,).....	1 8-wheel.
Number of freight cars: Gondolas, (average cost of each, \$650,) 4; house cars, (average cost of each, \$300,) 1; total.....	5 4-wheel.
Number of coal, ore and stone cars: Coal, (average cost of each, \$225,) 3; ore and stone.....	None.
Number of caboose cars, (average cost of each, \$350,)....	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, 608,).....	17
Number of railroads crossed.....	1
Number of stations on main road: Passenger and freight,	6
Number of wood and water stations on main road.....	4
Value of real estate held by the company exclusive of roadway.....	\$1,500,000 00
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.....	13,960
Number of miles run by freight and coal trains: No account kept.	

Number of through passengers for the year on main road.	2,011
Number of passengers (all classes) carried in cars.....	22,852
Number of tons of 2,000 lbs. of through freight for the year on main road.....	417,408
Number of passengers carried one mile	262,789
Number of tons of freight carried one mile.....	11,225 821
Number of passengers carried one mile in the State of Penn- sylvania.....	262,789
Number of tons of freight carried one mile in the State of Pennsylvania.....	11,225 821
Gross amount of tonnage for the year, (2,000 lbs. per ton.)	576,289
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.....	None.
Average rate of speed adopted by freight trains, including stops.....	8 miles.
Weight of first class passenger engines.....	25 tons.
Weight of freight engines.....	35 "

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

December, 1874.....	1,611	July, 1875.....	2,124
January, 1875.....	1,361	August, 1875.....	2,525
February, 1875.....	982	September, 1875.....	2,023
March, 1875.....	1,358	October, 1875.....	1,633
April, 1875.....	1,440	November, 1875.....	2,130
May, 1875.....	2,075	December, 1875.....	1,918
June, 1875.....	1,672		

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

Anthracite coal, &c ,	593,657
Other articles.....	10,310
Total	<u>603,967</u>

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

For first class through passengers	3 ²² / ₁₀₀ cents.
For first class way passengers.....	3 ²² / ₁₀₀ "

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.....	2 ²² / ₁₀₀ "
For local freight, per ton per mile	6 "
For local coal, per ton per mile.....	4 "

RAILROAD REPORT.

661

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs or maintenance of way, including buildings.....	\$40,702 92
Taxes on real estate.....	127 38
Total.....	<u>40,830 80</u>

Repairs of machinery :

Repairs of engines and tenders	\$8,032 97
Repairs of passenger and baggage cars.....	250 00
Repairs of freight cars.....	1,397 10
Repairs of tools and machinery in shops.....	869 13
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	733 04
Total.....	<u>11,282 24</u>

Operating the road :

Office expenses, stationery, &c.....	\$1,428 71
Agents and clerks.....	4,488 42
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance, conduc- tors, baggage masters and brakemen.....	8,615 36
Engineers and firemen.....	12,906 14
Fuel and cost of preparing for use.....	7,730 39
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,627 28
General superintendence.....	3,250 00
Rent of passenger car	386 28
Total.....	<u>40,462 58</u>
Grand total.....	<u>\$92,575 12</u>

Allotted to passenger transportation, (no separate account kept,)	\$7,781 76
Allotted to freight transportation, (no separate account kept,).....	<u>84,793 36</u>

Receipts on construction and equipment account during the year :

From stockholders.....	\$23,700 00
From sale of bonds.....	116,000 00
Total.....	<u>139,700 00</u>

SUMMIT BRANCH

RECEIPTS.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Total.
December, 1874.....	\$746 30	\$6,641 05	\$501 28	\$7,888 63
January, 1875.....	627 05	5,607 73	1,163 14	7,397 92
February, 1875.....	442 48	11,185 81	1,570 54	13,198 83
March, 1875.....	616 20	21,300 29	1,006 10	22,922 59
April, 1875.....	653 80	30,084 53	1,612 59	32,350 92
May, 1875.....	875 70	28,625 65	563 92	30,065 27
June, 1875.....	850 21	35,977 25	2,474 91	39,302 37
July, 1875.....	842 85	36,151 32	1,815 22	38,809 39
August, 1875.....	1,064 60	32,802 48	1,688 40	35,555 48
September, 1875.....	964 25	33,266 02	1,070 52	35,300 79
October, 1875.....	825 05	33,228 50	1,130 11	35,183 66
November, 1875.....	905 05	29,477 73	4,377 31	34,760 09
December, 1875.....	865 45	14,811 58	704 33	16,381 36
Total.....	10,278 99	319,159 94	19,678 37	349,117 30

SUMMARY OF PAYMENTS.

For construction and equipment.....	Nothing.
For maintaining the road, &c.—repairs of machinery and operating the road.....	\$92,575 12
For dividends, coal and railroad.....	233,859 00
For rent of railroad.....	67,708 29
For miscellaneous.....	58,192 23
For surplus fund, municipal and State taxes.....	8,004 27
Total.....	460,338 91

Cost of transportation:

Cost per passenger per mile, proximate average.....	3 cents.
Cost per ton freight per mile, proximate average. $\frac{6\frac{1}{2}}{1000}$	" "

What express companies run on your road, and on what terms? Adams express company, by conductor.

What transportation companies run on your road, and on what terms? Weaver and Wallace, by special contract.

ACCIDENTS.

	Killed.	Injured.
Others.....	1	2

1875.

January 6. Thomas Higgins, 13 years of age, playing on track, had his foot injured; slightly.

August 21. John Davis, 5 years old, crept under cars—train backed and crushed a part of each foot; has recovered.

September 15. Thomas Davis, 15 years old, riding on a coal train, against rules—was thrown off, leg and foot crushed; died next day.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Thos. A. Scott.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
A. J. Cassatt.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Alexander Biddle.....	Philadelphia, Pa.
Jacob P. Jones.....	Philadelphia, Pa.
J. D. Cameron.....	Harrisburg, Pa.
Thos. A. Scott, President.....	233 S. Fourth st., Philadelphia, Pa.
Alfred Mordecai, Secretary.....	233 S. Fourth st., Philadelphia, Pa.
John Dougherty, Treasurer.....	233 S. Fourth st., Philadelphia, Pa.

SUNBURY AND LEWISTOWN.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Strickland Kneass, who was president during the year 1874 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, 1874, are true to the best of his knowledge and belief, and the manner of reaching the late treasurer to obtain his signature to this paper is not known to the deponent, and that his residence is believed to be in Illinois.

STRICKLAND KNEASS, *late President.*

Sworn and subscribed before me, this }
 10th day of February, 1876. }

HENRY C. SPACKMAN, *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.....	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 :	
First mortgage bonds, (date of maturity, October 1, 1890,).....	\$1,200,000 00
Income bonds, (date of maturity, Sept. 30, 1891,).....	200,000 00
	1,400,000 00

SUNBURY AND LEWISTOWN

Floating debt as per last report, and 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: First mortgage, 7 per cent. ; income bonds, 6 per cent	
Date and rate per cent. per annum of dividend or dividends,	None declared.
Number of shares of stock issued	10,000
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.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$1,900,000 00	\$1,900,000 00
Equipment furnished by Pennsylvania railroad company.		

CHARACTERISTICS OF ROAD.

Length of main line of road, 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 sidings.....	3½ "
Gauge of road.....	4 ft. 9 in.
Weight of rail per yard on main track	56 pounds
Length of double track of road, branch roads owned, roads worked or leased by the company, and number of engines,	None.
Number of engine houses and shops.....	1
Number of passenger, baggage, mail, express, freight, coal, ore and stone cars: None—furnished by Pennsylvania railroad company.	
Number of iron and stone bridges, railroads crossed, value of real estate held by the company exclusive of roadway, and number of tunnels.....	None.
Number of wooden bridges, (total length in feet, 7,732,) .	103
Number of culverts, (total length in feet, 78,)	33
Number of stations on main road, passenger and freight...	16
Number of wood and water stations on main road.....	4
How is track laid, and on what foundation? Cross ties and stone ballast.	

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	49,184
Number of miles run by freight and coal trains.....	56,182
Number of through passengers for the year on main road..	No record.
Number of passengers (all classes) carried in cars.....	71,033
Number of tons of 2,000 lbs. of through freight for the year on main road.....	81,635
Number of passengers carried one mile.....	975,412
Number of tons of freight carried one mile.....	4,785,372
Number of passengers carried one mile in the State of Penn- sylvania.....	975,412
Number of tons of freight carried one mile in the State of Pennsylvania.....	4,785,372
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	119,852
Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	20
Average rate of speed adopted by express trains, including stops.....	28
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	74,300 lbs.
Weight of freight engines.....	77,500 lbs.

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

January, 1874.....	5,263	July, 1874.....	8,638
February, 1874.....	5,143.2	August, 1874.....	7,098.2
March, 1874.....	5,465	September, 1874.....	5,947
April, 1874.....	4,585.2	October, 1874.....	6,928
May, 1874.....	5,674	November, 1874.....	5,045.2
June, 1874.....	4,829	December, 1874.....	6,416

The amount of freight, specifying the quantity in tons:

Anthracite coal.....	84,868	Lumber.....	10,401
Bituminous coal.....	126	Tonnage other than coal, lumber and live stock.....	24,383
Live stock.....	74		

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

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

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

For through and local freight and coal..... 1 ⁸³⁷/₁₀₀₀ cents.

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$27,583 37	\$7,058 63	\$20,524 74
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$8,557 92	\$2,117 48	\$6,440 44
Repairs of passenger and baggage cars.....	560 64	560 64	.....
Repairs of freight cars.....	9,574 62	.....	9,574 62
Repairs of tools and machinery in shops.....	211 50	52 88	158 62
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops.....	8,276 19	2,068 99	6,207 20
Total.....	27,180 87	4,799 99	22,380 88
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,782 05	\$1,010 56	\$771 49
Agents and clerks.....	3,146 24	1,684 11	1,462 13
Labor—loading and unloading freight.....	548 27	.....	548 27
Porters, watchmen and switch tenders.....	400 00	100 00	300 00
Car cleaning and inspecting, furniture and fixtures.....	1,301 90	405 72	896 18
Wood and water station attendance.....	232 30	58 06	174 24
Conductors, baggage masters and brakemen.....	8,127 88	3,033 79	5,094 09
Engineers and firemen.....	5,289 31	2,598 73	2,690 58
Fuel and cost of preparing for use.....	5,055 80	1,580 36	3,475 44
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	714 08	288 88	425 18
Telegraph, mail and station expenses.....	3,857 16	1,041 67	2,815 49
Loss and damage of goods and baggage.....	615 19	283 56	331 63
Use of freight and passenger cars.....	2,247 96	2,247 00	96
Shoveling snow.....	301 35	75 36	225 99
General superintendence.....	1,728 00	432 00	1,296 00
Contingencies.....	19,740 00	4,935 00	14,805 00
Total.....	55,087 47	19,774 80	35,312 67
Tax on tonnage, State.....	388 88	.....	388 88
Grand total.....	110,240 50	31,633 42	78,607 17

RAILROAD REPORT.

667

RECEIPTS.

Passengers	\$31,938 26
Freight	87,918 02
Mail and express.....	2,400 00
Miscellaneous.....	6 10
Total.....	<u>122,262 38</u>

SUMMARY OF PAYMENTS.

Maintaining the road, &c.—repairs of machinery and operating the road	\$110,240 59
Dividends	None.
State taxes	388 88

Cost of transportation :

Cost per passenger per mile, proximate average.....	3 $\frac{243}{1000}$ cents.
Cost per ton freight per mile, proximate average.....	1 $\frac{643}{1000}$ "

What express companies run on your road, and on what terms? Adams express. varying according to the facilities required.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edmund Smith.....	Philadelphia, Pa.
William Painter	Philadelphia, Pa.
D. R. Walker	Philadelphia, Pa.
J. M. Sellers	Philadelphia, Pa.
A. K. Gift.....	Middleburg, Pa.
Andrew Roed.....	Lewistown, Pa.
W. F. Wagenseller.....	Selinsgrove, Pa.
Strickland Kneass, President.....	Philadelphia, Pa.
J. H. T. Jackson, Secretary and Treasurer.....	Philadelphia, Pa.

SUSQUEHANNA, GETTYSBURG AND POTOMAC.

OFFICE OF THE HANOVER JUNCTION,
HANOVER AND GETTYSBURG RAILROAD CO., }
HANOVER, PA., February 18, 1876.

HON W. M. M'CANDLESS :

DEAR SIR:—Your letter of the 16th inst., addressed to me as president of the Susquehanna, Gettysburg and Potomac railroad company, relative to forwarding a report of said company for the year 1875 has been received. In reply, I beg to inform you that the Susquehanna, Gettysburg and Potomac railroad was purchased by the Hanover Branch railroad company and

consolidated with it under the name of the Hanover Junction, Hanover and Gettysburg railroad company, articles of which were filed in the office of the Secretary of the Commonwealth.

Respectfully yours,

A. W. EICHELBERGER, *President.*

TIOGA.

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

Personally appeared Franklin N. Drake, president, and Henry H. Cooke, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

FRANKLIN N. DRAKE, *President.*

H. H. COOKE, *Treasurer.*

Sworn and subscribed before me, this 21st day of January, 1876. Witness my hand and official seal.

CHARLES NETTLETON,

Commissioner for Pennsylvania in New York.

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount of stock subscribed	580,900 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	239,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, May 1, 1882,) . .	239,500 00
Floating debt as per last report, the amount now of floating debt, date and rate per cent. per annum of dividend or dividends	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:	
Cash, October 1, 1875	4 per cent.
Number of shares of stock issued	11,618
Par value of each share	\$50 00
Amount paid in on each share	50 00
Amount of capital on which the respective dividends were declared	580,900 00

RAILROAD REPORT.

669

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$899,986 05	\$899,986 05
Equipment	456,560 99	456,560 99
Total cost	1,356,547 04	1,356,547 04

CHARACTERISTICS OF ROAD.

Length of main line of road, from State line near Lawrenceville to Morris Run,	30 $\frac{6}{10}$ miles.
Length of main line of road laid	30 $\frac{6}{10}$ "
Length of main line of road laid in Pennsylvania	30 $\frac{6}{10}$ "
Length of double track of road, branch roads owned by the company, number of second class passenger cars, iron and stone bridges, railroads crossed and tunnels	None.
Length of sidings	9 $\frac{4}{10}$ miles.
Gauge of road	6 feet.
Weight of rail per yard on main track	57 and 64 lbs.
Roads worked or leased by the company, viz: Blossburg to Arnot. [This is the railroad of the Blossburg coal company, successors of the Bloss coal mining and railroad company, and is leased to and operated by the Tioga railroad company. The receipts and expenditures as contained in this report include this branch railroad.]	
Number of engine houses and shops	6
Number of engines	14
Number of first class passenger cars, (average cost of each, \$2,500,)	6
Number of baggage, mail and express cars, (average cost of each, \$1,918 57,)	2
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,)	868
Number of caboose cars, (average cost of each, \$560,)	7
Number of wooden bridges, (total length in feet, 494,)	14
Number of culverts, (total length in feet, small,)	133
Number of stations on main road: Passenger and freight,	12
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
How is track laid, and on what foundation? On oak, chestnut and hemlock ties; fish plate joints, gravel and loam.	
Length in miles laid with steel top rail	12

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Use of cars.	Miscellaneous.	Total.
January, 1875	\$1,435 26	\$8,355 63	\$575 44	\$828 33		\$11,194 66
February, 1875	1,213 35	10,610 63		1,075 72		12,899 70
March, 1875	1,637 45	11,170 69		1,047 95	\$398 88	14,254 97
April, 1875	1,721 71	12,895 98	575 44	2,313 00	125 00	17,631 13
May, 1875	1,525 10	18,875 82		4,471 97		24,873 89
June, 1875	1,690 36	29,846 52		8,403 23	353 75	40,293 86
July, 1875	1,912 45	23,693 90		6,175 22		31,781 57
August, 1875	1,782 92	24,015 31		6,161 26		31,959 49
September, 1875	1,936 71	23,865 50		6,513 79	303 75	32,619 75
October, 1875	1,586 67	22,134 07		6,009 23		29,729 97
November, 1875	1,462 64	18,102 08		4,418 88		23,982 60
December, 1875	1,558 75	10,363 93	1,150 03	749 54	1,616 44	15,438 69
Total	19,463 37	213,930 06	2,300 91	48,168 12	2,797 82	286,660 28

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road	\$172,490 70
For dividends	23,236 00
For interest	16,765 00
For miscellaneous, sinking fund to pay liabilities and provide new rolling stock and lay third rail	70,536 19
For State taxes	3,632 39
For United States taxes	None.
Total	286,660 28

Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: Impossible to tell, as both are run together.

What express companies run on your road, and on what terms? United States express company; pay first class rates of freight on weight transported.

What transportation companies run on your road? None.

ACCIDENTS.

None.

RAILROAD REPORT.

673

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
F. N. Drake	Corning, N. Y.
F. C. Dinniny.....	Elmira, N. Y.
H. H. Cook.....	Bath, N. Y.
M. P. Bush.....	Buffalo, N. Y.
E. Eldridge.....	Elmira, N. Y.
L. H. Shattuck.....	Blossburg, Pa.
E. C. Cook.....	Bath, N. Y.
D. S. Drake.....	Corning, N. Y.
S. T. Reynolds.....	Elmira, N. Y.
F. C. Dinniny, Jr.....	Elmira, N. Y.
C. C. Drake.....	Corning, N. Y.
H. D. V. Pratt.....	Elmira, N. Y.
F. N. Drake, President.....	Corning, N. Y.
H. H. Cook, Secretary and Treasurer.....	Bath, N. Y.
L. H. Shattuck, Superintendent.....	Blossburg, Pa.

 TRESCKOW.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Tresckow railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of February, 1876. }

CHARLES GIBBONS, JR., *Notary Public.*

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
Funded debt as per last report and amount now of funded debt.....	None.
Floating debt as per last report.....	74,930 47
The amount now of floating debt.....	82,492 41
Total amount now of floating and funded debt.....	82,492 41
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends,	None.

43 RAILROAD REP.

Number of shares of stock issued.....	2,600
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.

	By last report.	By present report.
Construction.....	\$204,930 47	\$212,492 41

Equipment furnished by Central Railroad of New Jersey, lessees.

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 "
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 pounds.
Branch roads owned and roads worked or leased by the company.....	None
Number of engine houses and shops.....	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 roadway.....	None.
Number of tunnels.....	None.
How is track laid and on what foundation? Ordinary track on ballast.	
Length in miles laid with steel rail.....	None.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

From stockholders, sale of bonds and other sources.....	\$7,561 94
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SUMMARY OF PAYMENTS.

For construction.....	\$7,561 94
For interest, miscellaneous, surplus fund, municipal taxes, State taxes and United States taxes: Included in the report of the Lehigh coal and navigation company.	

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.
George Whitney.....	Philadelphia.
J. M. Willcock.....	Philadelphia.
Alex. Biddle.....	Philadelphia.
Fisher Hazard.....	Mauch Chunk.
E. Hill.....	Philadelphia.
C. F. Howell.....	Philadelphia.
E. W. Clark.....	President.
S. Shepherd.....	Secretary and Treasurer.

TYRONE AND CLEARFIELD.

STATE OF PENNSYLVANIA, }
Philadelphia Connty, } ss:

Personally appeared G. B. Roberts, president, and Albert Hewson, treasurer, of the Tyrone and Clearfield railway company, and in due form of law made oath, that the statemants in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

G. B. ROBERTS, *President.*
 ALBERT HEWSON, *Treasurer.*

Sworn and subscribed before me, this }
 16th day of February, 1876. }

RICHARD H. REILLY, *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.....	782,000 00
Total amount now paid in of capital stock.....	1,000,000 00
Funded debt as per last report, and amount now of funded debt.....	None.
Floating debt as per last report.....	60,281 53
The amount now of floating debt.....	7,801 09
Total amount now of floating and funded debt: No funded debt.	
Rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Stock, dividend No. 1.....	59,000 00
Cash, dividend No. 1.....	\$6,870 00
Cash, dividend No. 2.....	35,000 00
	41,870 00

February 13, 1875, dividend No. 1, on 18,820 shares, \$50 per share, \$941,000 00, 7 per cent. \$65,870 00 for year 1874; August 13, dividend No. 2, on 20,000 shares, \$50 per share, \$1,000,000 00, 3½ per cent., \$35,000 first six months 1875.

Number of shares of stock issued.....	20,000
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.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,213,204 58	\$1,228,545 18

CHARACTERISTICS OF ROAD.

Length of main line of road, from Vail to end of track at Curwensville	44 $\frac{827}{5280}$ miles
Length of main line of road laid.....	44 $\frac{827}{5280}$ "
Length of main line of road laid in Pennsylvania.....	44 $\frac{827}{5280}$ "
Length of double track of road.....	None.
Length of sidings.....	6 $\frac{127}{160}$ miles
Gauge of road.....	4 feet. 9 in.
Weight of rail per yard on main track.....	56 and 60 lbs.
Branch roads owned by the company and their length, viz:	
Moshannon Branch.....	7 $\frac{181}{280}$ miles
Goss Run Branch.....	2 $\frac{341}{5280}$ "
Dunbar Branch.....	1 $\frac{101}{280}$ "
Philipsburg Branch.....	3 $\frac{180}{280}$ "
Roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,613,) ..	12
Number of culverts, (total length in feet, 2,600,).....	43
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: 1 wood, 8 water; total.....	9
Value of real estate held by the company exclusive of roadway.....	None.

Number of tunnels.....	None.
How is track laid, and on what foundation? Stone ballast.	
Length in miles laid with steel rail.....	17 ² / ₃ ⁸⁸ / ₁₀₀

The Tyrone and Clearfield railway company does not own any equipment. Equipment furnished by lessee.

This road is operated and returns are made by the Pennsylvania railroad company, to which company it is leased for five years from April 1, 1872.

Receipts on construction and equipment account during the year :

From other sources.....	\$15,340 00
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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.
A. J. Derbyshire.....	Philadelphia, Pa.
Edmond Smith.....	Philadelphia, Pa.
G. B. Roberts.....	Philadelphia, Pa.
Geo. B. Boberts, President.....	233 S. Fourth st., Philadelphia, Pa.
Albert Hewson, Sec'y and Treasurer.....	233 S. Fourth st., Philadelphia, Pa.

UNION NARROW GAUGE.

BEDFORD, *February 11, 1876.*

GEN. WM. M'CANDLESS:

DEAR SIR:—Your circular in reference to a report, &c., on the Union Narrow Gauge railroad company, has been received.

The company was organized just previous to the failure of Jay Cooke & Co., and as a consequence received such a "back set" that it has never been able to rally again.

Nothing has been done; the company is sleeping gently, and whether it will ever awake again from its gentle slumber, is among the possibilities of the future. Consequently we have nothing to report.

Yours truly,
W. P. SCHELL.

UNIONTOWN AND WEST VIRGINIA.

STATE OF PENNSYLVANIA, }
Fayette County, } ss :

Personally appeared Daniel Kaine, Esq., president, and A. C. Nutt, treasurer, of the Uniontown and West Virginia railroad company, and in due form of law made oath that the statements in the within report, so far as made by them, or intended to be, are true to the best of their knowledge and belief.

(Signed)

D. KAINE, *President.*

A. C. NUTT, *Treasurer.*

Sworn and subscribed before me, this {
 12th day of November, 1875. }

JOHN HOLMES, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	80,000 00
Total amount now paid in of capital stock: May be said to be.....	80,000 00
The amount now of funded and floating debt, and total amount now of floating and funded debt.....	None.
Number of shares of stock issued.....	1,600
Par value of each share	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share: May be stated to be.....	\$50 00

CHARACTERISTICS OF ROAD.

Length of main line of road, from Uniontown to Fairchance,	8½ miles.
Length of main line of road laid.....	None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. Kaine.....	Uniontown, Pa.
John Snider.....	Uniontown, Pa.
Geo. A. Thompson.....	Uniontown, Pa.
C. E. Boyle.....	Uniontown, Pa.
J. M. Thompson.....	Uniontown, Pa.
W. H. Bailey.....	Uniontown, Pa.
Alfred Howell.....	Uniontown, Pa.
Daniel Kaine, President.....	Uniontown, Pa.
Alfred Howell, Secretary.....	Uniontown, Pa.
A. C. Nutt, Treasurer.....	Uniontown, Pa.

UNIONTOWN, PA., *November 12, 1875.*

DEAR SIR:—Your printed form of report is too voluminous for our little road. I have therefore made the foregoing, which embraces everything we have. The road remains the same as last year, nothing further having been done.

Very respectfully yours,

D. KAINÉ, *President.*

To Gen. WM. M'CANDLESS, *Secretary Internal Affairs, Harrisburg, Pa.*

WEST CHESTER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Edward Hoopes,* president, and Thos. H. Hall, treasurer, of the West Chester railroad company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

EDWARD HOOPES, *President.*

THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this }
30th day of November, 1876. }

WM. A. THORP, *Magistrate.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$165,000 00
Amount of stock subscribed.....	165,000 00
Amount paid in as by last report.....	165,000 00
Total amount now paid in of capital stock.....	165,000 00
Funded debt as per last report and amount now of funded debt.....	None.
Floating debt as per last report and 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.....	3,300
Par value of each share.....	\$50 00
Average market value during the year: No stock on the market.	

Amount paid in on each share \$50 00
 Amount of capital on which the respective dividends were
 declared: No dividends declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$159,798 04	\$159,798 04
Equipment	45,688 75	45,688 75
Total cost	205,486 79	205,486 79

CHARACTERISTICS OF ROAD.

Length of main line of road, from West Chester to Malvern, on 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	½ mile.
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track	50 pounds
Branch roads owned and roads worked or leased by the company	None.
Number of engine houses	1
Number of engines	1
Number of first class passenger cars, (average cost of each, \$4,417 50,)	2.
Number of baggage, mail and express cars, (cost, \$906,)	1
Number of freight and coal cars	None.
Number of iron, wooden and stone bridges	None.
Number of railroads crossed	None.
Number of culverts, (total length in feet, about 25,)	1
Number of stations on main road, (2 of them freight)	9.
Number of wood and water stations on main road	2
Value of real estate held by the company exclusive of road- way, as per account in ledger	\$22,647 75
Number of tunnels	None.
How is track laid and on what foundation? Dirt and slate gravel.	
Length in miles laid with steel rail	None.

The West Chester railroad is leased to the West Chester and Philadelphia railroad company. Lease 99 years, dated January 1, 1873. The report of said company will include all matters not answered in this return.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Edward Hoopes....	Philadelphia.
J. Edward Farnum.....	Philadelphia.
George Callaghan.....	Angora, Philadelphia.
Samuel Riddle.....	Glen Riddle, Delaware co., Pa.
Chas. Fairlamb.....	West Chester, Pa.
Lorenzo Beck.....	West Chester, Pa.
Dennis B. Kelly.....	Kellyville, Delaware co., Pa.
Edward Hoopes, President.....	Philadelphia.
Thos. H. Hall, Secretary and Treasurer..	West Chester, Pa.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

EDWARD HOOPES, *President.*

THOS. H. HALL, *Treasurer.*

Affirmed and subscribed before me, this }
 30th day of November, 1875. }

WM. A. THORP, *Magistrate.*

STOCK AND DEBT.

Capital stock as authorized by law, (\$3,800,000, of which the right to issue expired on 12,000 shares, April 14, 1875,)	\$3,200,000 00
Amount of stock subscribed.....	823,950 00
Amount paid in as by last report.....	823,950 00
Total amount now paid in of capital stock.....	821,400 00
Funded debt as per last report	1,100,000 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
Floating debt as per last report, and the amount now of floating debt	None.
Total amount now of floating and 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, January and July, each.....	4 per cent.
Number of shares of stock issued: 16,426 shares consolidated preferred; 2 shares common; total.....	16,428
Par value of each share.....	\$50.00
Average market value during the year, about.....	54 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared: January, \$823,400 00; July, \$821,300 00.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$1,509,603 10	\$1,520,633 10
Equipment	195,602 07	195,779 07
Total cost.....	<u>1,705,205 17</u>	<u>1,716,412 17</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, 56, 58 and 65 pounds.	
Branch roads owned by the company.....	None.
Roads worked or leased by the company, viz: The West Chester railroad, nine miles long.	
Number of engine houses and shops.....	3
Number of engines	9
Number of first class passenger cars, (average cost of each, \$3,000,).....	21
Number of second class passenger cars.....	None.
Number of baggage, mail and express cars, (average cost of each, \$1,750,).....	5
Number of freight cars: House cars, (average cost of each, \$640,) 25; trucks, (average cost of each, \$500,) 28; total,	53
Number of lime cars, (average cost of each, \$340,)	13
Number of coal, ore and stone cars.....	None.

RAILROAD REPORT.

683

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,)..	17
Number of stone bridges.....	None.
Number of culverts, (total length in feet, 1,040,).....	52
Number of railroads crossed: Junction railroad, at grade.	
Number of stations on main road: Passenger only, 9; freight and passenger, 13; total.....	22
Number of wood and water stations on main road.....	5
Value of real estate held by the company exclusive of road- way.....	\$321,808 35
Number of tunnels.....	None.
How is track laid, and on what foundation? Two-thirds stone ballast, balance gravel.	
Length in miles laid with steel rail.....	5

DOINGS OF THE YEAR IN TRANSPORTATION AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	203,340
Number of miles run by freight trains.....	16,848
Number of miles run by extras.....	26,842
Number of through passengers for the year on main road,	94,679
Number of passengers (all classes) carried in cars.....	901,411
Number of tons of 2,000 lbs. of through freight for the year on main road.....	17,622
Number of passengers carried one mile.....	9,696,718
Number of tons of freight carried one mile.....	1,306,500
Number of passengers carried one mile in the State of Penn- sylvania.....	9,696,718
Number of tons of freight carried one mile in the State of Pennsylvania.....	1,306,500
Gross amount of tonnage for the year, (2,000 lbs. per ton, except coal, 2,240 lbs.,).....	94,358
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,).....	27
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 "

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

November, 1874.....	61,744	June, 1875.....	96,527
December, 1874.....	61,674	July, 1875.....	100,636
January, 1875.....	55,804	August, 1875.....	78,265
February, 1875.....	51,627	September, 1875.....	104,463
March, 1875.....	59,159	October, 1875.....	81,438
April, 1875.....	70,849		
May, 1875.....	79,193	Total.....	<u>901,411</u>

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal... 45,062	Agricultural products.....	8,938
Petroleum and other oils, pig iron, railroad iron, other iron or cast- ings, iron and other ores: No ac- count.	Merchandise and manufactures...	20,133
Stone, lime and brick..... 8,165	Live stock: No account.	
	Lumber.....	6,465
	Other articles—Freight not classi- fied.....	<u>5,667</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 and 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.....	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.....	<u>5 "</u>

EXPENSES.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$49,271 59	\$40,402 70	\$8,868 89
Taxes on real estate: Included with State tax.			
REPAIRS OF MACHINERY.			
Repairs of engines and tenders, passenger, baggage and freight cars, and tools and machinery in shops.....	\$24,860 25	\$16,573 50	\$8,286 75
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$3,495 75	\$1,747 88	\$1,747 87
Salaries of officers, agents and clerks.....	23,261 30	11,630 65	11,630 65
Labor—loading and unloading freight, porters, watchmen and switch tenders, car cleaning and inspecting, furniture and fixtures, and wood and water station attendance...	12,057 26	6,811 00	5,246 26
Conductors, baggage masters, brakemen, engineers, firemen and train men.....	27,273 54	19,777 19	7,496 35
Fuel, packing sand and incidentals.....	29,155 60	23,907 59	5,248 01
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	3,289 44	2,697 34	592 10
Telegraph, mail and station expenses.....	2,099 65	1,049 82	1,049 83
Tolls over other roads, use of freight cars, and delivering freight.....	5,392 77		5,392 77
Damage for injury of persons, lost freight, and freight advice.....	1,967 12	983 56	983 56
Rents paid.....	1,341 25	670 62	670 63
Contingencies: No account.			
Total.....	183,465 52	126,251 85	57,213 67

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.	Miscel- laneous.	Total.
November, 1874.....	\$17, 101 28	\$9, 431 70	.....	\$356 36	\$26, 889 34
December, 1874.....	16, 381 81	9, 934 76	\$578 12	403 55	27, 296 24
January, 1875.....	13, 946 94	5, 644 57	.....	1, 520 34	21, 111 85
February, 1875.....	12, 530 33	6, 134 45	.....	268 43	18, 933 21
March, 1875.....	15, 570 08	7, 652 62	578 12	1, 146 75	24, 947 57
April, 1875.....	17, 971 36	10, 865 33	.....	1, 291 17	30, 127 86
May, 1875.....	20, 194 05	9, 617 45	.....	395 73	30, 207 23
June, 1875.....	22, 639 86	9, 108 08	578 12	498 00	32, 824 06
July, 1875.....	24, 378 08	11, 379 39	.....	363 32	36, 120 79
August, 1875.....	21, 336 01	11, 397 64	.....	310 44	33, 044 09
September, 1875.....	23, 323 45	11, 270 19	578 12	1, 327 87	36, 499 63
October, 1875.....	20, 850 94	10, 347 06	.....	1, 339 05	32, 537 05
Total.....	226, 224 19	112, 783 24	2, 312 48	9, 221 01	350, 540 92

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$11, 207 00
For maintaining the road, &c.—repairs of machinery and operating the road.....	183, 465 52
For dividends.....	65, 788 00
For interest: \$77,000, general mortgage; \$3,494 12, bonds and mortgages, &c.; total.....	80, 494 12
For ground rents.....	3, 999 39
For surplus fund, or revenue account increased.....	9, 407 50
For municipal taxes.....	\$2, 775 95
For State taxes.....	4, 610 44
	<u>7, 386 39</u>
Total.....	<u>350, 540 92</u>
Total amount of surplus fund or revenue ac- count, October 31, 1874.....	\$229, 262 11
Increased.....	9, 709 50
	<u>\$238, 669 61</u>

Cost of transportation :

Cost per passenger per mile, proximate average.....	1.302 cents.
Cost per ton freight per mile, proximate average.....	4.379 "

What express companies run on your road, and on what terms? Adams express company, at \$1,500 per annum, and 15 cents per cwt. additional on government paper, all of which is included in freight earnings.

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

ACCIDENTS.

	Killed.
Employees.....	1
Others	2
Total.....	3

1875.

September 15. James Kelly, repairman, fell from load of cross-ties, at Powell's siding, was run over by the cars and died instantly.

October 5. James Hook, stepped in front of an approaching train at almshouse crossing, evidently watching a train on the Junction railroad, was struck and died that afternoon at the almshouse, of which he was an inmate.

October 6. Patrick Cahill, lying on the track near West Chester, at midnight, intoxicated, was run over by the owl train and killed.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Matthew Baird.....	Philadelphia, Pa.
J. Edward Farnum.....	Philadelphia, Pa.
Dennis B. Kelly.....	Kellyville, Delaware co., Pa.
Albert C. Roberts.....	Philadelphia, Pa.
Samuel Riddle.....	Glen Riddle, Delaware co., Pa.
George Callaghan.....	Angora, West Philadelphia, Pa.
Chas. Fairlamb	West Chester, Chester co., Pa.
Samuel J. Sharpless.....	Philadelphia, Pa.
Lorenzo Beck.....	West Chester, Chester co., Pa.
Edward Hoopes, President.....	Philadelphia, Pa.
A. Lewis Smith, Secretary.....	Media, Delaware county, Pa.
Thos. H. Hall, Treasurer.....	West Chester, Chester county, Pa.

WEST CHESTER AND PHOENIXVILLE.

STATE OF PENNSYLVANIA, }
Philadelphia County. } ss :

Personally appeared William E. Lockwood, president, and William Painter, treasurer, of the West Chester and Phoenixville railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

WILLIAM E. LOCKWOOD, *President.*WM. PAINTER, *Treasurer.*

Sworn and subscribed before me, this)

22d day of January, 1876. }

HENRY C. SPACKMAN, *Notary Public.*

WEST CHESTER AND PHOENIXVILLE

STOCK AND DEBT.

Capital stock as authorized by law	\$250,000 00
Amount of stock subscribed, (2,600 shares, at \$50 each,)	130,000 00
Amount paid in as by last report, (10 per cent on the above amount, \$130,000,).....	13,000 00
Total amount now paid in of capital stock	13,000 00
Funded debt as by last report, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, total amount now of floating and funded debt, amount of capital on which the respective divi- dends were declared.....	None.
Number of shares of stock issued : No certificates issued.	
Par value of each share.....	\$50 00
Amount paid in on each share	10 per cent.

COST OF ROAD AND EQUIPMENT.

Construction not commenced.

CHARACTERISTICS OF ROAD.

Proposed length of main line of road, from West Chester to Phoenixville, about.	14 miles.
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REMARKS.

During the past year new surveys have been made, and new estimates, to correspond with the greatly reduced cost of like work, and it is hoped that during the coming year something will be effected to give the citizens of the northern section of Chester county direct railroad communication with their county seat, West Chester, which is one of the main objects of this organization.

The organization of the West Chester and Phoenixville railroad company is ready for action as soon as its directors deem it prudent and advisable to proceed.

The report of last year in the following remarks still holds good in most respects :

First. The incomplete condition of location and straightening of the Pennsylvania railroad company at and near Glen Loch station, at which point it is proposed to connect with and cross said road.

Second. Incomplete negotiations for other and more extended connections.

Third. The continued and depressed condition of new railroad enterprises, growing out of the financial crisis of 1873.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William E. Lockwood.....	{ 255 South Third street, Philadelphia; or Glen Loch P. O., Chester co., Pa.
William Painter.....	Philadelphia, Pa.
Charles H. Pennypacker.....	West Chester, Pa.
J. T. Montagh.....	West Chester, Pa.
W. D. Christman.....	West Chester, Pa.
J. Elwood Painter.....	West Chester, Pa.
E. F. Pennypacker.....	West Chester, Pa.
Wm. E. Lockwood, President.....	{ 255 South Third street, Philadelphia; or Glen Loch P. O., Chester co., Pa.
Chas. H. Pennypacker, Secretary...	West Chester, Pa.
Wm. Painter, Treasurer.....	West Chester, Pa.

WESTERN MARYLAND.

STATE OF MARYLAND, }
Baltimore City, } SS :

Personally appeared J. M. Hood, president, and John S. Harden, treasurer, of the Western Maryland railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending 30th September, 1875, are true to the best of their knowledge and belief.

(Signed)

J. M. HOOD, *President.*

JOHN S. HARDEN, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of February, 1876. }

W. W. LATIMER,

Commissioner for Pennsylvania, in Baltimore, Maryland.

STOCK AND DEBT.

Capital stock as authorized by law	\$1,000,000 00
Amount paid in as by last report.....	679,700 00
Total amount now paid in of capital stock.....	681,300 00
Funded overdue coupons, due 1880.....	171,131 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1890,).....	\$600,000 00
2d mortgage bonds, (date of maturity, 1890,).....	600,000 00
2d preferred mortgage bonds, (date of maturity, 1895,).....	600,000 00
44 RAILROAD REP.	

3d mortgage bonds, (date of maturity, 1900,)	\$875,000 00
4th mortgage bonds, Baltimore city stock, (date of maturity, 1902,).....	1,000,000 00
	<u>\$3,675,000 00</u>
Floating debt as per last report	30,000 00
The amount now of floating debt.....	None.
Total amount now of funded debt.....	3,846,131 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 6 per cent.; 2d mortgage, 6 per cent.; 3d mortgage, 6 per cent.; funded coupons, 8 per cent.	
Date and rate per cent. per annum of dividend or dividends,	No dividends.
Number of shares of stock issued.....	13,626
Par value of each share.....	\$50 00
Average market value during the year	5 00
Amount paid in on each share	<u>50 00</u>

COST OF ROAD AND EQUIPMENT.

Construction and equipment.....	By present report. \$4,342,150 35
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CHARACTERISTICS OF ROAD.

Length of main line of road, from Baltimore to Williamsport	90 miles.
Length of main line of road laid.....	90 "
Length of main line of road laid in Pennsylvania	$\frac{1}{2}$ mile.
Length of double track of road.....	None.
Length of sidings	Not ascertained.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ inches.
Weight of rail per yard on main track.	56 pounds.
Number of engine houses and shops.....	7
Number of engines.....	12
Number of first class passenger cars, (average cost of each, \$5,000,) (6 leased,).....	19
Number of second class passenger cars, (average cost of each, \$3,000,).....	5
Number of baggage, mail and express cars, (average cost of each, \$1,800,).....	8
Number of freight cars: House cars, (average cost of each, \$650,) 75; gondolas, (average cost of each, \$550,) 75; total.....	150
Number of coal, ore and stone cars: Coal, classed as gondolas; ore, none; stone.....	20

RAILROAD REPORT.

691

Number of caboose cars: <i>Classed as house cars.</i>	
Number of iron bridges.....	None.
Number of wooden bridges, (total length in feet, not ascertained,).....	112
Number of stone bridges: Only culverts.	
Number of culverts.....	Legion.
Number of railroads crossed.....	2
Number of stations on main road: Passenger and freight,	50
Number of wood and water stations on main road.....	9
Value of real estate held by the company, exclusive of roadway, probably.....	\$25,000 00
Number of tunnels, and length in miles laid with steel rail,	None.
How is track laid, and on what foundation? 70 miles stone ballast, 20 miles not ballasted.	

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

Number of miles run by passenger trains.....	198,052
Number of miles run by freight trains.....	131,017
Number of miles run by ballast, &c. trains.....	24,993
Number of through passengers for the year, on main road,	All local.
Number of passengers (all classes) carried in cars.....	309,245
Number of tons, (of 2,000 pounds) of through freight for the year on main road.....	All local.
Number of passengers carried one mile.....	6,140,713
Number of tons of freight carried one mile, and number of passengers and tons of freight carried one mile in the State of Pennsylvania.....	Not estimated.
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	106,798 ² / ₁₀₀
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.....	12
Weight of first class passenger engines.....	30 tons.
Weight of freight engines.....	30 to 36 "

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

October, 1874.....	26,473	April, 1875.....	17,416
November, 1874.....	15,634	May, 1875.....	21,949
December, 1874.....	16,429	June, 1875.....	27,921
January, 1875.....	14,705	July, 1875.....	43,683
February, 1875.....	14,147	August, 1875.....	54,378
March, 1875.....	17,107	September, 1875.....	39,403

The amount of freight, specifying the quantity in tons :

Anthracite and bituminous coal.....	43,307 ¹ / ₂ ⁵ / ₈
Iron and other ores.....	5,024 ² / ₃ ³ / ₄
Stone and lime.....	3,209 ⁵ / ₈ ⁷ / ₈
Agricultural products, grain and seed.....	9,464 ² / ₃ ³ / ₅
Live stock.....	2,090 ¹ / ₂ ¹ / ₄
Lumber and bark.....	6,816 ¹ / ₂ ¹ / ₄
Other articles.....	36,884 ¹ / ₂ ³ / ₈

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 "

Receipts and Disbursements, from September 30, 1874, to September 30, 1875.

Received from passenger fares.....	\$137,804 29
Received from local freight and charges.....	120,295 80
Received from milk freight.....	10,746 33
Received from marketing freight.....	5,463 30
Received from joint freight.....	3,536 85
Received from mail service.....	4,932 56
Received from Adams express freight.....	5,348 32
Received from news agency.....	210 00

288,337 45

Paid for repairs of locomotives.....	\$10,774 67
Paid for repairs of passenger cars.....	5,109 45
Paid for repairs of burden cars.....	4,547 50
Paid for repairs of railway.....	38,868 82
Paid for repairs of bridges.....	1,123 00
Paid for repairs of water stations.....	700 65
Paid for repairs of depots and buildings...	1,462 57
Paid for transportation expenses.....	86,129 33
Paid for stationary machinery and shops..	6,254 11
Paid for losses by accident.....	479 05

155,449 24

Paid for general expenses, including sala- ries, rent, insurance, &c.....	15,796 15
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171,245 39

Paid for interest on sundry accounts.....	331 78
Paid for interest on funded coupons.....	12,955 70

184,532 87

103,804 58

RAILROAD REPORT.

693

Paid for Greenwood Park	\$8,860 27	
Paid for construction and equipment.....	57,268 92	
Paid for old accounts.	14,073 75	
		\$80,202 94
		23,601 64

NOTE—The above statement does not represent the earnings and expenses of the road, only the actual receipts and disbursements during the year.

EARNINGS FOR THE YEAR IN DETAIL, SEPTEMBER 30, 1875.

MONTHS.	Number of passengers.....	Earnings from passengers.....	Freight and express.....	Milk and marketing.....	Mails.....	Miscellaneous.....	Total.....
October.....	26,473	\$12,379 31	\$10,873 58	\$1,229 94	\$508 75	\$103 90	\$25,095 48
November ..	15,634	8,228 90	9,563 36	1,225 31	508 75	25 69	19,552 01
December ...	16,429	8,867 25	9,278 83	1,438 80	456 75	10 00	20,051 63
January.....	14,705	7,014 65	7,875 99	1,239 71	456 75	93 54	16,680 64
February....	14,147	6,792 20	8,477 92	1,193 05	456 75	10 00	16,929 92
March.....	17,107	8,515 60	11,174 72	1,454 16	456 75	14 76	21,615 99
April.....	17,416	8,605 65	12,838 09	1,308 87	553 90	21 09	23,327 60
May.....	21,949	10,262 62	11,890 36	1,541 60	553 90	174 43	24,422 91
June.....	27,921	12,853 55	10,932 82	1,596 43	553 90	30 00	25,966 70
July.....	43,683	17,837 59	9,662 59	1,524 55	553 90	64 10	29,642 73
August.....	54,378	22,453 31	13,266 38	1,260 57	553 90	47 25	37,581 41
September ..	39,403	16,054 22	14,676 17	1,195 96	553 90	370 77	32,851 02
Total.....	309,245	139,864 85	130,510 81	16,208 95	6,167 90	965 53	293,718 04

Detailed Statement of Number of Passengers carried for the year, ending September 30, 1875,

MONTH.	Full fare.....	Half fare.....	Clerical, (%).....	Excursion.....	Commutation, mileage, &c.....	Total.....	Total number of passengers carried 1 mile.....
October.....	16,962	631		5,280	3,600	26,473	540,056
November..	12,981	455		518	1,680	15,634	270,977
December..	14,075	568		136	1,650	16,429	303,554
January....	11,388	237	166	154	2,780	14,705	256,160
February...	9,774	130	226	132	3,885	14,147	249,352
March.....	12,807	236	279	120	3,664	17,107	311,536
April.....	12,737	239	208	304	3,928	17,416	314,678
May.....	14,998	412	247	1,968	4,324	21,949	444,506
June.....	17,580	485	244	4,478	5,134	27,921	628,722
July.....	19,365	742	263	16,208	7,105	43,683	780,540
August.....	19,981	735	294	27,656	5,712	54,378	1,121,976
September..	16,807	486	235	15,556	6,319	39,403	918,634
Totals ..	179,456	5,356	2,162	72,510	49,761	309,245	6,140,713

WESTERN MARYLAND

SUMMARY OF PAYMENTS.

For construction and equipment	\$66,129 19
For maintaining the road, &c.—repairs of machinery and operating the road.....	155,449 24
For interest.....	13,287 48
For miscellaneous.....	15,796 15
Old accounts	14,073 75
For municipal taxes, State taxes and United State taxes..	None.
Total	<u>264,735 81</u>

Cost of transportation :

Cost per passenger and ton freight per mile. No account kept.

What express companies run on your road? Adams.

What transportation companies run on your road? None.

ACCIDENTS.

Employees.....	Killed 2
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Freight conductor, killed at night by falling from his train through trestle.

Road watchman run over by train, supposed to have fallen asleep.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Samuel H. Adams.....	Baltimore.
Joshua Biggs.....	Frederick county.
George M. Bokee.....	Baltimore.
William A. Boyd.....	Baltimore.
Daniel J. Foley.....	Baltimore.
John A. Griffith.....	Baltimore.
George W. Harris.....	Washington county.
E. G. Hipsley.....	Baltimore.
John K. Longwell.....	Carroll county.
Isaac Motter.....	Washington county.
Alexander Rieman.....	Baltimore.
William Seemuller.....	Baltimore.
John Welty.....	Washington county.
J. M. Hood, President and General Manager.....	Baltimore.
Alexander Rieman, Vice President.....	Baltimore.
John S. Harden, Secretary and Treasurer.....	Baltimore.

WESTERN PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Strickland Kneass, president, and James R. M'Clure, 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, 1875, are true to the best of their knowledge and belief.

(Signed) STRICKLAND KNEASS, *President.*
 JAS. R. M'CLURE, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of February, 1876. }

HENRY C. SPACKMAN, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,000,000 00
Amount of stock subscribed.....	1,022,450 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.....	3,000,000 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, and 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.	
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	20,449
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$50 00

WESTERN PENNSYLVANIA

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,972,459 79	\$3,977,340 35
Equipment.....	None.	None.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Blairsville to Butler....	57 $\frac{1}{10}$ miles.
Length of main line of road laid.....	57 $\frac{1}{10}$ "
Length of main line of road laid in Pennsylvania.....	57 $\frac{1}{10}$ "
Length of double track of road.....	5 $\frac{1}{10}$ "
Length of sidings.....	24 $\frac{1}{10}$ "
Gauge of road.....	4 ft. 9 inches.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company and their length, viz:	
Pittsburg Branch, from Freeport to Allegheny city.....	27 $\frac{1}{2}$ miles.
Roads worked or leased by the company.....	None.
Number of engine houses and shops, engines and cars: The Western Pennsylvania railroad do not own any engine houses, cars, engines, etc.	
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 5,822 $\frac{1}{2}$),	13
Number of culverts: No record on file in general office or elsewhere.	
Number of railroads crossed.....	2
Number of stations on main road: Passenger, 56; freight, 25; total.....	81
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, (length of each, 600 and 1,425 feet,)...	2
How is track laid, and on what foundation? On oak cross- ties, with stone and gravel ballast.	
Length in miles laid with steel rail.....	1 $\frac{7}{10}$ miles.

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

Number of miles run by passenger trains.....	226,799
Number of miles run by freight and coal trains.....	269,840
Weight of first class passenger and freight engines.....	Own none.

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.
Strickland Kneass.....	Philadelphia, Pa.
George B. Roberts.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Strickland Kneass, President.....	Philadelphia, Pa.
Jas. R. M'Clure, Secretary and Treasurer.....	Philadelphia, Pa.

WHEELING, PITTSBURG AND BALTIMORE.

[Formerly Hempfield.]

STATE OF PENNSYLVANIA, }
 Washington County, } ss:

Personally appeared Colin M. Reed, president of the Hempfield (W., P. & B. Div. of B. & O. R. R. Co.) railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30, 1875, are true to the best of his knowledge and belief, as derived from the proper officers of the road.

(Signed)

C. M. REED, *President.*

Sworn and subscribed before me, this }
 2d day of February, 1876. }

ALVAN DONNAN, *Notary Public.*

STATE OF MARYLAND, }
 City of Baltimore, } ss:

I, William W. Latimer, a commissioner of the State of Pennsylvania, duly commissioned and sworn, residing in the city of Baltimore, in the State of Maryland, do certify, that this day personally appeared before me, William H. Ijams, treasurer, of the Hempfield (W. P. & B. Div. B. & O. R. R. Co.) railroad company, and in due form of law made oath, that the statements in the within report, for the financial year ending September 30th, 1875, are true to the best of his knowledge and belief.

W. H. IJAMS, *Treasurer.*

Sworn to and subscribed before me, this }
 4th day of February, 1876. }

As witness my hand and official seal.

[SEAL.]

W. W. LATIMER,

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.
Floating debt as per last report.....	79,641 65
Rate per cent. per annum of interest on funded debt, and 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.....	Nothing.
Amount paid in on each share	\$50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

Books and papers are in the hands of a master in chaucery, and this company has no means of ascertaining the original cost.

CHARACTERISTICS OF ROAD.

Length of main line of road, from Washington to Wheeling,	32 miles.
Length of main line of road laid.....	32 "
Length of main line of road laid in Pennsylvania.....	17 "
Length of double track of road	None.
Length of sidings.....	3.547 miles.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	60 to 72 lbs.
Branch roads owned and roads worked or leased by the company.....	None.
Number of engine houses and shops.....	2
Number of engines.....	3
Number of second class passenger cars, (average cost of each, \$3,000,).....	5
Number of baggage, mail, express cars, (average cost of each, \$2,000,).....	2
Number of freight cars: House cars and trucks, (average cost of each, \$800,).....	8
Number of coal, ore, and stone cars, (average cost of each, \$750,).....	16
Number of caboose cars.....	None.
Number of wooden bridges, (total length in feet, 916,)....	12

RAILROAD REPORT.

699

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 stations on main road: Passenger and freight,	10
Number of wood and water stations on main road.....	4
Number of tunnels, (length of each, 448, 477, 672, 357, 450, 735—3,389,).....	6
How is track laid, and on what foundation? 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, mixed.....	20,032
Number of passengers (all classes) carried in cars.....	57,419
Number of passengers carried one mile.....	740,447
Number of tons of freight carried one mile.....	246,246
Number of passengers carried one mile in the State of Penn- sylvania.....	403,791
Number of tons of freight carried one mile in the State of Pennsylvania.....	100,381
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	9,471
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.
Weight of first class passenger engines.....	59,300 lbs.
Weight of freight engines: One engine only on the branch.	

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

October, 1874.....	6,114	May, 1875.....	4,900
November, 1874.....	4,752	June, 1875.....	4,493
December, 1874.....	5,199	July, 1875.....	5,041
January, 1875.....	4,481	August, 1875.....	4,929
February, 1875.....	3,530	September, 1875.....	5,393
March, 1875.....	4,602	Total.....	57,419
April, 1875.....	3,976		

The amount of freight, specifying the quantity in tons:

Bituminous coal.....	1,670	Merchandise and manufactures..	3,530
Petroleum and other oils.....	44	Live stock.....	407
Other iron or castings.....	136	Lumber.....	2,531
Stone and lime.....	209	Total.....	9,471
Agricultural products.....	944		

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

For first class through and way passengers.....	3 $\frac{3}{4}$ cents.
For second class through and way passengers.....	3 $\frac{1}{4}$ "

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

For through freight and coal, per ton per mile	7 cts. average.
For local freight and coal, per ton per mile	3 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs or maintenance of way, including buildings	\$23,684 11
Taxes on real estate	1,014 90
Total	24,699 01

Repairs of machinery:

Repairs of engines and tenders	\$4,347 07
Repairs of passenger and baggage cars	1,090 06
Repairs of freight cars	1,285 03
Incidental expenses, including oil, fuel, clerks, watchmen, &c., about shops	4 50
Total	6,726 66

Operating the road:

Office expenses, stationery, &c.	\$169 10
Agents and clerks	1,674 45
Labor—loading and unloading freight	990 90
Porters, watchmen and switch tenders, watching tunnels, Car cleaning and inspecting, furniture and fixtures	1,930 00
Wood and water station attendance	615 86
Conductors, baggage masters and brakemen	2,634 00
Engineers and firemen	2,960 30
Fuel and cost of preparing for use	2,666 15
Oil and waste for engines and tenders, passenger, baggage and freight cars	836 62
Telegraph, mail and station expenses	3 00
Loss and damage of goods and baggage	50
Gas and candles	29 50
Damage to property, including damage by fire and cattle killed on road, legal expenses	473 40
Contingencies	1 60
Total	16,359 29
Grand total	47,784 96

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
January, 1875.....	\$1,945 35	\$1,013 44	\$264 75	\$100 00	.....
February, 1875.....	1,538 80	896 26	214 75		.....
March, 1875.....	2,004 30	1,257 62	254 75		.....
April, 1875.....	2,023 05	1,362 97	228 08	100 00	.....
May, 1875.....	2,119 04	1,381 12	238 09		.....
June, 1875.....	2,281 55	1,213 04	228 08		.....
July, 1875.....	2,742 00	1,342 00	228 08	100 00	.....
August, 1875.....	2,741 35	1,617 09	228 09	270 00	.....
September, 1875.....	2,496 10	2,182 73	228 08		.....
October, 1874.....	2,967 05	1,927 16	164 75	100 00	.....
November, 1874.....	2,035 05	1,753 35	164 75	100 00	.....
December, 1874.....	2,241 80	1,332 26	404 75		.....
Total.....	27,435 44	17,279 04	2,837 00	770 00	48,321 48

What express companies run on your road, and on what terms? Adams express company at \$50 00 per month.

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

ACCIDENTS.

None.

WILCOX AND HOWARD HILL IMPROVEMENT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Thomas L. Kane, president, and Samuel Field, treasurer, of the Wilcox and Howard Hill Improvement company, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

THOMAS L. KANE, *President.*
SAMUEL FIELD, *Treasurer.*

Sworn and subscribed before me, this }
11th day of March, 1876. }

JOHN URIAN, *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 and total amount now paid in of capital stock: See letter of January 15, 1874.

Funded debt as per last report, amount now of funded debt, floating debt as per last report, the amount now of floating debt and total amount now of funded and floating debt.....	None.
Date and rate per cent. per annum of dividend or dividends,	None.
Par value of each share.....	\$100 00
Average market value during the year: No value on the market.	
Amount paid in on each share: See letter of January 15, 1874, as above.	
Amount of capital on which the respective dividends were declared.....	No dividends.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$62,696 04	\$67,239 18

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 graded.	
Length of double track of road and sidings.....	None.
Gauge of road.....	4 ft. 8½ inches.
Branch roads owned by the company and their length, viz: From Flanders, in Elk county, Pa., to the Buffalo, Bradford and Pittsburg railroad company, (extension of the New York and Erie railroad) near Alton, M'Kean county, Pa., unfinished.....	20.6 miles.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Frederick Fraley.....	Philadelphia.
Byron D. Hamlin.....	Smethport, M'Kean co., Pa.
Robert Patterson.....	Philadelphia.
A. J. Wilcox.....	Wilcox, Elk co., Pa.
H. G. Clay.....	Philadelphia.
General Thos. L. Kane.....	Kane, M'Kean co., Pa.
Samuel Field.....	Philadelphia.
Thomas L. Kane.....	President.
Harry G. Clay.....	Secretary.
Samuel Field.....	Treasurer.

WILMINGTON AND READING.

STATE OF PENNSYLVANIA, }
Chester County, } ss:

Personally appeared Abraham Gibbons and George Richardson, commissioners, and P. S. Ermold, treasurer, of the Wilmington and Reading railroad company, and in due form of law made affirmation, that the statements in the within report, for the period of time from May 8, 1875, to December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

A. GIBBONS,
 G. RICHARDSON,
Commissioners,
 P. S. ERMOLD, *Treasurer.*

Affirmed and subscribed before me, this }
 9th day of February, 1876. }

O. H. BRANSON, *Notary Public.*

Stock and debt, cost of road and equipment, characteristics of road and receipts on construction and equipment account during the year were returned in report made by president and treasurer of Wilmington and Reading railroad, ending May 7, 1875, when circuit court of U. S. of E. D. of Pennsylvania appointed commissioners to take possession of and run the road, said accounts not being under the control of the commissioners but remain unchanged on the books and accounts of the Wilmington and Reading railroad up to December 31, 1875.

DOINGS OF THE PERIOD OF TIME FROM MAY 8, 1875, TO DECEMBER 31, 1875,
 IN TRANSPORTATION, AND TOTAL MILES RUN.

Number of miles run by passenger trains.....	61,625
Number of miles run by freight trains.....	30,425
Number of miles run by coal trains.....	None.
Number of through passengers on main road.....	832
Number of passengers (all classes) carried in cars.....	56,088
Number of tons of 2,000 lbs. of through freight for the year on main road.....	2,364
Number of passengers carried one mile.....	775,124
Number of tons of freight carried one mile.....	2,669,838
Number of passengers carried one mile in the State of Pennsylvania.....	684,276
Number of tons of freight carried one mile in the State of Pennsylvania.....	2,206,981
Gross amount of tonnage for the year, (2,000 lbs. per ton,)	145,102

WILMINGTON AND READING

Average rate of speed adopted by ordinary passenger trains, including stops, (miles per hour,).....	29
Average rate of speed adopted by express trains, including stops: No express trains.	
Average rate of speed adopted by freight trains, including stops.....	12
Weight of first class passenger engines.....	51,000 lbs
Weight of freight engines.....	70,000 "

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

May, from 8th to 31st, 1875	4,911	September, 1875.....	8,529
June, 1875.....	5,920	October, 1875.....	7,415
July, 1875	6,787	November, 1875.....	6,107
August, 1875	9,090	December, 1875	7,138

The amount of freight, specifying the quantity in tons:

Anthracite coal	25,401	Stone and lime.....	11,448
Bituminous coal	28,290	Agricultural products.....	7,375
Pig iron.....	18,218	Merchandise and manufactures... ..	14,200
Other iron or castings.....	14,897	Lumber.....	6,568
Iron and other ores.....	12,505	Other articles	6,200

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

For first class through passengers.....	2 $\frac{3}{4}$ cents.
For first class way passengers	3 "
For second class through and way passengers.....	None.

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

For through freight, per ton per mile	2 $\frac{1}{4}$ 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—FOR PERIOD OF TIME FROM MAY 8, 1875, TO DECEMBER 31, 1875.

45 RAILROAD REP.

MAINTAINING THE ROAD OR REAL ESTATE OF THE CORPORATION.	AMOUNT.	ALLOTTED TO	
		Passenger transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$29,295 96	\$14,647 98	\$14,647 98
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$5,554 71	\$3,382 17	\$2,172 54
Repairs of passenger and baggage cars.....	1,342 03	1,342 03	
Repairs of freight cars.....	2,400 82		2,400 82
Repairs of tools and machinery in shops.....	213 30	106 64	106 66
Total.....	9,510 86		
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,909 00	\$477 25	\$1,431 75
Agents and clerks.....	6,788 41	3,369 20	3,369 21
Labor—loading and unloading freight.....	1,784 50	1,168 29	616 21
Porters, watchmen and switch tenders.....	3,459 32	1,729 65	1,729 67
Car cleaning and inspecting, furniture and fixtures.....	379 23	189 61	189 62
Conductors, baggage masters and brakemen.....	6,498 74	2,096 53	4,402 21
Engineers and firemen.....	5,187 85	1,923 50	3,264 35
Fuel and cost of preparing for use.....	14,277 46	4,280 64	9,996 82
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	2,050 98	1,273 84	777 14
Telegraph, mail and station expenses.....	1,498 78	600 00	898 78
Rent of depots.....	2,029 28	757 52	1,271 76
Use of freight cars.....	2,573 52		2,573 52
Taxes.....	627 39	627 39	
Damage to property, including damage by fire and cattle killed on road.....	566 13	188 71	377 42
General superintendence.....	8,686 07	3,860 48	4,825 59
Contingencies.....	367 96	142 94	225 02
Total.....	58,634 62		

RAILROAD REPORT..

705

RECEIPTS.

MONTHS.	Passengers.	Freight.	Mail and express.	Miscellaneous.	Total.
May 8 to 31, 1875	\$2,288 21	\$6,474 28	\$109 30	\$94 91	\$8,966 70
June, 1875	2,930 68	9,016 39	286 64	134 95	12,368 66
July, 1875	3,674 04	9,660 50	204 05	119 69	13,658 28
August, 1875	3,750 34	11,400 35	1,146 56	95 62	16,392 87
September, 1875	3,513 79	13,427 36	394 66	115 11	17,450 92
October, 1875	3,000 12	12,779 32	1,112 45	100 96	16,992 85
November, 1875	2,741 41	10,886 78	212 97	135 96	13,977 12
December, 1875	3,290 73	9,154 72	263 70	89 81	12,798 96
Total	25,189 32	82,799 70	3,730 33	887 01	112,606 36

SUMMARY OF PAYMENTS.

Circuit court of United States, Eastern District of Pennsylvania	\$2,697 26
For maintaining the road, &c.—repairs of machinery and operating the road	109,909 10
Total	<u>112,606 36</u>

Total amount amount of surplus fund

Nothing.

Cost of transportation :

Cost per passenger per mile, proximate average	5 ⁴⁴ / ₁₀₀ cents.
Cost per ton freight per mile, proximate average	2 ⁷ / ₁₀₀ "

What express companies run on your road, and on what terms? Central express, on pro rate.

What transportation companies run on your road? None.

ACCIDENTS.

Employees	Injured. <u>2</u>
-----------------	----------------------

1875.

October 22. Hand car collided with switching engine on bridge over Brandywine at Coatesville, slightly injuring Joseph Gross, repairman.

November 2. Edward Hawk, brakeman, fell from train at Conestoga station; ankle sprained and small bone in leg broken.

NAMES AND RESIDENCE OF OFFICERS.

Commissioners.	Post office address.
George Brooke	Birdsboro', Pa.
Abraham Gibbons	Coatesville, Pa.
George Richardson	Wilmington, Del.
P. S. Ermold, Secretary and Treasurer	Coatesville, Pa.

WILMINGTON AND READING.

STATE OF PENNSYLVANIA, } ss:
 Chester County, }

Personally appeared Robert Frazer, president, and P. S. Ermold, assistant treasurer, of the Wilmington and Reading railroad company, and in due form of law made oath, that the statements in the within report, from November 1, 1874, to May 7, 1875, (to the time of appointment of commissioners by United States district court,) are true to the best of their knowledge and belief.

(Signed)

ROBERT FRAZER, *President.*

P. S. ERMOLD, *Assistant Treasurer.*

Sworn and subscribed before me, this }
 22d day of December, 1875. }

HENRY C. WILSON, *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.....	759,627 88
Total amount now paid in of capital stock.....	759,627 88
Funded debt as per last report.....	3,096,400 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,)....	1,742,000 00
Reading Branch bonds,(date of maturity, 1904,)	104,800 00
	<hr/>
	3,096,800 00
Floating debt as per last report	361,662 55
The amount now of floating debt.....	335,395 54
Total amount now of floating and funded debt	3,432,195 54
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.; 2d mortgage, 7 per cent.; Reading Branch 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.....	Nominal.

Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared : No dividends made.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$3,200,927 53	\$3,210,443 36
Equipment	313,699 80	277,974 18
Total cost.....	<u>3,514,627 33</u>	<u>3,488,417 54</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 $\frac{3}{8}$ miles.
Gauge of road.....	4 ft. 8 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	56 pounds.
Branch roads owned by the company, and their length, viz : Christiana River Branch, $\frac{1}{2}$ of a mile ; Reading Branch, from Birdsboro' to Poplar Neck, 7 miles.	
Roads worked or leased by the company, viz : Portion of Berks County railroad.	
Number of engine houses and shops.....	3
Number of engines	11
Number of first class passenger cars, (average cost of each, \$4,300,).....	6
Number of second class passenger cars, (average cost of each, \$2,500,).....	2
Number of baggage, mail and express cars, (average cost of each, \$2,641,).....	3
Number of freight cars: House cars, (average cost of each, \$725,) 39 ; trucks, or gondolas, (average cost of each, \$625,) 99 ; total	138
Number of lime cars, (average cost of each, \$250,).....	6
Number of coal, ore and stone cars	None.
Number of caboose cars, (average cost of each, \$300,)....	3
Number of iron and stone bridges	None.
Number of wooden bridges, (total length in feet, 2,592,)..	16
Number of culverts, (total length in feet, 7 arched, 441 ; 135 box, 5,166 ; total 5,607).....	152

RAILROAD REPORT.

709

Number of railroads crossed	4
Number of stations on main road: Passenger, 45; freight, 34; total.....	79
Number of water stations on main road	10
Value of real estate held by the company exclusive of road- way	\$32,927 60
Number of tunnels and length in miles laid with steel rails,	None.
How is track laid, and on what foundation? Stone, gravel and sand ballast, and eight feet ties.	

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

Number of miles run by passenger trains.....	44,196
Number of miles run by freight trains.....	22,783
Number of miles run by coal trains.....	None.
Number of through passengers for the time on main road..	889
Number of passengers (all classes) carried in cars.....	43,716
Number of tons of 2,000 lbs. of through freight for the time on main road	1,486
Number of passengers carried one mile.....	602,014
Number of tons of freight carried one mile.....	1,989,182
Number of passengers carried one mile in the State of Penn- sylvania.....	494,606
Number of tons of freight carried one mile in the State of Pennsylvania	1,728,169
Gross amount of tonnage for the time, (2,000 lbs. per ton,)	101,259
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: No express trains.	
Average rate of speed adopted by freight trains, including stops, (miles per hour,)	12
Weight of first class passenger engines.....	51,000 pounds.
Weight of freight engines.....	70,000 "

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

November, 1874.....	7,727	March, 1875.....	6,692
December, 1874.....	8,899	April, 1875.....	6,773
January, 1875.....	7,210	May, 1875, 1st to 7th, inclusive..	1,300
February, 1875.....	5,115		

The amount of freight specifying the quantity in tons:

Anthracite coal.....	15,941	Stone and lime.....	4,099
Bituminous coal.....	23,133	Agricultural products.....	5,508
Pig iron.....	12,891	Merchandise and manufactures..	9,657
Other iron or castings.....	11,076	Lumber.....	4,578
Iron and other ores.....	9,810	Other articles.....	4,568

WILMINGTON AND READING

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

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

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

For through freight and coal, 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 transportation.	Freight transportation.
Repairs or maintenance of way, including buildings.....	\$14,782 58	\$4 927 52	\$9,855 06
REPAIRS OF MACHINERY.			
Repairs of engines and tenders.....	\$5,933 04	\$2,531 11	\$3,401 93
Repairs of passenger and baggage cars.....	1,408 77	1,408 77	.....
Repairs of freight cars.....	1,502 88	.....	1,502 88
Repairs of tools and machinery in shops.....	285 91	142 95	142 96
Total	9,130 60	.....	.....
OPERATING THE ROAD.			
Office expenses, stationery, &c.....	\$1,669 82	\$417 45	\$1,252 37
Agents and clerks.....	5,694 03	2,847 01	2,847 02
Labor—loading and unloading freight.....	1,698 49	1,033 48	665 01
Porters, watchmen and switch tenders.....	2,901 00	1,450 50	1,450 50
Car cleaning and inspecting, furniture and fixtures.....	300 12	150 06	150 06
Conductors, baggage masters and brakemen.....	5,604 26	2,142 82	3,461 64
Engineers and firemen.....	4,672 64	1,960 16	2,712 48
Fuel and cost of preparing for use.....	12,317 34	3,567 08	8,750 26
Oil and waste for engines and tenders, passenger, baggage and freight cars.....	1,641 62	1,008 13	633 49
Telegraph, mail and station expenses.....	1,531 02	612 68	918 34
Rent depots.....	2,286 55	1,143 27	1,143 28
Use of freight cars.....	1,336 06	.....	1,336 06
Taxes on passengers in Delaware.....	1,079 74	809 81	269 93
Damage to property, including damage by fire and cattle killed on road.....	86 33	.....	86 33
General superintendence.....	8,240 61	3,296 25	4,944 36
Contingencies.....	2,348 10	782 36	1,565 74
Total	53,407 73	.....	.....

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.	Use of cars.	Miscella- neous & telegraph	Total.
November, 1874.....	\$3,551 33	\$12,692 08	\$217 35	Car service payments in excess of receipts.	\$70 90	\$16,581 06
December, 1874.....	4,016 84	11,761 99	238 30		52 38	16,069 51
January, 1875.....	3,229 85	6,315 72	1,110 03		164 79	10,820 39
February, 1875.....	2,325 08	7,357 45	157 84		90 37	9,930 74
March, 1875.....	2,989 58	9,794 82	232 84		119 05	13,136 29
April, 1875.....	3,278 08	10,265 16	277 54		156 50	13,977 28
May, 1875, 1st to 7th ..	601 48	2,746 83	864 80		483 32	4,686 43
Drawback and all re- ceipts.....					7 73	7 73
Total.....	19,992 24	60,934 05	3,098 70		1,145 04	85,170 63

SUMMARY OF PAYMENTS.

For construction and equipment.....	\$119 79
For maintaining the road, &c.—repairs of machinery and operating the road.....	77,320 91
For dividends.....	None.
For interest on bank discounts and temporary loans.....	7,505 19
For miscellaneous and surplus fund.....	None.
For municipal and State taxes, State of Delaware tax on passengers, as set forth in operating expenses.....	1,079 74
For United States taxes.....	None.
Total.....	86,025 63
Total amount of surplus fund.....	None.

Cost of transportation :

Cost per passenger per mile, proximate average.....	5, $\frac{7}{10}$ cents.
Cost per ton freight per mile, proximate average.....	2 $\frac{1}{10}$ % "

What express companies run on your road, and on what terms? Central express on pro rate.

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

ACCIDENTS.

Employees.....	1
1875.	

April 15. George Entriken, conductor on shifter, at Coatesville, while standing on side track, not observing a train backing, was run over by a car, killing him instantly.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Edward Brooke	Birdsboro', Pa.
George Brooke.....	Birdsboro', Pa.
H. E. Steele	Coatesville, Pa.
C. E. Pennock.....	Coatesville, Pa.
Jos. L. Pennock.....	Coatesville, Pa.
Chas. Huston.....	Coatesville, Pa.
Edward Betts.....	Wilmington, Delaware.
Jos. Tatnall.....	Wilmington, Delaware.
Irene Dupont.....	Wilmington, Delaware.
Victor Dupont.....	Wilmington, Delaware.
E. C. Stotsenburg.....	Wilmington, Delaware.
Geo. W. Bush.....	Wilmington, Delaware.
Robert Frazer, President.....	Coatesville, Pa.
W. S. Hilles, Secretary and Treasurer.....	Wilmington, Delaware.

WILMINGTON AND WESTERN.

STATE OF DELAWARE, }
 City of Wilmington, } ss :

Personally appeared William M. Canby, receiver 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, 1875, are true, to the best of his knowledge and belief.

(Signed)

WM. M. CANBY, *Receiver.*

Affirmed and subscribed before me, this }
 26th day of February, 1876. }

S. A. MACALLISTER,

Commissioner for Pennsylvania, residing at Wilmington, Del.

STOCK AND DEBT.

Capital stock as authorized by law :	No amount fixed.
Amount of stock subscribed.....	\$253,850 00
Amount paid in as by last report.....	249,032 50
Total amount now paid in of capital stock	249,503 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, Jan. 1, 1892,) ..	500,000 00
Floating debt as per last report.....	133,223 74
The amount now of floating debt, including interest due and unpaid.....	163,497 04

Total amount now of floating and funded debt.....	\$663,497 04
Rate per cent. per annum of interest on funded debt, 1st mortgage	7 ³ / ₁₆ per cent.
Date and rate per cent. per annum of dividend or dividends: No dividends declared.	
Number of shares of stock issued.....	4,973
Par value of each share.....	\$50 00
Average market value during the year: No record kept.	
Amount paid in on each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction, including depots, buildings and real estate	\$723,860 92	\$722,103 26
Equipment	76,567 72	74,617 32
Total cost.....	<u>799,928 64</u>	<u>796,720 58*</u>

CHARACTERISTICS OF ROAD.

Length of main line of road, from Wilmington, Del., to Oxford, Pa.....	35 miles.
Length of main line of road laid, from Wilmington, Del., to Landenberg, Pa.....	20 "
Length of main line of road laid in Pennsylvania.....	2.39 "
Length of double track of road.....	None.
Length of sidings	3.3 miles.
Gauge of road	4 ft. 8 ¹ / ₂ 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, viz: Water Street extension, Christiana Junction to Wilmington depot.....	1 mile.
Number of engine houses and shops.....	3
Number of engines.....	2
Number of first class passenger cars, (average cost of each, \$4,625,)	3
Number of second class passenger cars.....	None.
Number of baggage, mail, and express cars, (average cost of each, \$3,925,).....	2
Number of freight cars: House cars, (average cost of each, \$802,) 10; gondolas and flats, (average cost of each, \$752,) 20; total.....	30

*Less amount than last year caused by sale of property.

RAILROAD REPORT.

715

Number of coal, ore, stone and caboose cars	None.
Number of iron and stone bridges.....	None.
Number of wooden bridges, (total length in feet, 1,837,)..	14
Number of culverts, (total length in feet, 394,).....	26
Number of railroads crossed, (Philadelphia, Wilmington and Baltimore, and Wilmington and Reading,).....	2
Number of stations on main road: Passenger and freight,	12
Number of wood and water stations on main road.....	2
Value of depots, buildings and real estate held by the com- pany, exclusive of roadway, cost.....	\$45,048 53
Number of tunnels	None.
How is track laid, and on what foundation? On cross-ties resting on dirt and 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 mixed trains.....	32,075
Number of through passengers for the year on main road..	5,927
Number of passengers (all classes) carried in cars.....	20,646
Number of tons of 2,000 lbs. of through freight for the year on main road.....	47,137
Number of passengers carried one mile	246,718
Number of tons of freight carried one mile.....	1,095,007
Number of passengers carried one mile in the State of Pennsylvania	17,980
Number of tons of freight carried one mile in the State of Pennsylvania	113,832
Gross amount of tonnage for the year, (2,000 lbs per ton,)	59,981
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.....	23 tons.
Weight of freight engines.....	<u>26 "</u>

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

November, 1874.....	1,735	May, 1875.....	1,487
December, 1874.....	1,912	June, 1875.....	1,256
January, 1875.....	1,503	July, 1875.....	1,859
February, 1875.....	1,089	August, 1875.....	2,839
March, 1875	1,100	September, 1875.....	2,427
April, 1875	1,287	October, 1875.....	<u>2,172</u>

The amount of freight, specifying the quantity of tons :

Anthracite coal	2,294	Stone and lime	98
Bituminous coal	37,805	Agricultural products	740
Petroleum and other oils	21	Merchandise and manufactures ..	5,982
Pig iron	458	Kaolin	5,573
Railroad iron	1	Lumber	3,106
Other iron or castings	1,511	Other articles	1,567
Iron and other ores	12		

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

For first class through passengers	3½ cents.
For first class way passengers	4 "

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

For through freight and coal: From 1½ to 2½ cents.	
For local freight	5 cents.
For local coal	5 "

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

Repairs or maintenance of way, including buildings	\$10,526 48
Taxes on real estate	499 69
Total	11,026 17

Repairs of machinery :

Repairs of engines and tenders	\$2,830 63
Repairs of passenger, baggage and freight cars	619 95
Total	3,450 58

Operating the road :

Office expenses, stationery, miscellaneous expenses, &c. . .	\$2,292 66
Agents and clerks	6,293 03
Labor—loading and unloading freight, porters, watchmen, switch tenders, car cleaning and inspecting, furniture and fixtures, wood and water station attendance; conductors, baggage masters and brakemen	4,108 11
Engineers and firemen, fuel and cost of preparing for use. .	3,198 17
Oil and waste for engines and tenders, passenger, baggage and freight cars	181 16
Telegraph, mail and station expenses: In agents and clerks.	
Loss and damage of goods and baggage	None.

RAILROAD REPORT.

717

Tolls over other roads and drawbacks.....	\$2,598 63
Use of freight cars.....	65 60
Shoveling snow: In maintenance of way.	
Damage for injury of persons.....	None.
Damage to property, including damage by fire and cattle killed on road: In miscellaneous expenses.	
General superintendence.....	2,329 92
Total	21,066 88

Receipts on construction and equipment account during the year :

From stockholders.....	\$471 00
From other sources.....	1,033 74
Total	1,504 74

RECEIPTS.

MONTHS.	Passen- gers.	Freight.	Mail and express.	Miscella- neous.	Total.
November, 1874.....	\$745 47	\$1,948 15		\$3 86	\$2,697 48
December, 1874.....	828 64	1,870 18		3 76	2,702 58
January, 1875.....	615 01	1,887 42	\$195 30	2 58	2,700 31
February, 1875.....	532 29	1,804 21		3 68	2,340 18
March, 1875.....	568 71	2,050 55		20 00	2,639 26
April, 1875.....	626 35	3,091 95	194 86	3 86	3,917 02
May, 1875.....	743 48	2,449 58		2 95	3,196 01
June, 1875.....	895 84	2,906 26		3 77	3,805 87
July, 1875.....	2,063 09	2,036 32	195 30	10 66	4,305 37
August, 1875.....	1,167 10	2,660 12		15 00	3,842 22
September, 1875.....	1,255 73	2,696 53		5 30	3,957 56
October, 1875.....	1,052 37	2,922 17	195 30	3 55	4,173 39
Total	11,094 08	28,323 44	780 76	78 97	40,277 25

SUMMARY OF PAYMENTS.

For maintaining the road, &c.—repairs of machinery and operating the road.....	\$35,543 63
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Cost of transportation :

Cost per passenger and per ton freight per mile, proximate average: Run freight and passengers together.

What express and transportation companies run on your road? None.

ACCIDENTS.

None.

718 WILMINGTON AND WESTERN RAILROAD REPORT.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Bradford	Wilmington, Del.
John Jones.....	Wilmington, Del.
J. L. DeVon.....	Wilmington, Del.
H. M. Jenkins.....	Wilmington, Del.
Henry Grant.....	Wilmington, Del.
Wm. G. Philips.....	Faukland, Del.
Geo. Springer.....	Hockessin, Del.
Hugh DeHaven	Philadelphia, Pa.
James Bradford.....	President.
H. M. Jenkins.....	Secretary.
John Jones.....	Treasurer.

PASSENGER RAILWAY REPORTS.

PASSENGER RAILWAY REPORTS.

ALLENTOWN.

STATE OF PENNSYLVANIA, }
Lehigh County, } SS :

Personally appeared Samuel Lewis, president, and J. E. Balliet, 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 October 31, 1875, are true to the best of their knowledge and belief.

(Signed)

SAMUEL LEWIS, *President.*
 J. E. BALLIET; *Treasurer.*

Sworn and subscribed before me, this }
 29th day of November, 1875. }

SAMUEL COLVER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Amount of stock subscribed	\$45,260 00
Amount paid in as by last report	45,260 00
Total amount now paid in of capital stock	45,260 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, January 18, 1880.)	12,000 00
Floating debt as per last report	10,500 00
The amount now of floating debt	746 35
Total amount now of floating and funded debt	12,746 35
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	450
Par value of each share, (scrip, \$260,)	\$100 00
Average market value during the year, (no sales,)	100 00
Amount paid in on each share	100 00

46 RAILROAD REP.

ALLENTOWN

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$24,992 04	\$24,992 04
Equipment.....	11,313 70	11,212 25
Total cost	<u>36,305 74</u>	<u>36,204 29</u>

CHARACTERISTICS OF ROAD.

Length of road laid : 3 miles, 5 furlongs, 15 perches and 1 yard.	
Length of double track, including sidings : None, except two turnouts and sidings 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 and 1 stable.	
Number of depots.....	1
Number of first class passenger cars.....	6
Average value of each.....	\$600 00
Number of second class passenger cars.....	1
Average value of each.....	\$400 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.....	16
Average value of each, including harness.....	\$175 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	25,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,000 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4
Number of trips each day.....	36
How many miles does each two-horse team make daily. . .	9
How is track laid, and on what foundation? String pieces and cross-ties, on cinder and stone foundation.	
Average time consumed by cars in passing over the road,	<u>1 hour.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Starting on Hamilton street, near Ninth ; thence down Hamilton to Fifth, down Fifth to Walnut, down Walnut to Fourth, down Fourth to Hamilton ; thence along said street to the Lehigh and Susquehanna railroad depot, crossing the Jordan and Lehigh bridges, and Lehigh Valley railroad track, another branch of the road, branching off

at Second street; thence along said street south to the Lehigh Valley railroad depot; thence along the Lehigh Valley railroad to East Penn 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, 1874	11,581	June, 1875	12,989½
December, 1874	11,348½	July, 1875	12,716
January, 1875	10,582	August, 1875	12,898½
February, 1875	9,522	September, 1875	13,006
March, 1875	12,608½	October, 1875	12,288
April, 1875	12,492½		
May, 1875	11,987½	Total	<u>144,020</u>

The rate of fare for passengers charged:

Single fare	10 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	\$841 48
Repairs of building, and additions to real estate	1,292 2½
Taxes on real estate	84 60
Total	<u>2,218 32</u>

Operating the road:

On account of horses	\$145 85
Harness and repairs	75 21
Repairs to cars	317 45
Horse shoeing	542 32
Hay and feed	3,025 67
Office expenses, stationery and depot expenses	90 06
Salaries	869 07
Insurance	143 37
Watchmen, switchmen, hostlers, pay roll	4,283 65
General expenses of stable	26 66
Fluid, fuel, oil and gas	158 03
Total	<u>9,678 24</u>

Receipts on construction and equipment account during the year:

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

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Total.
November, 1874.....	\$924 85			\$924 85
December, 1874.....	844 73			844 73
January, 1875.....	963 55	\$250 00	\$75 00	1,288 55
February, 1875.....	704 70			704 70
March, 1875.....	979 40			979 40
April, 1875.....	931 30	250 00	75 00	1,256 30
May, 1875.....	890 55			890 55
June, 1875.....	1,008 05			1,008 05
July, 1875.....	1,132 30	250 00	79 10	1,461 40
August, 1875.....	962 55			962 55
September, 1875.....	1,041 10			1,041 10
October, 1875.....	913 05	200 00		1,113 05
Total.....	11,296 13	950 00	229 10	12,475 23

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road.....	\$11,896 56
For interest.....	640 65
For miscellaneous.....	310 07
For taxes on horses.....	20 74
For track cleaning.....	204 04
For profit and loss.....	4 99
Total.....	<u>13,077 05</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address
Samuel Lewis.....	Allentown, Pa.
John D. Stiles.....	Allentown, Pa.
M. Hannum.....	Allentown, Pa.
William Saeger.....	Allentown, Pa.
R. A. Thayer.....	Allentown, Pa.
Samuel Lewis, President.....	Allentown, Pa.
Jos. E. Balliet, Secretary and Treasurer.....	Allentown, Pa.

CENTRAL, (ALLEGHENY COUNTY.)

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared E. P. Jones, president, and R. G. Herron, superintendent, of the Central 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

E. P. JONES, *President.*

R. G. HERRON, *Superintendent.*

Sworn and subscribed before me, this }
 6th day of March, 1876. }

CLARK H. JOHNSON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law	\$30,000 00
Amount of stock subscribed.....	30,000 00
Amount paid in as by last report.....	27,450 00
Total amount now paid in of capital stock.....	27,450 00
Funded debt as per last report.	7,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, August 1879,)..	7,600 00
2d and 3d mortgage bonds.....	None.
Floating debt as per last report.....	\$5,845 58
The amount now of floating debt.....	5,175 00
Total amount now of floating and funded debt.	12,775 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends :	None.
Number of shares of stock issued.....	549
Par value of each share	\$50 00
Average market value during the year: No sales by stock board ; private sales at \$10 per share.	
Amount paid in on each share.....	50 00

CENTRAL (ALLEGHENY COUNTY)

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$38,280 66	\$40,644 95
Equipment	18,212 04	18,212 04
Total cost.....	<u>56,492 70</u>	<u>58,856 99</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2½ miles.
Length of double track, including sidings.....	1 "
Gauge of road.....	5½ feet.
Weight of rail per yard on main track.....	38 pounds.
Number of car houses, shops and stables: Car house, shop and stables in one building.	
Number of depots: Two—one at each terminus.	
Number of first class passenger cars.....	8
Average value of each.....	\$400 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car....	14 and 16.
Number of other cars.....	2
Number of horses owned by the company.....	56
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$10,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	2,000 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4½ miles.
Number of trips each day.....	8 and 9.
How many miles does each two horse team make daily?	16½
How is track laid, and on what foundation? On ties and stringers.	
Average time consumed by cars in passing over the road: 45 minutes out and 35 minutes in.	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Begins at corner of Fourth avenue and Market street; thence along Fourth avenue to Grant street, to Fifth avenue, to Wylie avenue, to Fulton street, to Centre avenue, to Herron avenue, and along said avenue to stables; connects with Pittsburg and East Liberty railway at corner of Wylie and Fifth avenue, with South Side railway company at corner of Grant and Fourth avenue.

PASSENGER RAILROAD REPORT.

727

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

January, 1875.....	18,788	July, 1875.....	26,228
February, 1875.....	21,360	August, 1875.....	24,540
March, 1875.....	21,876	September, 1875.....	24,900
April, 1875.....	21,672	October, 1875.....	24,600
May, 1875.....	24,336	November, 1875.....	20,940
June, 1875.....	26,230	December, 1875.....	22,716
		Total.....	<u>278,166</u>

The rate of fare for passengers charged :

Single fare, from Market street to stables, 10 cents ; from stables to Market street, 5 cents.

Tickets in packages of 4 sold for..... 25 cents.

EXPENSES.

Operating the road :

Repairs to cars.....	\$834 14
Total operating expenses.....	<u>20,569 75</u>

NOTE.—We keep no accounts that show expenditures in detail. Everything of this kind goes into what we call “Operating Expenses,” the amount of which we give above.

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	From passengers.	Rent.	Other sources.	Total.
January, 1875.....	\$1,780 65			\$1,780 65
February, 1875.....	1,564 05			1,564 05
March, 1875.....	1,823 75			1,823 75
April, 1875.....	1,806 50			1,806 50
May, 1875.....	2,028 40			2,028 40
June, 1875.....	2,194 30			2,194 30
July, 1875.....	2,194 15			2,194 15
August, 1875.....	2,045 35			2,045 35
September, 1875.....	2,075 80			2,075 80
October, 1875.....	2,058 70			2,058 70
November, 1875.....	1,745 90			1,745 90
December, 1875.....	1,893 55	890 48	743 80	3,527 83
Total.....	23,211 10	890 48	743 80	24,845 38
Total operating expenses.....				<u>20,569 75</u>
Surplus.....				<u>4,275 63</u>

The surplus shown above has been applied to construction and payment of road indebtedness.

SUMMARY OF PAYMENTS.

See note on preceding page.

CENTRAL (READING)

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
E. P. Jones	Pittsburg, Pa.
R. G. Herron	Pittsburg, Pa.
Chas. P. Duff	Pittsburg, Pa.
John T. Patterson.....	Pittsburg, Pa.
Willis Boothe.....	Pittsburg, Pa.
A. M. Brown.....	Pittsburg, Pa.
Frank J. Herron.....	New Orleans, La.
E. P. Jones, President.....	Pittsburg, Pa.
Chas. P. Duff, Secretary.....	Pittsburg, Pa.
E. P. Jones, Treasurer.....	Pittsburg, Pa.
R. G. Herron, Superintendent.....	Pittsburg, Pa.

CENTRAL, (READING.)

STATE OF PENNSYLVANIA, } ss:
Reading, Berks County, }

Personally appeared C. Stotz, president, and A. L. Boyer, treasurer, of the Central (formerly Penn 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, 1875, are true to the best of their knowledge and belief.

(Signed)

C. STOTZ, *President.*A. L. BOYER, *Treasurer.*

Sworn and subscribed before me, this }
 13th day of March, 1876. }

A. K. STAUFFER, *Notary Public*

OFFICE OF THE CENTRAL PASSENGER RAILWAY Co., }
 READING, Pa., *February 7, 1876.* }

Hon. W. M'CANDLESS,

Secretary of Internal Affairs, Harrisburg, Pa. :

DEAR SIR:—On the 4th of September, 1875, the Penn Street Passenger railway company was sold by the sheriff of Berks county, at public sale to Henry S. Eckert, William I. Clous, C. Stotz, Cyrenius Sellers and A. L. Boyer, for one hundred and fifty (\$150) dollars, subject to two mortgages, and an agreement to issue stock of the new company to all stockholders who have heretofore taken the bonds of the Penn Street Passenger railway

PASSENGER RAILROAD REPORT.

729

company, and to all other old stockholders, who will within fifteen days, personal notice, come forward and take such bonds, provided they will take an amount equal to the stock held by them respectively, in the old company.

On the 25th day of September, 1875, a new company was organized, adopted the name of the Central Passenger railway company, Reading, Pa., and fixed the capital stock at \$50,000, divided into 1,000 shares of \$50 each.

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock issued to purchasers of road and others..	50,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, April, 1885)....	15,100 00
The amount now of floating debt.....	750 00
Total amount now of floating and funded debt.....	15,850 00
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent.	
Number of shares of stock issued.....	1,000
Par value of each share.....	\$50 00
Average market value during the year.....	None.
Amount paid in on each share : Can't say, final settlement not made.	

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction, allotted to.....	\$61,678 55
Equipment, allotted to.....	16,260 80
Total cost	<u>77,939 35</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	2 $\frac{2}{10}$ miles.
Length of double track, including sidings : no double track ; sidings.....	$\frac{8}{10}$ "
Gauge of road.....	5 ft. 2 $\frac{1}{2}$ in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1
Number of depots.....	1
Number of first class passenger cars.....	8
Average value of each : Bought at sheriff's sale included in road.	

Number of second class passenger cars, other cars, mules owned by the company, value of real estate held, exclusive of roadway	None.
Number of passengers that may be seated in each car : six cars, 14 ; two cars, 42 each.	
Number of horses owned by the company	28
Average value of each, including harness : Bought with road and equipment.	
Average weight in pounds of passenger cars, exclusive of passengers and baggage : About 2,000 pounds for 6, and 3,500 pounds for 2.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	4 $\frac{1}{2}$ miles.
Number of trips each day.....	16
How many miles does each two horse team make daily?... How is track laid and on what foundation? Broken stone and clay.	about 22 $\frac{1}{2}$
Average time consumed by cars in passing over the road,	<u>26 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : Commencing at foot of Penn street, thence along same to Eleventh street, thence along Perkiomen avenue to near Nineteenth street, thence on lane to depot.

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

September 4, 1875.....	25,302
October, 1875.....	15,699
November, 1875.....	8,846
December, 1875.....	8,791
Total	<u>58,638</u>

The rate of fare for passengers charged :

Single fare	7 cents
Tickets in packages of 5, sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation :}

Repairs of road bed and railway.....	\$184 27
Repairs of building.....	9 80
Total.....	<u>194 07</u>

PASSENGER RAILROAD REPORT.

731

Operating the road:

On account of horses.....	\$206 11
Harness and repairs	11 25
Repairs to cars.....	357 72
Horse shoeing.....	175 73
Hay and feed	1,202 84
Office expenses, stationery and depot expenses.....	130 48
Salaries	312 00
Insurance	30 00
Watchmen, switchmen, hostlers, pay roll.....	316 43
General expense of stable.....	90 74
Conductors and drivers	782 93
Fluid, fuel oil and gas	137 75
Total.....	3,756 98
Grand total.....	3,951 05

Receipts on construction and equipment account during the year :

Sale of bonds	\$3,000 00
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RECEIPTS.

MONTHS.	From pas- sengers.	Rent.	Other sources.	Total.
September, 1875	\$1,441 13	\$10 00	\$35 00	\$1,476 13
October, 1875	823 70	10 00	.....	833 70
November, 1875	457 01	10 00	.....	467 01
December, 1875	473 46	10 00	.....	483 46
Total.....	3,195 30	40 00	25 00	3,260 30

SUMMARY OF PAYMENTS.

For construction.....	\$2,392 53
For maintaining the road or real estate of the corporation and operating the road.....	3,949 05
For interest.....	282 02
Total.....	6,023 60

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
H. S. Eckert.....	Reading, Pa.
William I. Clous	Reading, Pa.
C. Stotz.....	Reading, Pa.
C. G. Derr	Reading, Pa.
J. L. Boyer.....	Reading, Pa.
R. P. Stetson.....	Reading, Pa.
Cyrenius Sellers, President.....	Reading, Pa.
A. L. Boyer, Secretary and Treasurer.....	Reading, Pa.

CITIZENS', (PHILADELPHIA.)

STATE OF PENNSYLVANIA, }
 Philadelphia County, } ss:

Personally appeared Geo. Williams, president, and William Bonsall, treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

GEO. WILLIAMS, *President*
 WM. BONSALL, *Treasurer*.

Sworn and subscribed before me, this }
 6th day of November, 1875. }

C. D. COLLADAY, *Notary Public*.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	10,600 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, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, and total amount now of floating and funded debt.....	None.
Date and rate per cent per annum of dividend or dividends: Stock, none; cash, January, \$4 50 per share; July, \$4 50 per share.	
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	100 00
Amount paid in on each share: \$20 on 8,500 shares, and \$15 on 1,500 shares	
Amount of authorized capital on which the respective dividends were declared.....	500,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$91,467 28	\$92,606 55
Equipment.....	141,000 00	164,350 50
Total cost.....	232,467 28	256,957 05

CHARACTERISTICS OF ROAD.

Length of road laid.....	About 9 miles.
Length of double track, including sidings.....	None.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars.....	50
Average value of each.....	\$600 00
Number of second class passenger cars.....	4
Average value of each.....	\$300 00
Number of passengers that may be seated in each car....	22
Number of other cars.....	3 sweepers.
Number of horses owned by the company.....	330
Average value of each, including harness.....	\$90 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$130,315 07
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage.....	4,500
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	300
How many miles does each two-horse team make daily....	21½
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..	72 minutes.

Describe the route of your road in detail, giving the streets occupied and connection with other roads: From Tenth and Montgomery down Tenth to Reed, up Reed to Eleventh, up Eleventh to Diamond, down Diamond to Tenth, and down Tenth to Montgomery, with a branch road on Tenth, from Reed to Mifflin, up Mifflin to Twelfth, up Twelfth to Wharton, and down Wharton to Tenth street.

Monthly statement of passengers (all classes) carried in cars, for the year:

November, 1874.....	420, 075	June, 1875.....	407, 486
December, 1874.....	429, 166	July, 1875.....	372, 553
January, 1875.....	387, 366	August, 1875.....	359, 092
February, 1875.....	347, 520	September, 1875.....	403, 808
March, 1875.....	402, 575	October, 1875.....	433, 091
April, 1875.....	422, 158		
May, 1875.....	436, 706	Total.....	<u>4, 821, 546</u>

The rate of fare for passengers charged:

Single fare	7 cents.
Tickets in packages of 16 sold for.....	\$1 00
Exchange tickets.....	9 cents.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$8,249 30
Repairs of building and addition to real estate.....	12,551 81
Extension of road.....	1,139 87
Taxes on real estate	1,517 34
Total	23,458 32

Operating the road:

On account of horses.....	\$8,970 00
Harness and repairs	787 98
Repairs to cars and new cars	14,380 50
Horse shoeing and blacksmith work	11,553 13
Hay and feed.....	55,364 44
Office expenses, stationery and depot expenses: Included in miscellaneous.	
Salaries, including all wages of conductors, drivers, &c... ..	113,293 47
Insurance.....	1,607 50
Watchmen, switchmen, hostlers, pay roll, and conductors and drivers: Included in salaries.	
General expense of stable; Included in miscellaneous wages.	
Fluid, fuel, oil and gas: Included in miscellaneous.	
Damage for injury of persons and miscellaneous.....	15,483 41
Total	221,440 13

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources.....	None.
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PASSENGER RAILROAD REPORT.

735

RECEIPTS.

MONTHS.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1874.....	\$25,204 49	\$1,014 00	\$5,494 50	\$31,712 99
December, 1874.....	25,750 01		5,921 18	31,671 17
January, 1875.....	23,241 99		5,901 25	29,143 24
February, 1875.....	20,850 10	1,027 00	4,838 00	26,715 00
March, 1875.....	24,154 53		5,374 00	29,528 53
April, 1875.....	25,329 49		5,353 00	30,682 49
May, 1875.....	26,203 36	990 00	5,342 93	32,536 29
June, 1875.....	24,446 20		6,604 84	31,051 04
July, 1875.....	22,353 20		5,957 45	28,310 65
August, 1875.....	21,546 55	990 00	5,350 40	27,885 95
September, 1875.....	24,228 49		5,196 45	29,424 94
October, 1875.....	25,985 45		5,310 00	31,295 45
Total.....	289,292 86	4,021 00	66,643 98	359,957 84

Of the receipts from other sources, \$63,054 was derived from receipts of the road of the Empire Passenger railway company, under a lease.

SUMMARY OF PAYMENTS.

For construction, repairs and extension.....	\$9,389 19
For maintaining the road or real estate of the corporation and operating the road.....	221,440 13
Dividends.....	90,000 00
New passenger cars and horses, and miscellaneous: In- cluded in second item.	
Municipal taxes and licenses.....	8,692 34
State taxes.....	6,119 90
Additions to real estate.....	12,551 81
Total.....	<u>348,193 35</u>

ACCIDENTS.

Others.....	Injured. 1
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. K. McIlwain.....	Philadelphia.
Coffin Colket.....	Philadelphia.
Wm. McClary.....	Philadelphia.
J. D. Brown.....	Philadelphia.
Chas. E. Ellis.....	Philadelphia.
Geo. Williams, President.....	Philadelphia.
John Q. Adams, Secretary.....	Philadelphia.
William Bonsall, Treasurer.....	Philadelphia.

CITIZENS', (PITTSBURG.)

STATE OF PENNSYLVANIA, }
Allegheny County. } ss :

Personally appeared James Verner, president, and A. Murdock, for treasurer, of the Citizens' Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 10, 1875, are true to the best of their knowledge and belief.

(Signed)

JAMES VERNER, *President.*
 A. MURDOCK, *for Treasurer.*

Sworn and subscribed before me, this }
 1st day of December, 1875. }

BERNARD M'KENNA, *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.....	48,800 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
First mortgage bonds, (date of maturity July 1, 1879)....	48,800 00
Floating debt, as per last report.....	4,000 00
The amount now of floating debt.....	4,000 00
Total amount now of floating and funded debt.....	52,800 00
Date and rate per cent. per annum of dividend or dividends:	
Cash, May 1, \$3 50 per share; Sept. 1, \$4 00 per share.	
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

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$112,635 57	\$112,635 57
Equipment.....	67,234 88	71,718 83
Total cost.....	179,870 45	184,354 40

PASSENGER RAILROAD REPORT.

737

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. 2¼ 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.....	31
Average value of each.....	\$1,000 00
Number of second class passenger cars.....	7
Average value of each.....	\$575 00
Number of passengers that may be seated in each car....	24
Number of other cars.....	2
Number of horses owned by the company.....	206
Average value of each, including harness.....	\$120 00
Number of mules owned by the company.....	6
Average value of each, including harness.....	\$120 00
Value of real estate held, exclusive of roadway.....	75,304 48
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.....	216
How many miles does each two horse team make daily....	19½
How is track laid, and on what foundation? White pine stringers, oak cross-ties, gravel and clay bed.	
Average time consumed by cars in passing over the road..	<u>40 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: On Penn avenue to Butler, along Butler to Cemetery, thence to Sharpsburg and Lawrenceville bridge, on extension of Butler.

Monthly statement of passengers (all classes) carried in cars for the year.

November, 1874, from the 10th..	163, 875	July, 1875.....	304, 203
December, 1874.....	248, 938	August, 1875	290, 974
January, 1875	211, 411	September, 1875	274, 975
February, 1875	183, 922	October, 1875.....	293, 059
March, 1875.....	222, 154	November, 1875, to the 10th....	90, 889
April, 1875	248, 831		
May, 1875.....	292, 239	Total.....	<u>3, 107, 638</u>
June, 1875.....	282, 188		

The rate of fare for passengers charged:

Single fare.....	6 cents.
Tickets in packages of five sold for.....	25 "

CITIZENS' (PITTSBURG)

EXPENSES.

<i>Maintaining the road or real estate of the corporation :</i>	
Repairs of road-bed and railway.....	\$12,725 63
Repairs of buildings.....	816 35
Taxes on real estate.....	1,931 59
Total.....	15,473 57
<i>Operating the road :</i>	
On account of horses.....	\$615 93
Harness and repairs.....	972 92
Repairs to cars.....	1,901 86
Horse shoeing.....	4,555 59
Hay and feed.....	29,923 53
Office expenses, stationery and depot expenses, including improvements.....	1,485 50
Salaries.....	3,499 50
Insurance.....	828 30
Watchmen, switchmen, hostlers, pay-roll.....	15,223 76
General expenses of stable.....	1,071 75
Conductors and drivers.....	35,954 95
Fluid, fuel, oil and gas.....	1,150 64
Damages for injuries of persons.....	100 00
Total.....	97,284 23
Grand total.....	\$112,757 80

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, 1874, from 11th to 30th,	\$0,033 09	\$10 00	.....	\$26 00	\$0,069 09
December, 1874.....	13,650 32	50 00	\$25 00	8 00	13,733 32
January, 1875.....	11,624 54	60 00	5 00	114 37	11,703 91
February, 1875.....	9,977 96	60 00	.....	.....	10,037 96
March, 1875.....	12,058 63	150 00	.....	.....	12,208 63
April, 1875.....	13,580 34	60 00	87 75	110 25	13,838 34
May, 1875.....	13,899 89	75 00	.....	.....	15,974 89
June, 1875.....	15,441 87	50 00	44 50	800 00	16,336 37
July, 1875.....	16,696 45	65 00	44 25	.....	16,805 70
August, 1875.....	15,947 14	65 00	.....	1,635 33	17,647 47
September, 1875.....	15,013 15	50 00	.....	58 60	15,121 65
October, 1875.....	13,988 90	65 00	83 75	503 12	16,645 77
November, 1875, to the 10th.....	4,921 52	50 00	.....	.....	4,971 52
Total.....	169,733 80	810 00	295 25	3,255 57	174,094 62
Receipts from manure and other sources put to credit of other accounts..	.....	.....	.....	.....	3,793 82
					170,300 80

PASSENGER RAILROAD REPORT.

739

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road.....	\$112,757 80
For interest.....	3,500 00
For dividends.....	30,000 00
For new passenger cars and horses.....	4,524 70
For payments to loan account.....	1,200 00
For miscellaneous.....	4,011 17
For payments made to surplus funds.....	13,651 09
For municipal taxes \$4,554 04, from this amount \$1,773 30 is embraced in third item of expenses.....	2,780 74
State taxes.....	3,600 00
Total	176,025 50
Total amount of surplus fund	\$54,622 82

ACCIDENTS.

	Injured.
Passengers	2

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
James Verner.....	Pittsburg, Pa.
Alexander Speer	Pittsburg, Pa.
Richard Hays.....	Pittsburg, Pa.
Joseph S. Brown.....	Pittsburg, Pa.
J. H. Jones	Pittsburg, Pa.
James Verner, President	Pittsburg, Pa.
A. Murdock, Secretary.....	Pittsburg, Pa.
John G. Holmes, Treasurer.....	Pittsburg, Pa.

COALVILLE.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Charles A. Miner, president, and George Loveland, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

CHARLES A. MINER, *President.*
GEORGE LOVELAND, *Treasurer.*

Sworn and subscribed before me, this }
29th day of January, 1876. }

LATHAN W. JONES, *Notary Public.*

COALVILLE

STOCK AND DEBT

Capital stock as authorized by law, with the privilege to increase	\$50,000 00
Amount of stock subscribed.....	62,675 00
Amount paid in as by last report.....	59,600 00
Total amount now paid in of capital stock.....	61,675 00
Funded debt as per last report.....	None.
. The amount now of funded debt, (classified,) as follows:	
1st mortgage bonds.....	15,000 00
Floating debt as per last report.....	15,304 74
The amount now of floating debt.....	5,129 55
Total amount now of floating and funded debt.....	20,129 55
Rate per cent. per annum of interest on funded debt: 1st mortgage.....	8 per cent.
Number of shares of stock issued.....	1,616
Par value of each share.....	\$100 00
Estimated cash value.....	50 00
Amount paid in on each share.....	100 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$38,880 40	\$38,897 40
Equipment.....	8,756 13	8,786 13
Total cost.....	<u>47,636 53</u>	<u>47,683 53</u>

CHARACTERISTICS OF ROAD.

Length of road laid, including sidings, 480 feet, in length,	2.87 miles.
Gauge of road	4 ft. 8½ inches.
Weight of rail per yard on main track	20 and 45 lbs.
Number of car houses, shops and stables.....	1 of each.
Number of depots.....	1
Number of first class passenger cars.....	4
Average value of each.....	\$600 00
Number of second class passenger and other cars, mules owned by the company.....	None.
Number of passengers that may be seated in each car.....	14
Number of horses owned by the company.....	12
Average value of each, including harness.....	\$150 00
Value of real estate held, exclusive of roadway: Cost thereof to date	25,965 16
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	2,450

PASSENGER RAILROAD REPORT.

- Average rate of speed adopted by passenger cars, including stops, (miles per hour,)..... 4
- Number of trips each day: 40 for about ten months; 20 for the last two months.
- How many miles does each two horse team make daily?.. 28 $\frac{1}{2}$
- How is track laid, and on what foundation? 20 pound rails on cross-ties, 45 pound rails on stringers.
- Average time consumed by cars in passing over the road.. 40 minutes.

Describe the route of your road in detail, giving the streets occupied and connection with other roads: The road commences near the depot of the Lehigh and Susquehanna branch of the New Jersey Central railroad at Ashley borough; runs 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 street.

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

December, 1874.....	11,866	July, 1875.....	10,251
January, 1875.....	8,602	August, 1875.....	10,101
February, 1875.....	6,572	September, 1875.....	10,032
March, 1875.....	7,537	October, 1875.....	8,407
April, 1875.....	7,009	November, 1875.....	7,620
May, 1875.....	7,383		
June, 1875.....	7,734	Total.....	103,114

The rate of fare for passengers charged:

- Single fare: To Dana street, 5 cents; to Newtown, 10 cents; to Ashley, 15 cents.
- Tickets in packages of 25 sold for \$1 to Dana street; 12 for \$1 to Newtown; 10 for \$1 to Ashley.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road-bed and railway.....	\$1,151 27
Taxes on real estate.....	172 63
Total.....	1,323 90

Operating the road:

On account of horses.....	\$1,047 50
Harness and repairs.....	243 75
Repairs to cars.....	295 06
Horse shoeing.....	431 80
Hay and feed.....	3,009 65
Office expenses, stationery and depot expenses.....	35 05
Salaries.....	1,842 12
Insurance.....	255 00

Watchmen, switchmen, hostlers, pay roll.....	\$1,040 00
General expense of stable.....	416 14
Conductors and drivers.....	3,083 26
Fluid, fuel, oil and gas.....	218 60
Damage for injury of persons.....	50 00
Trackage paid the Wilkesbarre and Kingston railroad company.....	150 00
Total.....	12,117 92
Grand total.....	13,441 82

Receipts on construction and equipment account during the year :

From stockholders.....	\$2,000 00
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RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
December, 1874.....	\$1,201 36	\$69 00	\$7 00		\$1,277 36
January, 1875.....	848 30	73 50	1 50	\$48 00	971 30
February, 1875.....	629 30	208 00	1 50		838 80
March, 1875.....	757 71	34 00		37 25	828 96
April, 1875.....	668 65	87 50	7 50		763 65
May, 1875.....	678 50	144 50	12 50	37 25	872 75
June, 1875.....	731 60	25 00			756 60
July, 1875.....	965 55	261 00			1,226 55
August, 1875.....	948 50	52 00			1,000 50
September, 1875.....	1,000 35	154 50		15 00	1,169 85
October, 1875.....	794 73	141 47		74 50	1,010 70
November, 1875.....	809 40	172 40	7 50	59 95	1,049 25
Total.....	10,033 95	1,422 87	37 50	271 95	11,766 27

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation and operating the road.....	\$13,441 82
For interest.....	1,382 83
For miscellaneous.....	106 66
For municipal taxes, (included in first item).....	118 99
For State taxes, (included in first item).....	53 64
Total.....	14,930 81

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
C. A. Miner.....	Wilkesbarre, Pa.
W. W. Ketcham.....	Wilkesbarre, Pa.
Milton Danna.....	Wilkesbarre, Pa.
John Espy.....	Wilkesbarre, Pa.
Elias Robbins.....	Wilkesbarre, Pa.
F. A. Hancock.....	Wilkesbarre, Pa.
Thomas Long.....	Wilkesbarre, Pa.
A. H. Van Horn.....	Wilkesbarre, Pa.
Jonas Long.....	Wilkesbarre, Pa.
Charles A. Miner, President.....	Wilkesbarre, Pa.
George Loveland, Secretary and Treasurer.....	Wilkesbarre, Pa.

CONTINENTAL.

STATE OF PENNSYLVANIA, }
Philadelphia County. } ss :

Personally appeared Wm. 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 November 1st, 1875, are true, to the best of their knowledge and belief.

(Signed,)

W. H. KEMBLE, *President.*
 ROB. MORRIS, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1876. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$600,000 00
Amount of stock subscribed.....	600,000 00
Amount paid in as by last report.....	60,000 00
Total amount now paid in of capital stock.....	120,000 00
The amount now of funded debt, 1st mortgage bonds, floating debt as per last report, and the amount now of floating debt.....	None.
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00

COST OF ROAD AND EQUIPMENT.

Equipment.....	By present report. \$123,870 15
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CHARACTERISTICS OF ROAD.

Length of road laid.....	8½ miles.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	43 and 50 lbs.
Number of car houses, shops and stables, depots, first and second class passenger cars.....	Not yet built.
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$29,500 00

EASTON AND SOUTH EASTON

Receipts on construction and equipment account during the year :

From stockholders	\$124,000 00
From sale of bonds,	None.
From other sources	10,000 00
Total	134,000 00

PHILADELPHIA, *February 28, 1876.*

GEN. W. M. M'CANDESS,

DEAR SIR :—Herewith I send you the report of the Continental passenger railway company. The incompleteness of the return is because the road is in process of building—owing to litigation we have been somewhat delayed, but expect to be running the road by the first of May, next.

Respectfully,

W. H. KEMBLE.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
R. W. Mackey	Philadelphia, Pa.
P. A. B. Widener	Philadelphia, Pa.
Chas. T. Yorkes, Jr.	Philadelphia, Pa.
W. R. Leeds	Philadelphia, Pa.
Saml. Daniels	Philadelphia, Pa.
Wm. H. Kemble, President	Philadelphia, Pa.
Robert Morris, Secretary and Treasurer	Philadelphia, Pa.

EASTON AND SOUTH EASTON.

STATE OF PENNSYLVANIA, }
Northampton County, } ss :

Personally appeared Jacob C. Wirebach, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

J. C. WIREBACH, *President.*

JACOB H. HOLT, *Treasurer.*

Sworn and subscribed before me, this }
 9th day of December, 1875. }

W. H. HILDEBRAND, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$75,000 00
Amount of stock subscribed	29,582 50

PASSENGER RAILROAD REPORT.

745

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, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
January 14.....	2 per cent.
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
Amount of capital on which the respective dividends were declared.....	29,425 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.....	1½ miles.
Length of double track, including sidings.....	¼ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables: One car house and stable.	
Number of depots.....	1
Number of first class passenger cars.....	3
Average value of each.....	\$575 00
Number of second class passenger cars.....	2
Average value of each.....	\$200 00
Number of passengers that may be seated in each car: 14 in two, 16 in two, and 20 in fifth.	
Number of other cars and mules owned by the company...	None.
Number of horses owned by the company.....	12
Average value of each, including harness.....	\$110 00
Value of real estate held, exclusive of roadway.....	3,600 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	3,810

Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	3
Number of trips each day : 33 except Sunday, only 22.	
How many miles does each two horse team make daily?..	16
How is track laid and on what foundation? Stringers and cross-ties.	
Average time consumed by cars in passing over the road,	<u>20 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connection 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, 1874.....	10,408	June, 1875.....	11,127
December, 1874.....	11,040	July, 1875.....	12,241
January, 1875.....	10,712	August, 1875.....	11,791
February, 1875.....	7,969	September, 1875.....	12,216
March, 1875.....	9,339	October, 1875.....	11,174
April, 1875.....	9,710		
May, 1875.....	10,448	Total.....	<u>128,165</u>

The rate of fare for passengers charged :

Single fare.....	7 cents.
Tickets in packages of five sold for.....	<u>25 "</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$267 10
Repairs of building.....	61 81
Taxes on real estate.....	15 75
Total.....	<u>344 66</u>

Operating the road :

On account of horses.....	\$90 80
Harness and repairs.....	157 25
Repairs to cars.....	225 49
Horse shoeing.....	377 78
Hay and feed.....	1,669 79
Office expenses, stationery and depot expenses.....	54 73
Salaries.....	135 00
Insurance.....	Nothing.
Watchmen, switchmen, hostlers, pay-roll.....	909 84

PASSENGER RAILROAD REPORT.

747

General expenses of stable.....	\$71 78
Conductors and drivers.....	1,333 04
Fluid, fuel, oil and gas.....	124 90
Damage for injury of persons.....	Nothing.
Total	5,150 40

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1874.....	\$560 68		\$7 50		\$568 18
December, 1874.....	624 84		3 00	\$4 50	632 34
January, 1875.....	564 92				564 92
February, 1875.....	410 11		9 00		419 11
March, 1875.....	497 74			95 00	592 74
April, 1875.....	521 46		12 00	18 20	551 66
May, 1875.....	562 30				562 30
June, 1875.....	633 05				633 05
July, 1875.....	687 46				687 46
August, 1875.....	659 87				659 87
September, 1875.....	645 82		7 50		653 32
October, 1875.....	599 89	\$22 00			621 89
Total	6,968 14	22 00	39 00	117 70	7,146 84

SUMMARY OF PAYMENTS.

For construction, payments made to surplus fund, municipal taxes, United States taxes.....	Nothing.
Maintaining the road or real estate of the corporation and operating the road.....	\$5,495 66
Interest, ground rent.....	20 00
Dividends.....	588 50
New passenger cars and horses.....	1,514 33
Rubber tickets.....	76 75
Miscellaneous, registering alarm punch.....	21 20
State taxes.....	150 06
Total	7,865 90

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob C. Wirebach.....	Easton, Pa.
John J. Detwiler.....	Easton, Pa.
John Eyerman.....	Easton, Pa.
John Holt.....	Easton, Pa.
John D. Kinsey.....	Easton, Pa.
Henry A. Sage.....	Easton, Pa.
Henry W. Strouse.....	Easton, Pa.
John Strouse.....	Easton, Pa.
Jacob C. Wirebach, President.....	Easton, Pa.
Jacob H. Holt, Secretary and Treasurer.....	Easton, Pa.

EMPIRE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Charles C. Knight, president, and E. G. Stout, treasurer, of the Empire Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

CHAS. C. KNIGHT, *President.*

E. G. STOUT, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of January, 1876. }

JOHN H. CAHILL, *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, and total amount now paid in of capital stock: Unknown to present officers.	
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.....	\$200,000 00
2d and 3d mortgage bonds, and floating debt as per last report.....	None.
The amount now of floating debt.....	2,482 26
Total amount now of floating and funded debt.....	202,482 26
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.	
Amount of capital on which the respective dividends were declared.....	None.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction.....	\$106,000 00	\$106,000 00

CHARACTERISTICS OF ROAD.

Length of road laid.....	7½ miles.
Length of double track, including sidings, number of car houses, shops and stables, depots, first and second class passenger and other cars, and horses and mules.....	None.
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	45 lbs.
Number of passengers that may be seated in each car....	22
Value of real estate held.....	None.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	200
How many miles does each two horse team make daily? Some 15½, 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,	78 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection 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, 1875.....	181,767	August, 1875.....	168,378
February, 1875.....	164,954	September, 1875.....	190,426
March, 1875.....	189,937	October, 1875.....	209,317
April, 1875.....	199,026	November, 1875.....	199,721
May, 1875.....	204,934	December, 1875.....	210,871
June, 1875.....	193,401		
July, 1875.....	177,882	Total.....	2,290,614

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of 4 sold for 25 cents, and transfer tickets.....	9 "

EXPENSES.

Maintaining the road or real estate of the corporation:

The Empire Passenger railway is operated by the Citizens' Passenger railway company, and the Seventeenth and Nineteenth Streets Passenger railway company, under a lease of 999 years, from December 28, 1873. The amount of expenditures on the Empire road are included in the annual reports of the Citizens' Passenger railway, and the Seventeenth and Nineteenth Streets Passenger railway companies.

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS.

	From passengers.
January, 1875.....	\$10,906 01
February, 1875.....	9,897 34
March, 1875.....	11,396 25
April, 1875.....	11,941 55
May, 1875.....	12,296 03
June, 1875.....	11,604 05
July, 1875.....	10,672 95
August, 1875.....	10,102 69
September, 1875.....	11,425 55
October, 1875.....	12,559 01
November, 1875.....	11,983 27
December, 1875.....	12,652 26
Total	<u>137,436 96</u>

SUMMARY OF PAYMENTS.

On bonds.....	\$14,000 00
Total payments under lease.....	125,990 00
Total	<u>139,990 00</u>
Total amount of surplus fund.....	None.

ACCIDENTS.

Others	Killed <u>2</u>
1875.	

June 19. A car ran over a child two years old at Sixteenth and Seybert streets; the child in crossing the street fell under the car, and was killed instantly.

October 5. A boy named Eugene Magee, aged about 9 years, was pushed under hind wheel of car at Sixteenth and Wood streets, and killed instantly.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles D. Colladay.....	Philadelphia.
John H. M'Ilwain.....	Philadelphia.
Jacob P. Donaldson.....	Philadelphia.
Frank H. Ellis.....	Philadelphia.
Edwin L. Brown.....	Philadelphia.
Chas. C. Knight.....	President.
E. G. Stout.....	Secretary and Treasurer.

ERIE CITY.

STATE OF PENNSYLVANIA, } ss:
Erie County, }

Personally appeared Wm. 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

WM. W. REED, *President.*

J. C. SPENCER, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of January, 1876. }

FRANK GUNNISON, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$100,000 00
Amount of stock subscribed.....	50,000 00
Amount paid in as by last report.....	33,300 00
Total amount now paid in of capital stock.....	49,750 00
Floating debt as per last report.....	10,400 00
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: Cash, 5 per cent. for 1875.	
Number of shares of stock issued.....	995
Par value of each share.....	\$50 00
Average market value during the year.....	60 per cent.
Amount of capital on which the respective dividends were declared.....	<u>\$49,750 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$22,960 90	\$24,522 15
Equipment.....	14,036 08	17,163 08
Total cost.....	<u>36,996 98</u>	<u>41,685 23</u>

CHARACTERISTICS OF ROAD.

Length of road laid: 2 miles and 740 feet.	
Length of double track, including sidings.....	1,325 feet.
Gauge of road.....	4 feet 8½ in.

Weight of rail per yard on main track.....	30 pounds.
Number of car houses, shops and stables.....	2
Number of depots.....	1
Number of first class passenger cars.....	8
Average value of each.....	\$700
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car : 16 in 6 and 20 in 2.	
Number of other cars.....	None.
Number of horses owned by the company.....	28
Average value of each, including harness.....	\$125
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$6,000
Aggregate weight in pounds of passenger cars, exclusive of passengers and baggage.....	2,500 pounds.
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,).....	4
Number of trips each day.....	75
How many miles does each two horse team make daily ...	15
How is track laid and on what foundation : Part stone, part Nicholson and part gravel.	
Average time consumed by cars in passing over the road : About one hour.	

Describe the route of your road in detail, giving the streets occupied and connection with other roads : Commencing at Second street, thence along State to Turnpike, along Turnpike to Peach, along Peach to Twenty-sixth, and thence along Erie and Waterford road to depot and barn.

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

January, 1875.....	13,340	August, 1875.....	29,149
February, 1875.....	14,405	September, 1875.....	28,141
March, 1875.....	20,004	October, 1875.....	21,923
April, 1875.....	16,968	November, 1875.....	16,008
May, 1875.....	21,866	December, 1875.....	16,290
June, 1875.....	23,475		
July, 1875.....	32,940	Total.....	<u>254,509</u>

The rate of fare for passengers charged :

Single fare.....	5 cents.
Tickets in packages of 100 sold for.....	\$4 00
School tickets, 15 for.....	50 cents.

PASSENGER RAILROAD REPORT.

753

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed, railway and buildings.....	\$1,561 25
Taxes on real estate.....	123 73
Cars, fare boxes, &c.....	1,952 00
Total	3,636 98

Operating the road :

On account of horses.....	\$1,175 00
Harness and repairs.....	82 71
Repairs to cars.....	190 23
Horse shoeing.....	629 30
Hay and feed.....	2,312 72
Office expenses, stationery and depot expenses.....	298 21
Salaries.....	708 59
Insurance.....	102 25
Watchmen, switchmen, hostlers, pay roll.....	1,742 58
General expense of stable.....	47 75
Conductors and drivers.....	3,172 80
Total	10,462 14

Receipts on construction and equipment account during the year :

From stockholders.....	\$9,705 00
From other sources.....	12,673 45
Total	22,378 45

RECEIPTS.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1875.....	\$663 25				\$663 25
February, 1875.....	652 35				652 35
March, 1875.....	839 30				839 30
April, 1875.....	830 85	\$12 00			842 85
May, 1875.....	1,069 80		\$8 25		1,078 05
June, 1875.....	1,219 50	14 00		\$19 60	1,253 20
July, 1875.....	1,609 45		11 80		1,621 25
August, 1875.....	1,437 80	20 00	10 40		1,468 20
September, 1875.....	1,364 95	10 00			1,374 95
October, 1875.....	1,053 00	22 80	20 00	215 00	1,311 40
November, 1875.....	765 55				765 55
December, 1875.....	773 60		30 00		803 60
Total	12,279 50	78 80	80 45	234 60	12,673 45

SUMMARY OF PAYMENTS.

For construction.....	\$1,561 25
For maintaining the road or real estate of the corporation and operating the road.....	9,287 14
For interest.....	233 33
For new passenger cars and horses.....	3,127 00
For payments to loan account.....	10,400 00
For municipal taxes.....	123 73
Total	<u>24,732 45</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. W. Reed.....	Erie.
J. C. Spencer.....	Erie.
H. Jones.....	Erie.
John Berst.....	Erie.
Jacob Berst.....	Erie.
T. G. Berst.....	Erie.
John Berst, Jr.....	Erie.
H. L. Berst.....	Erie.
W. D. Jones.....	Erie.
A. Jarecki.....	Erie.
Wm. W. Reed.....	President.
T. G. Berst.....	Secretary.
J. C. Spencer.....	Treasurer.

FEDERAL STREET AND PLEASANT VALLEY.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss:

Personally appeared William 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, 1875, 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 }
 11th day of January, 1876. }

GEO. I. WHITNEY, *Notary Public.*

PASSENGER RAILROAD REPORT.

755

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed.....	88,850 00
Amount paid in as by last report	77,825 00
Total amount now paid in of capital stock.....	100,000 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, October 1, 1878,).....	\$25,000 00
2d mortgage bonds, (date of maturity, January 1, 1881,).....	50,000 00
	<hr/>
	75,000 00
Floating debt as per last report	9,000 00
The amount now of floating debt.....	1,750 00
Total amount now of floating and funded debt.....	76,750 00
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 dividend or dividends:	
Cash, January 1, 1875, 5 per cent; July, 4 per cent.	
Number of shares of stock issued	4,000
Par value of each share.....	\$25 00
Average market value during the year.....	22 50
Amount paid in on each share.....	\$25 00
Amount of capital on which the respective dividends were declared	100,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$72,564 92	\$85,956 58
Equipment	51,885 99	53,804 04
	<hr/>	<hr/>
Total cost.....	124,450 91	139,760 62

CHARACTERISTICS OF ROAD.

Length of road laid	$2\frac{5}{8}$ miles.
Length of double track, including sidings.....	$2\frac{1}{2}$ "
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, (each,)	1
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	19
Average value of each, including harness.	\$55 00
Number of mules owned by the company.	105
Average value of each, including harness.	\$63 00
Value of real estate held, exclusive of roadway	33,630 47
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	2,300
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	4½
Number of trips each day, average each car.	10
How many miles does each two-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 35 minutes each way.	

Describe the route of your road in detail, giving the streets occupied, and connection 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, East and North Diamond and Federal streets, North avenue, Monterey, Jackson and Fremont streets, Washington avenue and Taggart street to stables.

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

October, 1874.	96,561	May, 1875.	87,818
November, 1874.	85,362	June, 1875.	89,858
December, 1874.	87,125	July, 1875.	88,322
January, 1875.	74,850	August, 1875.	82,014
February, 1875.	68,354	September, 1875.	90,505
March, 1875.	77,222		
April, 1875.	76,002	Total.	993,993

The rate of fare for passengers charged :

Single fare.	6 cents.
Tickets in packages of five sold for.	25 "
School tickets in packages of thirty sold for.	\$1 00

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.	\$470 63
Repairs of building: Charged to general expenses.	
Taxes on real estate	79 41
Total	550 04

PASSENGER RAILROAD REPORT.

757

Operating the road :

On account of horses	\$45 00
Harness and repairs	253 82
Repairs to cars.....	667 09
Horse shoeing, (shoes,).....	372 34
Hay and feed.....	11,047 25
Office expenses, stationery and depot expenses.....	258 13
Salaries.....	3,245 33
Insurance.....	206 00
Watchmen, switchmen, hostlers, pay-roll.....	6,511 47
General expense of stable.....	2,978 32
Drivers.....	12,342 98
Fluid, fuel, oil and gas.....	310 37
Damage for injury of persons.....	1,700 00
Total.....	39,938 10

Receipts on construction and equipment account during the year :

From stockholders	\$8,783 34
From sale of bonds and other sources.....	Nothing.

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
October, 1874.....	\$5,257 12	\$35 00			\$5,292 12
November, 1874.....	4,630 13	10 00			4,640 13
December, 1874.....	4,707 11	10 00		\$35 00	4,752 11
January, 1875.....	4,039 83	20 00	\$25 00	50 63	4,135 46
February, 1875.....	3,682 38			74 85	3,757 23
March, 1875.....	4,169 49	70 00			4,239 49
April, 1875.....	4,111 81	35 00			4,146 81
May, 1875.....	4,761 61	25 00	25 00		4,811 61
June, 1875.....	4,871 62	60 00			4,931 62
July, 1875.....	4,807 51	45 00		1 75	4,854 26
August, 1875.....	4,466 64	35 00	25 00	69 00	4,596 64
September, 1875.....	4,375 45	35 00			4,410 45
Total.....	53,880 70	380 00	75 00	231 23	54,566 93

SUMMARY OF PAYMENTS.

For construction.....	\$13,391 66
For maintaining the road or real estate of the corporation and operating the road.....	40,488 14
For interest on bonds.....	4,193 85
For dividends.....	9,000 00
For new passenger cars and horses, (no new cars,) horses,	1,918 05
For payments to loan account.....	7,250 00
For miscellaneous	728 59

FRANKFORD AND SOUTHWARK

For payments made to surplus fund.....	Nothing.
For municipal taxes, \$138 74; street cleaning, \$640 45; total.....	\$779 19
For State taxes.....	555 62
For bridge toll, (fifteen months,).....	2,125 00
Total.....	80,430 10
Total amount of surplus fund.....	\$2,514 63

ACCIDENTS.

Not any.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. M'Creery.....	Allegheny City, Pa.
J. T. Stockdale.....	Allegheny City, Pa.
R. H. King.....	Allegheny City, Pa.
W. P. Logan.....	Allegheny City, Pa.
H. 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.
William M'Creery, President.....	Allegheny City, Pa.
J. T. Stockdale, Secretary and Treasurer.....	Allegheny City, Pa.

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 30th, 1875, are true to the best of their knowledge and belief.

(Signed,)

WM. POULTERER, *President.*B. FRANK ABBETT, *Treasurer.*

Sworn and subscribed before me, this }
16th day of December, 1875. }

GEO. W. WARD, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$750,000 00
Amount of stock subscribed.....	600,000 00

PASSENGER RAILROAD REPORT.

759

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.....	211,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 1st, 1877,).....	\$106,000 00
2d mortgage bonds, (date of maturity, May 1st, 1891,).....	100,000 00
	<hr/>
	206,000 00
Floating debt as per last report.....	None.
The amount now of floating debt.....	10,000 00
Total amount now of floating and funded debt.....	216,000 00
Rate per cent. per annum of interest on funded debt: 1st and 2d mortgage.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends: Cash, January 15, 5; July 13, 5.	
Number of shares of stock issued.....	12,000
Par value of each share.....	\$50 00
Average market value during the year.....	62 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	<hr/> 600,000 00 <hr/>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$556,941 07	\$566,436 35
Equipment.....	357,773 57	400,993 67
Total cost.....	<hr/> 914,714 64 <hr/>	<hr/> 967,430 02 <hr/>

CHARACTERISTICS OF ROAD.

Length of road laid.....	16.75 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 section, 47 pounds on rural section.	
Number of car houses, shops and stables, (one stable not now used,).....	9
Number of depots.....	3
Number of first class passenger cars.....	75
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.....	513
Average value of each, including harness.....	\$107 53
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	150,000 00
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage : Horse cars, 4,400, steam cars, 6,000.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5.14
Number of trips each day : 322 on main section, 144 on Le- high avenue and Powell street section, 64 on rural section.	
How many miles does each two horse team make daily....	20½
How is track laid and on what foundation? Yellow pine stringers and cross-ties.	
Average time consumed by cars in passing over the road : Main section, 1 hour 54 minutes, Lehigh avenue and Pow- ell street section, 1 hour 40 minutes, rural section, 40 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection 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 Jackson street, along Jackson 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 tracks on Kensington avenue.

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

December, 1874.....	618, 475	July, 1875.....	640, 593
January, 1875.....	552, 299	August, 1875.....	648, 203
February, 1875.....	504, 152	September, 1875.....	693, 496
March, 1875.....	598, 201	October, 1875.....	721, 931
April, 1875.....	614, 915	November, 1875.....	670, 871
May, 1875.....	655, 340		
June, 1875.....	640, 384	Total.....	7, 558, 850

PASSENGER RAILROAD REPORT.

The rate of fare for passengers charged :

Single fare: on each section	7 cents.
Tickets in packages of four sold for.....	25 "
Exchange tickets.....	9 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$37,897 16
Repairs of building.....	1,326 46
Taxes on real estate.....	3,521 31
Total.....	42,744 93

Operating the road :

On account of horses.....	\$7,593 20
Harness and repairs.....	2,591 52
Repairs to cars and steamers.....	22,989 60
Horse shoeing.....	12,597 25
Hay, feed and straw.....	69,767 17
Office expenses, stationery and depot expenses.....	16,565 49
Salaries.....	7,250 00
Insurance.....	2,769 01
Watchmen, switchmen, hostlers, pay-roll.....	26,029 48
General expenses of stable.....	4,000 00
Conductors and drivers.....	107,291 96
Fluid, fuel, oil and gas.....	3,245 12
Damage for injury of persons.....	50,431 11
Coal for steamers.....	7,113 31
Total.....	340,234 22

Receipts on construction and equipment account during the year :

From other sources.....	\$2,200 00
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RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
December, 1874.....	\$38,654 70	\$18 00			\$38,672 70
January, 1875.....	34,518 67	12 00			34,530 67
February, 1875.....	31,509 81		\$1,649 67	\$100 00	33,259 48
March, 1875.....	37,387 57	12 00			37,399 57
April, 1875.....	38,432 22				38,432 22
May, 1875.....	40,958 78	12 00	1,403 00		42,373 78
June, 1875.....	40,024 00	12 00			40,036 00
July, 1875.....	40,037 06				40,037 06
August, 1875.....	40,512 68	12 00	1,455 00	100 00	42,079 68
September, 1875.....	43,342 88	24 00			43,366 88
October, 1875.....	45,120 68				45,120 68
November, 1875.....	41,929 44		1,470 00	181 94	43,581 38
Total.....	472,423 49	102 00	5,977 67	381 94	478,890 10

FRANKFORD AND SOUTHWARK

SUMMARY OF PAYMENTS.

For construction	\$54,915 38
For maintaining the road or real estate of the corporation, and operating the road	382,979 15
For interest	14,730 98
For dividends	60,000 00
For new passenger cars and horses,	7,000 00
For miscellaneous	15,169 23
For municipal taxes	5,300 10
For State taxes	4,294 18
Total	544,389 02

ACCIDENTS.

	Killed.	Injured.
Passengers	5	20
Others	1	..
Total	6	20

1875.

August 30 On Kensington avenue near Hart lane, Michael Murphy, aged 43 years, going from the sidewalk to deliver a package to passenger on dummy going up, ran directly in front of dummy coming down, was run over and killed.

September 15. At depot Kensington avenue and Cumberland street, a boy, —— Wardlow, jumped off before car stopped and his leg was pinched by wheel.

September 26. At Kensington avenue and Pennsylvania railroad crossing, the dummy whilst crossing was run into by an express train. Joseph Mitchell, aged 23 years, Charles Wildey, 21 years, Adam Braitsch, 30 years, Thomas Adams, 45 years and Mrs. O'Daniels, 58 years, were killed; Agnes Braitsch, 28 years, —— Braitsch, 6 years, —— Braitsch, 4 years, —— Braitsch, 2 years, Elias Hall, 16 years, Kate Cavanagh, 45 years, Ella Baugh, 17 years, Robert T. O'Daniels, Sophia O'Daniels, John Roberts, Mr. and Mrs. Cornell, Miss Kate Wardell, Miss Tillie Lehman, Miss Hilt, Wm. Reamer, —— Guckes, Thos. Armwood and John Whitehead, were injured.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jas. L. Claghorn.....	Philadelphia, Pa.
Wm. P. Cox.....	Philadelphia, Pa.
W. Harrison Eisenbrey.....	Philadelphia, Pa.
Edw. S. Handy.....	Philadelphia, Pa.
Henry C. Harrison.....	Philadelphia, Pa.
Theo. L. Harrison.....	Philadelphia, Pa.
Nathan Hilles.....	Philadelphia, Pa.
Wm. C. Keehmle.....	Philadelphia, Pa.
John Noblit.....	Philadelphia, Pa.
Stephen B. Poulterer.....	Philadelphia, Pa.
Daniel Weckerly.....	Philadelphia, Pa.
James West.....	Philadelphia, Pa.
William Poulterer, President.....	Philadelphia, Pa.
B. Frank Abbett, Secretary and Treasurer.....	Philadelphia, Pa.
A. J. Woodruff, Superintendent.....	Philadelphia, Pa.

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, 1875, are true to the best of their knowledge and belief.

(Signed) - ADAM WARTHMAN, *President.*
 JOSEPH SINGERLY, *Treasurer.*

Sworn and subscribed before me, this }
 1st day of January, 1876. }

JOHN T. JOHNSON, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,500,000 00
Amount of stock subscribed.....	1,464,700 00
Amount paid in as by last report.....	537,760 00
Total amount now paid in of capital stock.....	537,760 00
Funded debt as per last report.....	74,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, June 18, 1884,)	73,000 00
Floating debt as per last report.....	23,000 00
The amount now of floating debt.....	64,678 51

Total amount now of floating and funded debt	\$137,678 51
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends, January 15 and July 15: Cash	6 per cent.
Number of shares of stock issued	29,294
Par value of each share	\$50 00
Average market value during the year, about	50 00
Amount paid in on each share: \$15 on 20,000, and \$35 on 9,294 shares.	
Amount of capital on which the respective dividends were declared.....	1,464,700 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$765,838 55	\$847,623 23

CHARACTERISTICS OF ROAD.

Length of road laid	28 miles.
Length of double track, including sidings.....	10½ "
Gauge of road.....	5 feet, 2 in.
Weight of rail per yard on main track.....	45 and 53 lbs.
Number of car houses, shops and stables.....	8
Number of depots.....	3
Number of first class passenger cars.....	75
Average value of each.....	\$600 00
Number of second class passenger cars	1
Average value of each.....	\$75 00
Number of passengers that may be seated in each car.....	22
Number of other cars	None.
Number of horses owned by the company.....	550
Average value of each, including harness.....	\$80 00
Number of mules owned by the company, and average value of each, including harness.....	None.
Value of real estate held, exclusive of roadway	\$315,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage	4,600 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day: 25 cars, 9 trips; 16 cars, 8 trips; 12 cars, 10 trips; 9 cars, 6 trips.	
How many miles does each two-horse team make daily....	17½

How is track laid, and on what foundation? Yellow pine stringers, white and yellow pine cross-ties, and 5 by 7 stringers.

Average time consumed by cars in passing over the road, $1\frac{1}{2}$ hours.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads. From Dauphin street to Germantown and return; Dauphin street to Dickerson *via* Germantown avenue and Fourth street, returning *via* Eighth, Columbia avenue and Seventh streets, and Susquehanna avenue; from Centennial buildings in Fairmount park *via* Elm and Girard avenues to Palmer, to Beach, to Shackamaxon, to Girard avenue, to Elm avenue, to Belmont avenue returning.

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

December, 1874.....	654,919	July, 1875.....	764,105
January, 1875.....	603,018	August, 1875.....	729,807
February, 1875.....	522,655	September, 1875.....	738,648
March, 1875.....	622,901	October, 1875.....	754,151
April, 1875.....	673,932	November, 1875.....	688,708
May, 1875.....	757,048		
June, 1875.....	737,355	Total.....	8,247,247

The rate of fare for passengers charged:

Single fare, city, 7 cents; Germantown, 15 cents; Nicetown, 12 cents. Tickets in packages of 16 sold for \$1; Germantown, 8 for \$1; Nicetown, 10 for \$1.

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$16,518 77
Repairs of building: In miscellaneous.	
Taxes on real estate.....	3,656 73
Total.....	20,175 50

Operating the road:

On account of horses.....	\$12,425 00
Harness and repairs.....	2,432 17
Repairs to cars.....	14,169 77
Horse shoeing, iron and blacksmithing.....	10,349 37
Hay, feed and straw.....	66,502 48
Office expenses, stationery and depot expenses.....	13,996 17
Salaries: Included in office expenses, &c.	
Insurance: In miscellaneous.	
Watchmen, switchmen, hostlers, pay-roll, general expense of stable.....	33,886 65

Conductors and drivers	\$84,184 74
Fluid, fuel, oil, gas and damage for injury of persons: In miscellaneous.	
Total	237,946 35
Grand total.....	258,121 85

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, sale of horses.	Total.
December, 1874.....	\$32,745 98	\$413 00	\$207 50	\$33,366 48
January, 1875.....	30,150 92	402 00	635 00	31,187 92
February, 1875	26,132 79	413 00	500 00	27,050 79
March, 1875.....	31,145 57	453 00	27 00	31,625 57
April, 1875.....	33,696 63	393 00	863 50	34,953 13
May, 1875.....	37,852 42	402 00	120 00	38,374 42
June, 1875	36,867 76	349 42	105 50	37,217 18
July, 1875.....	33,205 28	332 58	150 00	33,687 86
August, 1875.....	36,490 39	379 83	150 00	37,020 22
September, 1875.....	36,932 44	380 67	70 00	37,383 11
October, 1875.....	37,707 58	385 33	55 00	38,147 91
November, 1875.....	34,435 42	396 33	.....	34,831 75
Total.....	412,363 18	4,750 16	2,738 50	419,851 84

SUMMARY OF PAYMENTS.

For construction	\$81,784 68
For maintaining the road or real estate of the corporation, and operating the road.....	258,121 85
For interest.....	4,925 13
For dividends.....	87,882 00
For new passenger cars.....	4,500 00
For payments to loan account and United States taxes....	None.
For miscellaneous	35,077 58
For municipal taxes	4,701 00
For State taxes.....	5,454 69
Total	482,446 93

ACCIDENTS

No account kept.

PASSENGER RAILROAD REPORT.

767

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Adam Warthman.....	Philadelphia, Pa.
John Robbins.....	Philadelphia, Pa.
William T. Carter.....	Philadelphia, Pa.
Samuel G. Thompson.....	Philadelphia, Pa.
Joseph Fareira.....	Philadelphia, Pa.
Eli Keen.....	Philadelphia, Pa.
Adam Warthman, President.....	Philadelphia, Pa.
William M. Singerly, Secretary.....	Philadelphia, Pa.
Joseph Singerly, Treasurer.....	Philadelphia, Pa.

GREEN AND COATES STREET.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Henry Budd, president, and Isaiah Matlack, treasurer, of the Green and Coates 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, 1875, are true to the best of their knowledge and belief.

(Signed)

HENRY BUDD, *President.*

ISAIAH MATLACK, *Treasurer.*

Sworn and subscribed before me, this }
 14th day of January, 1876. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00.
Amount of stock subscribed.....	150,000 00
Amount paid in as by last report.....	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt as per last report.....	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, July 15, 1878)..	100,000 00
Floating debt as per last report, and 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.

GREEN AND COATES STREET

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

Cash—January 1, \$2 per share; July 1, \$2 per share.	
Number of shares of stock issued.....	10,000
Par value of each share.....	\$50 00
Average market value during the year.....	No record.
Amount paid in on each share.....	\$15 00
Amount of capital on which the respective dividends were declared.....	<u>500,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment, exclusive of real estate.....	<u>\$244,441 56</u>	<u>\$244,441 56</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	7 miles.
Length of double track, including sidings.....	.25 or $\frac{1}{4}$ mile.
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	5
Number of depots.....	2
Number of first class passenger cars.....	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.....	222
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$64,285 19
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day.....	324
How many miles does each two-horse team make daily....	<u>20</u>

How is track laid and on what foundation? White and yellow pine stringers.

Average time consumed by cars in passing over the road: Dickerson street route, 1 hour 36 minutes; Walnut street route, 1 hour and 6 minutes.

Describe the route of your road in detail, giving the streets occupied,

and connection with other roads : Depot at Twenty-fourth and Fairmount avenue ; then along Fairmount avenue to Twenty-second street, to Green street, to Oak, to Fairmount avenue, to Park ; also down Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, then to Park ; also one line down Fourth to Walnut, to Eighth, to Fairmount avenue, to Park.

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

January, 1875	233,449	August, 1875	271,957
February, 1875	208,470	September, 1875	282,250
March, 1875	239,383	October, 1875	282,470
April, 1875	244,143	November, 1875	252,432
May, 1875	280,832	December, 1875	265,394
June, 1875	291,106		
July, 1875	299,939	Total	3,151,825

The rate of fare for passengers charged :

Single fare	7 cents.
Tickets in packages of four sold for	25 "
Exchange tickets	9 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$10,810 91
Repairs of building : Included in running expense.	
Taxes on real estate	1,675 49
Total	12,486 40

Operating the road :

On account of horses	\$4,813 00
Harness and repairs	1,365 71
Repairs to cars	6,645 54
Horse shoeing	5,292 00
Hay and feed	31,829 66
Office expenses, stationery and depot expenses	18,424 17
Salaries	5,112 00
Insurance	1,550 00
Watchmen, switchmen, hostlers, pay-roll : Included in running expenses.	
General expense of stable	11,748 74
Conductors, drivers and receiver	42,219 50
Fluid, fuel, oil and gas : Included in running expenses.	
Total	129,000 32
Grand total	141,486 72

Receipts on construction and equipment account during the year :

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

MONTHS.	From pas- sengers.	Manure.	Other sources.	Total.
January, 1875.....	\$14,061 26		\$3 00	\$14,064 26
February, 1875.....	12,306 01			12,306 01
March, 1875.....	14,334 75	\$394 16	3 50	14,732 41
April, 1875.....	14,581 20			14,581 20
May, 1875.....	17,198 36	400 50		17,598 86
June, 1875.....	17,729 39	406 90		18,136 38
July, 1875.....	17,755 68			17,755 68
August, 1875.....	15,720 23			15,720 23
September, 1875.....	16,557 29	374 16		16,931 45
October, 1875.....	16,296 60			16,296 60
November, 1875.....	14,737 18			14,737 18
December, 1875.....	15,812 31	744 17		16,556 48
Total.....	187,090 26	2,319 98	6 50	189,416 74

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road.....	\$141,486 72
Interest on mortgage on real estate.....	1,416 06
Dividends.....	40,000 00
New passenger cars and horses, payments to loan account, and payments made to surplus fund.....	Nothing.
Miscellaneous: Interest on bonds.....	7,000 00
Municipal taxes.....	4,885 49
State taxes.....	2,800 00
Total.....	197,588 27

ACCIDENTS.

No accidents worthy of record.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
J. B. Altemus.....	Philadelphia.
Matthew Brooks.....	Philadelphia.
Coffin Colket.....	Philadelphia.
Geo. H. Colket.....	Philadelphia.
Peter C. Erben.....	Philadelphia.
A. B. Eckel.....	Philadelphia.
A. M. Fox.....	Philadelphia.
Phineas Fries.....	Philadelphia.
W. H. Kemble.....	Philadelphia.
Jas. M'Manes.....	Philadelphia.
W. C. Stevenson.....	Philadelphia.
Chas. Wister.....	Philadelphia.
Henry Budd, President.....	Philadelphia.
Isalah Matlack, Secretary and Treasurer.....	Philadelphia.

HARRISBURG CITY.

STATE OF PENNSYLVANIA, }
Dauphin County, } ss:

Personally appeared Henry A. Kelker, president, and Rudolph F. Kelker, 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 financial year ending with December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

HENRY A. KELKER, *President.*

RUD. F. KELKER, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of January, 1876. }

D. A. KEPNER, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed \$20,325; granted to J. Fleming for services rendered \$250; together \$20,575, with property and franchises, valued at.....	\$41,150 00 .
Amount paid in as by last report in cash.....	16,500 00
Total amount now paid in of capital stock in cash, property and franchises.....	41,150 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: Note due January 5, 1876. Harrisburg National Bank paid January 5, 1876.	
Total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends: 1875, Sept. 6, dividend 3 per cent. in cash, amounting in all to.....	\$1,234 50
Number of shares of stock issued.....	1,646
Par value of each share.....	\$25 00
Average market value during the year: None offered in market.	
Amount paid in on each share in cash, property and franchises, per act of Assembly of 1873, valued at.....	25 00
Amount of capital on which the respective dividends were declared.....	41,150 00

HARRISBURG CITY

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction:—Grant of stock to J. Fleming's estate, for services rendered in purchase of road, \$250 00; balance purchase money old road, \$2,619 00; repairs to road-bed, 1875, \$733 80; new car shed and Race street depot, \$468 67.....	\$11,935 91	\$16,007 38
Equipment:—Car, omnibuses, harness and horses	6,053 38	8,576 05
Total cost.....	17,989 29	24,583 43

CHARACTERISTICS OF ROAD.

Length of road laid: 10,800 feet=2 miles and 240 feet.	
Length of track, including sidings: 2 miles and 540 feet.	
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track: Part 44 lbs. and part 38 lbs. per yard.	
Number of car houses, shops and stables: One carhouse and 1 stable rented; and 1 car shed owned by company.	
Number of depots: One small waiting room owned by company. The large one is rented by company from other parties.	
Number of first class passenger cars: Six for one-horse each, and one two-horse car.	
Average value of each.....	\$500 00
Number of second class passenger cars	None.
Number of passengers that may be seated in each car: Fourteen in the one-horse cars, and 20 in the two-horse car.	
Number of other cars: One old salt car.	
Number of horses owned by the company.....	24
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	None held.
Average weight in lbs. of passenger cars, exclusive of passengers and baggage: 2,600 lbs., except large one, say 3,600 lbs. One new omnibus, value \$500; one old omnibus \$50; one long wagon \$50; one old spring wagon \$25; five sleighs \$500; old cart \$20.	
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	4½ miles

Number of trips each day : Each car 14 trips ; five cars running regularly.

How many miles does each horse team make daily ? Twenty miles ; our cars have one horse each.

How is track laid, and on what foundation ? Part oak and part white pine ties and stringers ; gravel and stone foundation.

Average time consumed by cars in passing over the road :
One hour and ten minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : The railway runs from the intersection of Reily and Third streets, down Third to Walnut street ; out Walnut to Second street ; down Second street to Vine street ; out Vine street to Race street, and down Race street to Hanna street ; and from the intersection of Market street and Second street, in Market Square, out Market street to Meadow Lane, opposite the depots of the Philadelphia and Reading railroad company, and the Pennsylvania railroad company.

Monthly statement of passengers (all classes) carried in cars for the year.

January, 1875.....	17,521	September, 1875.....	22,741
February, 1875.....	11,858	October, 1875.....	18,691
March, 1875.....	15,750	November, 1875.....	16,743
April, 1875.....	16,929	December, 1875.....	17,499
May, 1875.....	19,561		
June, 1875.....	22,557	Total.....	232,365
July, 1875.....	27,211		
August, 1875.....	25,304		

The rate of fare for passengers charged :

Single fare.....	Six (6) cts.
Tickets in packages of five sold for five cents each, or....	25 cts. p. pack.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$733 90	
Building shed for cars, and waiting room for passengers.....	468 67	\$1,202 47

Operating the road :

Rents.....	\$831 31
On account of horses.....	892 07
Harness and repairs.....	357 10
Repairs to cars, omnibuses, sleighs and wagons,	1,314 63
Horse shoeing.....	377 08
Hay and feed.....	4,048 25
Office expenses, stationery and depot expenses,	262 95

HARRISBURG CITY

Salaries.....	\$1,487 46
Insurance	2 25
Hostlers' pay-roll.....	1,152 35
General expense of stable.....	308 97
Conductors and drivers	2,754 20
Fluid, fuel, oil and gas.....	144 26
Damage for injury of persons.....	9 25
	\$13,912 13

Total for maintaining and operating the road..... 15,144 60

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

Balance on hand January 1, 1875	\$474 27
From stockholders.....	3,825 00
From other sources.....	16,970 17
Total.....	21,269 44

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
January, 1875.....	\$963 67		\$131 50	\$1,095 17
February, 1875.....	652 23		335 49	987 72
March, 1875.....	866 70		67 75	934 45
April, 1875.....	931 11		371 97	1,303 08
May, 1875.....	1,075 87		136 26	1,212 13
June, 1875.....	1,240 63		101 26	1,341 89
July, 1875.....	1,496 64		421 11	1,917 75
August, 1875.....	1,391 77		475 96	1,867 73
September, 1875.....	1,250 77		696 92	1,947 69
October, 1875.....	1,028 00	\$6 00	331 96	1,365 96
November, 1875.....	920 26		780 36	1,700 62
December, 1875.....	962 44		333 54	1,295 98
Total.....	12,780 09	6 00	4,184 08	16,970 17

SUMMARY OF PAYMENTS.

For construction	\$2,619 00
For maintaining the road or real estate of the corporation, and operating the road, (less horses,)	14,252 53
For dividend	1,234 50
For new passenger cars, horses, omnibuses and wagons...	2,165 57
For miscellaneous—balance due to D. Fleming, former treasurer.....	289 66
Total	20,561 26

ACCIDENTS.

	Injured.
Passengers	1
Others	1
Total	2

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
Henry A. Kelker.....	Harrisburg, Pa.
John A. Smull.....	Harrisburg, Pa.
Rudolph F. Kelker.....	Harrisburg, Pa.
Daniel Eppley.....	Harrisburg, Pa.
David Fleming.....	Harrisburg, Pa.
Geo. F. Rohrer.....	Harrisburg, Pa.
John T. Ensminger.....	Harrisburg, Pa.
Wm. K. Cowden.....	Harrisburg, Pa.
John J. Rebman.....	Harrisburg, Pa.
Alexander Roberts.....	Harrisburg, Pa.
Henry Herr.....	Harrisburg, Pa.
Jacob Haehnen.....	Philadelphia.
Henry A. Kelker, President.....	Harrisburg, Pa.
John A. Smull, Secretary.....	Harrisburg, Pa.
Rudolph F. Kelker, Treasurer.....	Harrisburg, Pa.

HESTONVILLE, MANTUA AND FAIRMOUNT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Augustus Boyd, president, and Francis B. Owen, 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, 1875, are true to the best of their knowledge and belief.

(Signed) A. BOYD, *President.*
FRANCIS B. OWEN, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1876. }

THOMAS H. CLARK, *Magistrate's Court No. 23.*

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.....	299,381 36

Funded debt as per last report.....	\$125,000 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, December, 1880,)	\$125,000 00
1st mortgage bonds, (date of maturity, November, 1895,).....	175,000 00
	<u>300,000 00</u>
Floating debt as per last report	27,883 16
The amount now of floating debt.....	112,499 79
Total amount now of floating and funded debt.....	412,499 79
Rate per cent. per annum of interest on funded debt: 1st mortgage, 7 per cent. on \$125,000; 6 per cent. on \$175,000.	
Date and rate per cent. per annum of dividend or dividends:	
Cash, January, 1875, 50 cents per share ..	19,866 00
Number of shares of stock issued	39,332
Par value of each share.....	\$50 00
Amount paid in on each share.....	No record.
Amount of capital on which the respective dividends were declared	<u>\$1,966,660 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$297,675 32	\$379,877 31
Equipment	89,153 75	109,788 12
Total cost.....	<u>386,829 07</u>	<u>489,665 43</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	19 miles.
Length of double track, including sidings.....	35 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	7
Number of depots.....	2
Number of first class passenger cars.....	67
Average value of each.....	\$700 00
Number of second class passenger cars	12
Average value of each.....	\$300 00
Number of passengers that may be seated in each car....	22
Number of other cars.....	None.
Number of horses owned by the company.....	435

PASSENGER RAILROAD REPORT.

777

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, includ- ing stops, (miles per hour,).....	5
Number of trips each day: 8 on Race and Vine, and 13 on Arch street.	
How many miles does each two horse team make daily? ..	21
How is track laid and on what foundation? Yellow pine, on gravel bed.	
Average time consumed by cars in passing over the road : 115 minutes on Race and Vine and 60 minutes on Arch street.	

Describe the route of your road in detail, giving the streets occupied and connection with other roads :

Race and Vine line—From depot (Forty-third and Lancaster avenue) down Lancaster avenue to Haverford avenue ; on said avenue to Thirtieth street ; on Thirtieth to new bridge, (lower deck ;) across bridge to Callowhill street ; Callowhill to Hamilton street ; Hamilton to Twenty-second street ; Twenty-second to Race street ; Race to Second street ; Second to Walnut street ; Walnut to Dock street. Return, up Third street to Vine street ; on Vine to Twenty-third street ; on Twenty-third to Spring Garden street ; on Spring Garden across new bridge (upper deck) to Lancaster avenue ; on Lancaster avenue to Belmont avenue ; on Belmont to Centennial buildings. Return to depot along Belmont avenue to Lancaster avenue ; Lancaster avenue to depot, Forty-third and Lancaster avenue.

Arch street line—From depot, (2562 Callowhill street,) down Biddle street to Twenty-fifth street ; Twenty-fifth to Spring Garden street ; Spring Garden to Twentieth street ; Twentieth to Arch street ; Arch to Second street. Return, up Arch street to Twenty-first street ; Twenty first street to Callowhill street ; Callowhill to depot, 2562 Callowhill street.

Thirty-fifth Street Branch to Zoological Garden—From Thirty-fifth street and Spring Garden street to Zoological Garden ; on Thirty-fifth to and from.

Hestonville Branch—From depot, (Forty-third and Lancaster avenue,) along Lancaster avenue to Fifty-second street. Return on Lancaster avenue to depot.

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

November, 1874.....	468,230	June, 1875.....	614,021
December, 1874.....	492,163	July, 1875.....	653,182
January, 1875.....	449,993	August, 1875.....	631,775
February, 1875.....	409,117	September, 1875.....	663,550
March, 1875.....	474,218	October, 1875.....	573,053
April, 1875.....	508,872		
May, 1875.....	709,162	Total.....	6,646,336

The rate of fare for passengers charged :

Single fare : Adults, 7 cents ; children under 12, 4 cents each.

Tickets in packages of 4 sold for 25 cents ; exchange tickets, 9 cents each.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway	\$17,957 26
Repairs of buildings : Included in other accounts.	
Taxes on real estate	2,477 50
Total	20,434 76

Operating the road :

On account of horses, (included in equipment,).....	\$33,190 00
Harness and repairs	2,229 33
Repairs to cars	18,420 41
Horse shoeing	10,194 06
Hay and feed.....	72,008 05
Office expenses, stationery and depot expenses	21,575 61
Salaries.....	6,335 32
Insurance	1,639 50
Watchmen, switchmen, hostlers, pay-roll and general ex- pense of stable	22,309 62
Conductors and drivers	79,086 63
Fluid, fuel, oil and gas : Included in other accounts.	
Damage for injury of persons.....	1,635 50
Total	268,624 60
Grand total.....	289,059 36

Receipts on construction and equipment account during the year :

From stockholders and other sources.....	None.
From sale of bonds.....	\$175,000 00

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1874	\$24,906 75	\$32 00	\$436 65	.....	\$25,088 44
December, 1874	25,551 40	32 00	590 72	\$10,749 15	37,210 23
January, 1875	23,103 26	92 00	.....	29,580 83	52,776 09
February, 1875	21,160 90	32 00	436 65	986 67	22,616 12
March, 1875	24,608 82	32 00	.....	18,085 07	42,725 89
April, 1875	26,674 46	32 00	.....	54,434 27	81,140 73
May, 1875	30,320 81	32 00	.....	107,765 53	138,118 34
June, 1875	30,114 53	32 00	946 25	66,598 29	97,691 07
July, 1875	31,531 27	32 00	385 23	67,815 35	99,763 85
August, 1875	28,946 03	62 00	598 00	31,379 16	60,985 19
September, 1875	31,048 97	32 00	.....	17,530 59	48,611 56
October, 1875	32,481 86	32 00	490 16	54,474 72	87,478 74
Total	330,449 06	474 00	3,883 66	459,399 53	794,206 25

SUMMARY OF PAYMENTS.

For construction	\$69,900 42
For maintaining the road or real estate of the corporation and operating the road	289,059 36
For interest	8,155 00
For dividends	20,479 50
New passenger cars and horses	47,985 87
For payments to loan account and miscellaneous	329,891 84
For payments made to surplus fund	None.
For municipal, State and United States taxes	6,750 00
Total	<u>772,221 99</u>
Total amount of surplus fund	<u>None.</u>

ACCIDENTS.

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

1875.

June 3. Rich. F. Watson, lad, fell from side of car while hanging on to same, at Forty-seventh and Lancaster avenue; leg injured.

June 17. Wm. Mercer fell while attempting to jump on front platform at Thirteenth and Race; leg injured.

August 18. Scott Rue, conductor; arm broken while drooping same from window in depot, 2562 Callowhill street, against reiterated orders.

September 24. Daniel Donohue fell and struck his head when drunk and trying to get on car at Thirty-sixth and Haverford street.

LOMBARD AND SOUTH STREETS

October 22. Unknown; two occupants of wagon thrown out while attempting to cross in front of car; not known if injured.

October 26. Mollie Richardson, injured ankle attempting to alight before car had stopped; Second below Chestnut.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
T. M. Reger.....	421 Walnut street, Philadelphia, Pa.
W. H. Stevenson.....	16 Merchant's Exchange, Philadelphia, Pa.
C. H. R. Tribels.....	206 Walnut street, Philadelphia, Pa.
N. Thouron.....	57 South Third, Philadelphia, Pa.
D. Thompson.....	605 North Tenth street, Philadelphia, Pa.
Augustus Boyd, President.....	Philadelphia, Pa.
Francis B. Owen, Secretary and Treasurer, {	4300 Lancaster avenue, Philadelphia, Pa.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

MOSES A. DROPSIE, *President.*

AARON LAZARUS, *Treasurer.*

Sworn and subscribed before me, this }
18th day of January, 1876. }

THOS. DALLAS, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law	\$500,000 00
Amount of stock subscribed	325,000 00
Amount paid in as by last report.....	105,000 00
Total amount now paid in of capital stock.....	195,000 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 per last report, the amount now of floating debt	None.
Total amount now of floating and funded debt.....	62,500 00

PASSENGER RAILROAD REPORT.

781

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, 1875, \$6,497; October, 1875, \$5,197 60.	
Number of shares of stock issued.....	13,000
Par value of each share.....	\$25 00
Average market value during the year.....	23 00
Amount paid in on each share.....	15 00
Amount of capital on which the respective dividends were declared.....	<u>195,000 00</u>

COST OF ROAD AND EQUIPMENT.

Construction and equipment: This account	By last report.	By present report.
not kept separately.....	<u>\$174,008 98</u>	<u>\$261,484 55</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	8 miles.
Length of double track, including sidings.....	^{6.9} / ₁₀₀ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	4
Number of depots.....	2
Number of first class passenger cars.....	33
Average value of each.....	\$500 00
Number of passengers that may be seated in each car....	20
Number of other cars.....	4
Number of horses owned by the company.....	183
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$50,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5
Number of trips each day.....	346
How many miles does each two horse team make daily? Some 17, others 21½ miles.	
How is track laid and on what foundation? Gravel, yellow and white pine stringers and cross-ties.	
Average time consumed by cars in passing over the road: 61 and 45 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Commences at South street, on the Schuy-

kill river, thence along Chippewa street to Lombard, down Lombard to Front, along Front to Dock, down Dock to Delaware avenue; thence return by Dock street and Front to South street, thence westward along South street to the depot, Twenty-fifth and South streets. Connects with all roads running north and south.

The route of the southern branch is as follows, viz: Commencing at the depot corner of Thirteenth and Snyder avenue, along Snyder avenue to Twelfth street, along Twelfth street to Dickinson, thence to Eighth, to Christian, to Fifth, to Lombard, along Lombard to Fourth, to South, to Passyunk avenue, along Passyunk avenue to Mifflin street, to Twelfth, to Snyder avenue and Broad street.

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

November, 1874.....	111,299	June, 1875.....	123,911
December, 1874.....	115,380	July, 1875.....	129,963
January, 1875.....	101,295	August, 1875.....	172,311
February, 1875.....	83,611	September, 1875.....	169,539
March, 1875.....	104,988	October, 1875.....	160,611
April, 1875.....	112,416		
May, 1875.....	125,595	Total.....	1,518,900

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four, sold for.....	25 "
Exchange tickets entitling to ride on two roads.....	9 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of roadbed and railway.....	\$5,021 28
Repairs of building.....	30 00
Taxes on real estate.....	617 49
Total.....	5,668 77

Operating the road:

On account of horses.....	\$10,271 00
Harness and repairs.....	340 96
Repairs to cars.....	2,550 05
Horse shoeing.....	2,773 55
Hay, feed and straw.....	22,618 44
Office expenses, stationery and depot expenses, (punch alarm, &c.).....	2,605 99
Salaries.....	4,500 00
Insurance.....	555 75

PASSENGER RAILROAD REPORT.

783.

Watchmen, switchmen, hostlers, pay-roll, general expenses of stable, conductors and drivers, (all included).....	\$33,115 52
Fluid, fuel, oil and gas.....	270 67
Damage for injury of persons	15 00
Total	79,616 93

Receipts on construction and equipment account during the year :

From stockholders.....	\$89,962 50
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RECEIPTS.

MONTHS.	From pas- sengers.	Manure.	Other sources.	Total.
November, 1874.....	\$6,601 03			
December, 1874.....	6,661 73			
January, 1875.....	6,076 97	\$317 15		
February, 1875.....	5,145 57			
March, 1875.....	6,055 58			
April, 1875.....	6,491 14			
May, 1875.....	7,239 36	315 32		
June, 1875.....	7,497 83			
July, 1875.....	9,112 85	340 99		
August, 1875.....	9,518 93			
September, 1875.....	9,466 92			
October, 1875.....	8,865 21	449 08		
Total	88,733 12	1,422 54	\$90,021 92	\$180,177 58

SUMMARY OF PAYMENTS.

For construction.....	\$87,475 57
Maintaining the road or real estate of the corporation and operating the road.....	85,285 70
Interest.....	3,658 70
Dividends.....	11,694 60
Passenger cars and horses, repairs to cars.....	4,922 55
Municipal taxes.....	1,103 01
State taxes.....	1,349 32
Total	195,489 48

ACCIDENTS.

Passenger.....	Injured. <u>1</u>
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A passenger (man) fell of the front platform, and was slightly injured.

NAME AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Moses A. Dropsie.....	Philadelphia, Pa.
Charles C. Mackey.....	Philadelphia, Pa.
John Q. Adams.....	Philadelphia, Pa.
Mayer Sulzberger.....	Philadelphia, Pa.
Walter Garrett.....	Philadelphia, Pa.
Moses A. Dropsie, President.....	No. 29 South Sixth street.
Aaron Lazarus, Secretary and Treasurer.....	2509 South street.

PEOPLE'S STREET.

STATE OF PENNSYLVANIA, } ss:
 Luzerne County, }

Personally appeared Wm. Matthews, president, and Alfred Hand, treasurer, of the People's Street Railway Company of Luzerne County, a passenger railway company, and in due form of law made oath that the statements in the within report, for the financial year ending October 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

WM. MATTHEWS, *President.*

ALFRED HAND, *Treasurer.*

Sworn and subscribed before me, this }
 4th day of November, 1875. }

R. W. ARCHIBALD, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, with privilege of increase to complete road.....	\$80,000 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 and amount now of funded debt.....	None.
Floating debt as per last report.....	\$15,000 00
The amount now of floating debt.....	11,000 00
Total amount now of floating and funded debt.....	11,000 00
Number of shares of stock issued.....	1,500
Par value of each share.....	\$100 00
Average market value during the year.....	80 00
Amount paid in on each share.....	100 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.....	\$132,163 92	\$132,163 92
Equipment.....	26,564 85	26,564 85
Total cost.....	158,728 77	158,728 77

CHARACTERISTICS OF ROAD.

Length of road laid.....	9½ miles.
Length of double track, including sidings.....	1,450 feet.
Gauge of road.....	4 ft. 8½ in.
Weight of rail per yard on main track.....	25 pounds.
Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars.....	4
Average value of each.....	\$900
Number of second class passenger cars.....	5
Average value of each.....	\$700
Number of passengers that may be seated in each car....	24
Number of other cars.....	2
Number of horses owned by the company.....	43
Average value of each, including harness.....	\$165
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$33,000
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	3,900
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6
Number of trips each day.....	16
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.	

Describe the route of your road in detail, giving the streets occupied and connection with other roads: There are four routes, called respectively, Providence, Hyde Park, Dunmore and Green Ridge. The Providence route begins at the Delaware, Lackawanna and Western railroad depot, runs up Lackawanna avenue to Wyoming, out Wyoming to Mulberry street, along Mulberry to Penn avenue, along Penn to Carbon street, through Carbon and old Providence road to Providence Corners. Hyde Park route begins at same depot, thence down Lackawanna avenue, across Lackawanna river to Wyoming street, along Wyoming and by a detour into Jackson street, and along Jackson to Main street, Hyde Park. Dunmore route commences at same depot, up Lackawanna avenue to Jefferson, 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. Green Ridge route commences at same depot, thence up Lackawanna avenue to Penn avenue, along Penn to Capouse, along Capouse, crossing the Delaware and

Hudson 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 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, 1874.....	34, 158	June, 1875.....	36, 579
December, 1874.....	39, 395	July, 1875.....	40, 007
January, 1875.....	31, 378	August, 1875.....	37, 857
February, 1875.....	26, 186	September, 1875.....	38, 091
March, 1875.....	32, 240	October, 1875.....	36, 927
April, 1875.....	30, 102		
May, 1875.....	33, 146	Total.....	<u>416, 066</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare, 10 cents; Hyde Park.....	6 cents.
Tickets in packages of 12 sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$2, 540 61
Repairs of buildings.....	37 29
Taxes on real estate.....	225 00
Total.....	<u>2, 802 90</u>

Operating the road:

On account of horses.....	\$590 00
Harness and repairs.....	170 84
Repairs to cars.....	2, 330 62
Horse shoeing.....	1, 383 05
Hay and feed.....	6, 759 00
Office expenses, stationery and depot expenses.....	59 90
Salaries.....	1, 933 33
Insurance.....	422 50
Watchmen, switchmen, hostlers, pay-roll.....	2, 025 34
General expense of stable.....	357 41
Conductors and drivers.....	7, 963 03
Fluid, fuel, oil and gas.....	396 00
Damage for injury of persons and property.....	299 07
Total.....	<u>24, 690 09</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.

787

RECEIPTS.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
November, 1874.....	\$2,660 69			\$182 00	\$2,842 69
December, 1874.....	3,029 78			58 00	3,087 78
January, 1875.....	2,476 24		\$27 50	189 50	2,693 24
February, 1875.....	1,966 21			187 50	2,153 71
March, 1875.....	2,451 30			75 00	2,526 30
April, 1875.....	2,339 71			272 50	2,612 21
May, 1875.....	2,663 69			205 82	2,869 51
June, 1875.....	2,813 94		15 00	335 50	3,164 44
July, 1875.....	3,093 43	\$5 00		45 00	3,143 43
August, 1875.....	2,903 76			225 00	3,128 76
September, 1875.....	2,956 87			211 72	3,168 09
October, 1875.....	2,827 24	5 00		71 95	2,904 19
Total.....	32,182 86	10 00	42 50	2,059 49	34,294 35

SUMMARY OF PAYMENTS.

For construction	None.
For maintaining the road or real estate of the corporation, and operating the road.....	\$27,492 99
For interest.....	787 10
For dividends, new passenger cars and horses.....	None.
For payments to loan account.....	4,000 00
For miscellaneous.....	503 02
For payments made to surplus fund and United States taxes,	None.
For municipal taxes	74 22
For State taxes.....	521 50
Total.....	33,378 83
Total amount of surplus fund.....	\$668 50

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. Matthews.....	Scranton.
James Blair.....	Scranton.
J. C. Platt.....	Scranton.
Wm. Connell.....	Scranton.
W. W. Scranton.....	Scranton.
W. R. Storrs.....	Scranton.
Alfred Hand.....	Scranton.
W. W. Winton.....	Scranton.
J. B. Smith.....	Dunmore.
Wm. Matthews, President.....	Scranton.
Alfred Hand, Secretary and Treasurer.....	Scranton.

PEOPLE'S.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John L. Lawson, president, and Thomas S. Harris, treasurer, of the People's Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending _____, are true to the best of their knowledge and belief.

(Signed)

JOHN L. LAWSON, *President*
 THOMAS S. HARRIS, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of January, 1876. }

W. W. DOUGHERTY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$500,000 00
Amount of stock subscribed.....	275,000 00
Total amount now paid in of capital stock.....	62,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1903,).....	90,000 00
Total amount now of floating and funded debt.....	90,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	7 per cent.
Number of shares of stock issued.....	11,000
Par value of each share.....	\$25 00
Average market value during the year: No record; road still under construction.	
Amount paid in on each share	6 00

COST OF ROAD AND EQUIPMENT.

Construction and equipment.....	By present report. \$181,939 26
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CHARACTERISTICS OF ROAD.

Length of road laid	5½ miles
Length of double track, including sidings	2½ "
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	43 pounds.
Number of car houses, shops and stables.....	1

PASSENGER RAILROAD REPORT.

789

Number of depots.....	1
Number of first class passenger cars.....	16
Average value of each.....	\$775 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car....	20
Number of other cars.....	1 sweeper.
Number of horses owned by the company.....	• 126
Average value of each, including harness.....	\$140 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$14,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,200
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day.....	195
How many miles does each two-horse team make daily....	20
How is track laid, and on what foundation? Yellow pine stringers, and cross ties.	
Average time consumed by cars in passing over the road..	<u>1 hour.</u>

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Along Callowhill street from Schuylkill river to Front street; along Front street to Vine; along Vine street to York avenue, to Callowhill street, and crosses all the roads running north and south in the city.

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

August, 1875.....	608,284	December, 1875.....	454,008
September, 1875.....	566,418		
October, 1875.....	507,281	Total.....	<u>2,567,551</u>
November, 1875.....	431,565		

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four sold for.....	25 "
Tickets in packages of sixteen sold for.....	<u>\$1 00</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway: No repairs; road new.	
Repairs of building and taxes on real estate.....	<u>None.</u>

Operating the road.

On account of horses, harness and repairs: New road included in construction and equipment.	
Repairs to cars.....	\$254 09

Horse shoeing	\$863 26
Hay and feed.....	6,245 99
Office expenses, stationery and depot expenses, and insurance: Included in construction and equipment account.	
Salaries.....	5,000 00
Watchmen, switchmen, hostlers, pay roll, general expense of stable, conductors and drivers.....	14,079 67
Fluid, fuel, oil and gas.....	162 71
Damage for injury of persons.....	None.
Total.....	26,605 72

Receipts on construction and equipment account during the year :

From stockholders.....	\$62,500 00
From sale of bonds.....	90,000 00
From other sources.....	29,439 26
Total.....	181,939 26

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
August, 1875.....	\$6,082 84				
September, 1875.....	5,664 13		\$125 50		
October, 1875.....	5,072 81	\$20 00	118 41		
November, 1875.....	4,315 65	20 00	113 65	\$507 85	
December, 1875.....	4,540 08		113 09		
Total.....	25,675 51	40 00	569 25	507 85	\$26,792 61

SUMMARY OF PAYMENTS.

For construction	\$181,939 26
For maintaining the road or real estate of the corporation and operating the road.....	11,579 07
For interest: Included in cost of construction.	
For new passenger cars and horses: 16 cars; 126 horses.	
For dividends, payments to loan account, miscellaneous, payments made to surplus fund, municipal, State and United States taxes.....	None.
Total.....	193,518 33

ACCIDENTS.

None.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
John L. Lawson	Philadelphia, Pa.
LeRoy Kramer.....	Philadelphia, Pa.
W. B. Mann.....	Philadelphia, Pa.
J. C. Collins.....	Philadelphia, Pa.
Thos. L. Lawson.....	Philadelphia, Pa.
John L. Lawson, President.....	Broad and Callowhill streets.
Thomas S. Harris, Sec'y and Treasurer.....	Broad and Callowhill streets.

PHILADELPHIA CITY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared C. 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, 1875, are true to the best of their knowledge and belief.

(Signed)

C. COLKET, *President.*

W. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of January, 1876. }

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.....	475,000 00
Total amount now paid in of capital stock.....	475,000 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
2d mortgage bonds, (date of maturity, March 1st, 1895,).....	100,000 00
	300,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 per cent ; debenture, 7 per cent.	
Date and rate per cent. per annum of dividend or dividends:	
Cash, January and July, \$2 ¹ / ₁₀ per share.	

Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Average market value during the year.....	90 00
Amount paid in on each share, (average,).....	23 75
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.....	\$609,142 65	\$633,003 95
Equipment.....	179,998 40	183,536 40
Total cost.....	<u>789,136 05</u>	<u>816,540 35</u>

CHARACTERISTICS OF ROAD.

Length of road laid : Main line, 7 miles 363 feet ; Darby railroad, $9\frac{52}{100}$ miles.	
Length of double track, including sidings.....	5½ miles.
Gauge of road.....	5 ft. 2½ inches.
Weight of rail per yard on main track.....	43, 45 & 53 lbs.
Number of car houses, shops and stables.....	6
Number of depots.....	4
Number of first class passenger cars.....	111
Average value of each.....	\$800 00
Number of passengers that may be seated in each car....	20
Number of horses owned by the company.....	624
Average value of each including harness.....	\$125 00
Value of real estate held, exclusive of roadway.....	150,000 00
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage.....	4,800 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5
Number of trips each day : Main line, 10 ; Darby, 5 ; Park, 8.	
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 connection with other roads : From Forty-second and Chestnut streets, down Chestnut to Front street, down Front street to Walnut street, up Walnut street to Twenty-second street, up Twenty-second street to Chestnut street, up Chestnut street to Forty-first street ; branch lines leave Chest-

PASSENGER RAILROAD REPORT.

793

nut 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, 1875.....	620,691	August, 1875.....	645,489
February, 1875.....	570,371	September, 1875.....	744,441
March, 1875.....	660,882	October, 1875.....	821,732
April, 1875.....	715,801	November, 1875.....	809,253
May, 1875.....	788,754	December, 1875.....	796,638
June, 1875.....	758,079		
July, 1875.....	687,226	Total.....	<u>8,619,357</u>

The rate of fare for passengers charged :

Single fare.....	7 cents.
Tickets in packages of 4 sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$15,111 81
Repairs of building.....	8,536 67
Taxes on real estate.....	4,247 87
Total.....	<u>27,896 35</u>

Operating the road :

On account of horses.....	\$7,769 50
Harness and repairs.....	2,858 05
Repairs to cars.....	21,039 15
Horse shoeing.....	15,271 64
Hay and feed : Hay, \$31,955 88; corn, \$48,375 63; bran, \$5,100 80; oats, \$178 56; total.....	85,610 87
Office expenses, stationery and depot expenses.....	16,277 39
Salaries : Included in pay-roll.	
Engine and mill.....	2,775 78
Insurance.....	2,107 24
Watchmen, switchmen, hostlers, pay-roll.....	177,963 12
General expense of stable.....	5,502 89
Conductors and drivers : Included in pay-roll.	
Fluid, fuel oil and gas.....	4,379 80
Damage for injury of persons.....	1,712 84
Total.....	<u>343,268 27</u>

Receipts on construction and equipment account during the year :

From sale of bonds.....	<u>\$100,000 00</u>
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PHILADELPHIA CITY

RECEIPTS

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
January, 1875	\$36,618 50	\$200 00			\$36,818 50
February, 1875	33,300 87	200 00			33,500 87
March, 1875	38,784 73			\$125 00	38,909 73
April, 1875	42,558 16				42,558 16
May, 1875	47,199 56			125 00	47,324 56
June, 1875	45,165 17		\$3,722 42		48,887 59
July, 1875	40,189 55			16 26	40,185 81
August, 1875	37,378 08			125 00	37,503 08
September, 1875	43,470 84				43,470 84
October, 1875	48,344 02				48,344 02
November, 1875	47,535 49			125 00	47,660 49
December, 1875	45,972 85		2,990 26		48,963 11
Total	506,497 80	400 00	6,712 68	516 26	514,126 74

SUMMARY OF PAYMENTS.

For construction	\$23,861 30
For maintaining the road and real estate of the corporation and operating the road	371,164 62
For interest	22,500 00
For dividends	104,000 00
For new passenger cars and horses	3,543 00
For municipal taxes	4,120 86
For State taxes	6,507 30
Total	535,697 08

ACCIDENTS.

	Killed.	Injured.
Passengers	2	1

1875.

March 7. A gentleman, unknown, residing at 1704 Pine street, at Fifth and Chestnut streets, after the conductor had signalled the driver to stop, stepped off the car while it was yet in motion, and fell and broke his arm.

June 14. At Thirty-eighth and Lancaster avenue, William Trout, aged 42 years, threw himself under the front wheels of the car, and was instantly killed; verdict of coroner's jury, "suicide while insane."

July 5. At Pennsylvania railroad bridge on Forty-fourth street, Annie Armstrong, 28 months old, in running along side of the car, fell, the wheels passing over her right leg.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles Wister	Philadelphia, Pa.
Z. C. Howell	Philadelphia, Pa.
A. E. Dougherty	Philadelphia, Pa.
W. H. Kemble	Philadelphia, Pa.
W. S. Wilson	Philadelphia, Pa.
Edward Burton	Philadelphia, Pa.
Coffin Colket, President	Philadelphia, Pa.
W. W. Colket, Secretary and Treasurer	Philadelphia, Pa.

PHILADELPHIA AND DARBY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared A. L. Bonnaffon, president, and W. W. Colket, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

A. L. BONNAFFON, *President.*

WM. W. COLKET, *Treasurer.*

Sworn and subscribed before me, this }
 24th day of January, 1876. }

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, unknown to present officers.	
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, 1887,) ..	100,000 00
Total amount now of floating and funded debt.....	100,000 00
Rate per cent. per annum of interest on funded debt: First mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash.....	2 per cent.
Par value of each share	\$20 00
Amount of capital on which the respective dividends were declared	200,000 00

CHARACTERISTICS OF ROAD.

Length of road laid : Original road from Market street to Darby.....	5 miles 255 ft.
Length of double track, including sidings.....	1 mile.
Gauge of road.....	5 feet 2½ in.
Weight of rail per yard on main track	42 lbs.

PHILADELPHIA AND DARBY

Number of car houses, shops and stables.....	3
Number of depots.....	1
Number of first class passenger cars.....	15
Average value of each.....	\$500 00
Number of passengers that may be seated in each car....	20
Number of other cars.....	2
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage.....	4,000
Average rate of speed adopted by passenger cars, inclu- ding stops, (miles per hour,).....	6
Number of trips each day.....	5
How many miles does each two-horse team make daily...	20
How is track laid, and on what foundation? White pine stringers on cross-ties.	
Average time consumed by cars in passing over the road..	<u>1 hour.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads. From the borough of Darby, in Delaware county, along Darby turnpike or plank road to Woodland street, thence along said Woodland street to Chestnut street, connecting at this point with the Philadelphia City Passenger railway company.

The Philadelphia and Darby railroad is operated by the Philadelphia City Passenger railway company, under the terms and provisions of a lease executed to them for 999 years, from January 1, 1870. The amount of receipts and expenditures and other statistics unanswered in this report will be contained in theirs.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
A. L. Bonnaffon.....	Philadelphia, Pa.
Coffin Colket.....	Philadelphia, Pa.
Collins W. Walton.....	Philadelphia, Pa.
W. E. Garrett, Jr.....	Philadelphia, Pa.
C. B. Mench.....	Philadelphia, Pa.
H. L. Child.....	Philadelphia, Pa.
A. L. Bonaffon, President.....	Philadelphia, Pa.
W. W. Colket, Secretary and Treasurer.....	Philadelphia, Pa.

PHILADELPHIA AND GRAY'S FERRY.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared William H. Snowdon, president, and J. Crawford Dawes, treasurer, of the Philadelphia and Gray's Ferry Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

W. H. SNOWDON, *President.*

J. CRAWFORD DAWES, *Treasurer.*

Sworn and subscribed before me, this)
 28th day of January, 1876. }

JAMES P. PETIT, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,000,000 00
Amount of stock subscribed, shares	11,672
Amount paid in as by last report.....	\$290,200 00
Total amount now paid in of capital stock.....	291,800 00
Funded debt as per last report.....	6,500 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1877)	34,000 00
Floating debt as per last report.....	22,600 00
The amount now of floating debt.....	None.
Total amount now of floating and funded debt.....	34,000 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, January, \$1 25 per share ; July, \$1 per share.	
Number of shares of stock issued.....	11,672
Par value of each share.....	\$50 00
Average market value during the year, about	32 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>\$303,625 24</u>

CHARACTERISTICS OF ROAD.

Length of road laid	10 $\frac{3}{4}$ miles.
Length of double track, including sidings.....	2 $\frac{1}{4}$ "
Gauge of road.....	5 ft. 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.....	27
Average value of each.....	\$750 00
Number of second class passenger and other cars.....	None.
Number of passengers that may be seated in each car....	20
Number of horses owned by the company.....	160
Average value of each, including harness.....	\$90 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$72,600 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,000 pounds.
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 35 min.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Gray's Ferry bridge along Gray's Ferry road, Christian street, Twenty-second street, Spruce and Third streets to Exchange, at Third and Walnut, along Dock, Second, Pine, Twenty-third streets and Gray's Ferry road to terminus.

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

January, 1875.....	187,996	August, 1875.....	202,263
February, 1875.....	180,250	September, 1875.....	230,088
March, 1875.....	199,550	October, 1875.....	253,669
April, 1875.....	225,951	November, 1875.....	205,000
May, 1875.....	257,726	December, 1875.....	217,329
June, 1875.....	251,061		
July, 1875.....	240,882	Total.....	<u>2,651,765</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.....	\$5,468 44
Repairs of building: Included in miscellaneous.	
Taxes on real estate.....	1,485 54
Total.....	6,953 98

Operating the road :

On account of horses.....	\$4,902 80
Harness and repairs.....	905 37
Repairs to cars.....	7,356 20
Horse shoeing.....	3,905 59
Hay and feed.....	24,370 73
Office expenses, stationery, and depot expenses.....	734 43
Salaries.....	2,200 00
Insurance: Included in miscellaneous.	
Watchmen, switchmen, hostlers, pay-roll.....	12,330 01
General expense of stable.....	1,480 29
Conductors and drivers.....	28,478 08
Fluid, fuel, oil and gas.....	826 55
Damage for injury of persons.....	None.
Total.....	87,490 05

Receipts on construction and equipment account during the year :

From stockholders and other sources.....	Nothing.
Sale of bonds.....	\$27,800 00

RECEIPTS.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1875.....	\$8,829 11			\$185 88	
February, 1875.....	7,849 15				
March, 1875.....	9,194 73		\$452 00	67 32	
April, 1875.....	10,534 39				
May, 1875.....	12,055 68				
June, 1875.....	11,194 06	\$250 00	472 00	9 00	
July, 1875.....	10,461 25			6 25	
August.....	9,701 69				
September, 1875.....	10,271 47		476 00	72 04	
October, 1875.....	10,811 39				
November, 1875.....	9,454 85				
December, 1875.....	10,176 18	250 00	464 00	2,317 34	
Total.....	120,534 35	500 00	1,864 00	2,657 83	\$125,556 18

800 PITTSBURG, ALLEGHENY AND MANCHESTER

SUMMARY OF PAYMENTS.

For construction.....	\$4,498 56
For maintaining the road or real estate of the corporation and operating the road.....	87,490 05
Interest.....	1,471 60
Dividends.....	25,334 00
New passenger cars and horses: Included in operating the road.	
Payments to loan account, and payments made to surplus fund.....	Nothing.
Miscellaneous.....	3,610 02
Municipal taxes.....	1,049 00
State taxes.....	2,067 22
United State taxes.....	Ncne.
Total	<u>125,520 45</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Matthew Brooks.....	627 North Fifteenth street, Philadelphia.
J. Hicks Conrad.....	314 1/2 Walnut street, Philadelphia.
Oliver Hopkinson.....	1424 Spruce street, Philadelphia.
Edgar E. Petit.....	188 South Sixth street, Philadelphia.
Parker H. Warren.....	Maylandville, Philadelphia.
Thos. R. Woodhouse.....	1337 Spruce street, Philadelphia.
William H. Snowdon, President....	Twenty-second st., below Spruce, Phila.
J. Crawford Dawes, Sec'y and Treas.,	Twentysecond st., below Spruce, Phila.

PITTSBURG, ALLEGHENY AND MANCHESTER.

STATE OF PENNSYLVANIA, }
Allegheny County. } ss:

Personally appeared William J. Kountz, president, and C. M. Sibert, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

W. J. KOUNTZ, *President.*
C. M. SIBERT, *Treasurer.*

Sworn and subscribed before me, this }
20th day of November, 1875. }

FRANCIS TORRANCE, *Notary Public.*

PASSENGER RAILROAD REPORT

801

STOCK AND DEBT.

Capital stock as authorized by law	\$300,000 00
Amount of stock subscribed.....	300,000 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 by last report.....	100,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1891,)	100,000 00
Floating debt as per last report	None.
The amount now of floating debt.....	5,000 00
Total amount now of floating and funded debt.....	105,000 00
Rate per cent. per annum of interest on funded debt: 1st mortgage	8 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January 1, April 1, July 1 and October 1.....	2 per cent.
Number of shares of stock issued	6,000
Par value of each share.....	\$50 00
Average market value during the year, about.....	60 00
Amount paid in on each share.	50 00
Amount of capital on which the respective dividends were declared.....	300,000 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$206,050 69	\$206,050 69
Equipment	72,039 85	73,729 85
Total cost.....	<u>278,090 54</u>	<u>279,780 54</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	4½ miles.
Length of double track, including sidings.....	4 "
Gauge of road.....	5 ft. 2 inches.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses and shops	3 each.
Number of depots.....	4
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.

51 RAILROAD REP.

Number of other cars.....	1 salt car.
Number of horses owned by the company.....	142
Average value of each, including harness.....	\$130 00
Number of mules owned by the company.....	77
Average value of each, including harness.....	\$130 00
Value of real estate held, exclusive of roadway.....	111,263 01
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour,) about.....	5 miles.
How many miles does each two horse team make daily? About.....	18
How is track laid, and on what foundation? Pine stringers and ties, street foundation.	
Average time consumed by cars in passing over the road: 40, 60, 70, 80 minutes the round trip.	

Describe the route of your road in detail, giving the streets occupied and connection with other roads: Main line starts from Sixth street, Pittsburg; across suspension bridge to Allegheny City; up Federal to Ohio street; along West Ohio street and Western avenue to Bidwell street; along Bidwell street to Pennsylvania avenue; along said avenue to Beaver avenue; thence to car house. Rebecca street branch leaves main line on Federal street; along Rebecca street to Beaver avenue; thence along said avenue to car house. 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, 1874.....	228,784	June, 1875.....	245,325
December, 1874.....	246,705	July, 1875.....	242,934
January, 1875.....	216,203	August, 1875.....	239,009
February, 1875.....	198,407	September, 1875.....	232,056
March, 1875.....	226,804	October, 1875.....	320,736
April, 1875.....	224,173		
May, 1875.....	246,663	Total.....	2,857,850

The rate of fare for passengers charged :

Single fare.....	6 cents.
Tickets in packages of 5 sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$8,338 29
Repairs of buildings.....	603 43
Taxes on real estate.....	1,525 69
Total.....	10,467 41

PASSENGER RAILROAD REPORT.

803

Operating the road :

On account of horses.....	\$3,936 00
Harness and repairs.....	834 64
Repairs to cars.....	5,964 97
Horse shoeing.....	6,374 69
Hay and feed.....	25,589 39
Expense account.....	647 40
Insurance.....	1,655 35
Watchmen, switchmen, hostlers, pay-roll and salaries.....	21,695 59
General expense of stable.....	592 84
Conductors and drivers.....	39,214 20
Fluid, fuel, oil and gas.....	686 90
Damage for injury of persons.....	657 87
Total	107,834 84
Grand total	118,302 25

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, 1874.....	\$12,347 69				
December, 1874.....	13,403 69				
January, 1875.....	11,599 52				
February, 1875.....	10,577 52				
March, 1875.....	12,162 76				
April, 1875.....	12,021 77				
May, 1875.....	13,342 85				
June, 1875.....	13,202 16				
July, 1875.....	13,108 87				
August, 1875.....	12,484 41				
September, 1875.....	12,605 98				
October, 1875.....	17,534 17				
Total	154,391 39	\$21 20	\$345 00	\$5,050 00	\$159,807 59

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road.....	\$118,302 25.
For interest.....	8,431 64.
For dividends.....	24,000 00
For new passenger cars and horses.....	1,690 00
For municipal taxes.....	1,750 41
For State taxes.....	1,620 00
For bridge toll.....	5,480 00
Total	161,274 30

PITTSBURG AND BIRMINGHAM

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. J. Kountz	Allegheny City, Pa.
Charles E. Speer	Pittsburg, Pa.
R. C. Gray	Pittsburg, Pa.
A. Ackley	Allegheny City, Pa.
C. M. Seibert	Pittsburg, Pa.
Wm. J. Kountz, President	Allegheny City, Pa.
C. M. Seibert, Secretary and Treasurer	Pittsburg, Pa. "

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 railway company, and in due form of law made oath that the statements in the within report, for the financial year ending November 1, 1875, 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 }
 10th day of December, 1875. }

WM. LITTLE, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$200,000 00
Amount of stock subscribed.....	200,000 00
Amount paid in by last report.....	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt as per last report.....	18,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, June 12, 1892) ..	40,100 00
Floating debt as per last report	26,984 36
The amount now of floating debt.....	2,000 00
Total amount now of floating and funded debt.....	42,100 00
Rate per cent. per annum of interest on funded debt: General mortgage.....	7 ³ / ₅ 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

PASSENGER RAILROAD REPORT.

805

Average market value during the year.....	None sold.
Amount paid in on each share.....	\$37 50
Amount of capital on which the respective dividends were declared.....	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$106,234 00	\$106,234 00
Equipment	37,202 69	36,707 69
Total cost.....	143,436 69	142,941 69

CHARACTERISTICS OF ROAD.

Length of road laid.....	3 $\frac{1}{4}$ miles.
Length of double track, no sidings.....	3 $\frac{1}{4}$ "
Gauge of road.....	5 $\frac{1}{2}$ feet.
Weight of rail per yard on main track	45 pounds.
Number of car houses, shops and stables	1 each.
Number of depots	2
Number of first class passenger cars.....	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.....	20
Number of other cars: One salt and one feed car.	.
Number of horses owned by the company	112
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$52,381 67
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,000 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour:) about five miles per hour.	
Number of trips each day: Nine trips per car daily.	
How many miles does each two horse team make daily....	19 miles.
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,	43 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Along Grant from Liberty street to Seventh avenue, along Seventh avenue to Smithfield street, along Smithfield street to and across the Monongahela bridge to Carson street, thence along Carson street to the terminus of the road.

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

November, 1874.....	105,854	June, 1875.....	129,603
December, 1874.....	125,029	July, 1875.....	136,906
January, 1875.....	119,744	August, 1875.....	129,350
February, 1875.....	103,664	September, 1875.....	121,216
March, 1875.....	117,427	October, 1875.....	135,954
April, 1875.....	122,557		
May, 1875.....	141,285	Total.....	1,488,491

The rate of fare for passengers charged :

Single fare.....	5 cents.
Tickets in packages.....	None sold.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway.....	\$5,234 25
Taxes on real estate.....	643 93
Total.....	5,878 18

Operating the road :

Bridge toll.....	1,870 00
On account of horses.....	2,163 00
Harness and repairs.....	208 10
Repairs to cars.....	3,764 07
Horse shoeing and blacksmithing.....	2,332 89
Hay and feed.....	11,482 55
Office expenses, stationery and general expenses.....	1,711 27
Salaries.....	4,050 00
Insurance.....	600 00
Watchmen, switchmen, hostlers, pay-roll and general expense of stable.....	9,997 65
Conductors and drivers.....	20,351 77
Fluid oil and gas.....	1,185 32
Damage for injury of persons.....	None.
Total.....	65,594 80

Receipts on construction and equipment account during the year :

From stockholders and other sources.....	Nothing.
Sale of bonds.....	\$21,500 00

RECEIPTS FROM PASSENGERS.

November, 1874.....	\$5,335 05
December, 1874.....	6,313 09

PASSENGER RAILROAD REPORT.

807

January, 1875.....	\$6,067 45
February, 1875.....	5,201 16
March, 1875.....	5,958 75
April, 1875.....	6,256 30
May, 1875.....	7,148 05
June, 1875.....	6,569 80
July, 1875.....	6,960 90
August, 1875.....	6,584 25
September, 1875.....	6,186 55
October, 1875.....	6,902 85
	<hr/>
	75,484 20
From rent, manure and other sources.....	Nothing.

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation and operating the road.....	\$65,594 80
Interest and discount:	
Interest.....	\$2,481 75
Discount.....	1,634 24
	<hr/>
	4,065 99
Dividends, new passenger cars and horses, payments to loan account, miscellaneous, United State taxes.....	None.
Payments made to surplus fund.....	4,956 29
Municipal taxes.....	491 05
State taxes.....	376 07
	<hr/>
Total.....	75,484 20
	<hr/>
Total amount of surplus fund.....	\$5,388 19

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
M. W. Beltzhoover.....	Pittsburg, Pa.
William M. Hersh.....	Pittsburg, Pa.
B. F. Jones.....	Pittsburg, Pa.
J. M'D. Crossan.....	Pittsburg, Pa.
W. W. Patrick.....	Pittsburg, Pa.
M. W. Beltzhoover, President.....	Pittsburg, Pa.
W. W. Patrick, Secretary.....	Pittsburg, Pa.
Jno. G. Holmes, Treasurer.....	Pittsburg, Pa.

PITTSBURG, OAKLAND AND EAST LIBERTY.

STATE OF PENNSYLVANIA, } ss:
Allegheny County, }

Personally appeared Christopher Zug, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

CHRISTOPHER ZUG, *President.*

D. W. C. BIDWELL, *Treasurer.*

Sworn and subscribed before me, this {
 20th day of January, 1876. }

JAMES BLACK, *Alderman.*

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.....	150,000 00
Total amount now paid in of capital stock.....	150,000 00
Funded debt as per last report*.....	45,000 00
The amount now of funded debt, (classified and date of maturity, as follows :	
1st mortgage bonds,* (date of maturity, January 1, 1884,)	45,000 00
Floating debt as per last report	28,536 80
The amount now of floating debt.	29,541 98
Total amount now of floating and funded debt	74,541 98
Rate per cent. per annum of interest on funded debt, and 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: None in market.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$115,868 08	\$124,751 85
Equipment	51,421 74	52,405 30
Total cost.....	167,289 82	177,157 15

* \$28,000 of these bonds contested by the company.

PASSENGER RAILROAD REPORT.

809

CHARACTERISTICS OF ROAD.

Length of road laid	6 miles.
Length of double track, including sidings.....	4½ "
Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	27 and 43 lbs.
Number of car houses, shops and stables: 1 car house, 1 stable and 1 shop.	
Number of depots.....	2
Number of first class passenger cars.....	26
Average value of each.....	\$750 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car....	18
Number of other cars: 1 dummy engine, 1 salt car, 1 snow sweeper.	
Number of horses owned by the company.....	126
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$38,171 30
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.....	6 and 10
How many miles does each two-horse team make daily....	20
How is track laid, and on what foundation? On ties and string pieces.	
Average time consumed by cars in passing over the road..	1 hour.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: From Market street through Fourth avenue, Grant street, Fifth, Denniston and Penn avenues, to East Liberty, returning by same route.

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

January, 1875.....	92,223	August, 1875	109,379
February, 1875.....	83,784	September, 1875.....	105,078
March, 1875.....	92,550	October, 1875	108,372
April, 1875.....	95,139	November, 1875.....	93,275
May, 1875.....	112,456	December, 1875.....	99,061
June, 1875.....	113,765		
July, 1875.....	116,788	Total.....	1,221,870

The rate of fare for passengers charged :

Single fares: 6 cents, 8 cents, 10 cents and 12 cents.	
Tickets in packages of five sold for.....	25 cents.
Tickets in packages of fifteen sold for	\$1 00

Tickets in packages of fourteen sold for.....	\$1 00
Tickets in packages of ten sold for.....	1 00

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road-bed and railway	\$2,076 74
Repairs of building	184 32
Taxes on real estate	986 16
Total	<u>3,247 22</u>

Operating the road:

On account of horses.....	\$3,537 71
Harness and repairs.....	464 79
Repairs to cars	4,024 47
Horse shoeing.....	2,994 81
Hay and feed	20,121 46
Office expenses, stationery and depot expenses and salaries, Insurance.....	12,590 32 900 00
Watchmen and switchmen, pay-roll: Included in office and depot expenses.	
Hostlers: Included in general expenses of stable.	
General expense of stable.....	7,224 93
Conductors and drivers.....	21,831 63
Fluid, fuel, oil and gas: Included in expense.	
Damage for injury of persons: Paid doctor's bill for con- ductor injured.....	50 00
Total.....	<u>73,740 12</u>
Grand total	<u>76,987 34</u>

Receipts on construction and equipment account during the year:

From stockholders.....	<u>\$4,890 40</u>
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PASSENGER RAILROAD REPORT.

811

RECEIPTS.

MONTHS.	From pas- sengers.	Manure.	Other sources.	Total.	
January, 1875.....	\$6,371 12	}	}		
February, 1875.....	5,765 88				
March, 1875.....	6,282 07				
April, 1875.....	6,588 51				
May, 1875.....	7,772 23				
June, 1875.....	7,799 39				
July, 1875.....	8,032 52			\$96 50	\$2,444 04
August, 1875.....	7,565 12				
September, 1875.....	7,234 34				
October, 1874.....	7,465 95				
November, 1875.....	6,318 06				
December, 1875.....	6,612 90				
Total.....	83,808 09	96 50	2,444 04	\$86,348 63	

SUMMARY OF PAYMENTS.

For construction	\$8,883 77
For maintaining the road or real estate of the corporation and operating the road.....	76,001 18
For interest.....	4,233 46
For dividends.....	None.
New passenger cars and horses: No new cars; horse ac- count to maintain stock of horses, and included in ex- pense of operating road, \$3,537 71.	
Payments to loan account, miscellaneous, and payments made to surplus fund.....	None.
For municipal taxes	910 02
For State and county taxes.....	76 14
Total.....	<u>90,104 57</u>

ACCIDENTS.

Employees	Killed. <u>1</u>
Conductor injured while removing cart from track, death ensuing after a lapse of several weeks.	

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Christopher Zug.....	Pittsburg, Pa.
D. W. C. Bidwell.....	Pittsburg, Pa.
Chas. H. Zug.....	Pittsburg, Pa.
Harvey Childs, Jr.....	Pittsburg, Pa.
J. C. Bidwell	Pittsburg, Pa.
James H. Parker	Pittsburg, Pa.
Christopher Zug, President.....	Pittsburg, Pa.
D. W. C. Bidwell, Secretary and Treasurer	Pittsburg, Pa.

PITTSTON.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared Solomon Sturmer, president, and C. K. Campbell, treasurer, of the Pittston 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, 1875, are true to the best of their knowledge and belief.

(Signed)

S. STURMER, *President.*

C. K. CAMPBELL, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, A. D. 1876. }

C. S. STARK, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law, with power to increase,	\$25,000 00
Amount of stock subscribed	20,675 00
Amount paid in as by last report.	17,300 00
Total amount now paid in of capital stock.	17,975 00
Funded debt as per last report.	None.
The amount now of funded debt as follows:	
1st mortgage bonds, (date of maturity, Feb. 1, 1885,) ..	6,500 00
Floating debt as by last report.	7,700 00
The amount now of floating debt.	500 00
Total amount now of floating and funded debt	7,000 00
Rate per cent. per annum of interest on funded debt.	7
Date and rate per cent. per annum of dividend or dividends:	
No dividends declared.	
Number of shares of stock issued	719
Par value of each share	\$25 00
Average market value during the year: No market value— no sales.	
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	\$22,600 00
Equipment	2,400 00
Total cost	<u>25,000 00</u>

CHARACTERISTICS OF ROAD.

Length of road laid : One mile and nearly a half.

Length of double track, including sidings : Thirty rods or less simply a siding.

Gauge of road	5 feet 2 in.
Weight of rail per yard on main track.....	42½ lbs.
Number of car houses, shops and stables	1
Number of depots, second class passenger cars, other cars, horses and mules owned by the company, and value of real estate held exclusive of roadway	None.
Number of first class passenger cars	3
Average value of each	\$800 00
Number of passengers that may be seated in each car.....	19
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,400
Average rate of speed adopted by passenger cars, including stops, (miles per hour:) No rate adopted.	
Number of trips each day	18
How many miles does each two-horse team make daily....	25
How is track laid, and on what foundation? On ties and stringers, with dirt foundation.	
Average time consumed by cars in passing over road.....	<u>15 to 20 min.</u>

Describe the route of your road in detail, giving the streets occupied, and connections with other roads : Occupies Main street, in the borough of Pittston, has no connection with any other street railway, but runs to a depot on the Delaware, Lackawanna and Western railroad.

The rate of fare for passengers charged :

Single fare : Six cents through, and five cents for a shorter ride.

Number of tickets in packages..... 22 sold for \$1

Receipts on construction and equipment account during the year :

From stockholders..... \$17,300

SUMMARY OF PAYMENTS.

For construction	\$22,600
New passenger cars	<u>2,400</u>

READING CITY

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Solomon Sturmer.....	Pittston, Luzerne co., Pa.
William Allen.....	Pittston, Luzerne co., Pa.
C. K. Campbell.....	Pittston, Luzerne co., Pa.
M. W. Morris.....	Pittston, Luzerne co., Pa.
J. A. Bryden.....	Pittston, Luzerne co., Pa.
Robert Thompson.....	Pittston, Luzerne co., Pa.
Paul Bohan.....	Pittston, Luzerne co., Pa.
Mark M'Donnell.....	Pittston, Luzerne co., Pa.
Benjamin Bevan.....	Pittston, Luzerne co., Pa.
Solomon Sturmer, President.....	Pittston, Luzerne co., Pa.
William Allen, Secretary.....	Pittston, Luzerne co., Pa.
C. K. Campbell, Treasurer.....	Pittston, Luzerne co., Pa.

READING CITY.

STATE OF PENNSYLAANIA, }
Berks County, } ss:

Personally appeared Henry A. Muhlenberg, treasurer of the Reading 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, 1875, are true to the best of his knowledge and belief.

(Signed) HENRY A. MUHLENBERG, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of February, 1876. }

A. K. STAUFFER, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed.....	41,550 00
Amount paid in as by last report.....	41,250 00
Total amount now paid in of capital stock.....	41,550 00
Funded debt as per last report and the amount now of funded debt.....	None.
Floating debt as per last report.....	4,599 18
The amount now of floating debt.....	3,262 44
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	831
Par value of each share.....	\$50 00
Amount paid in on each share.....	50 00

PASSENGER RAILROAD REPORT.

815

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$29,608 32	\$29,696 85
Equipment	15,656 66	16,978 39
Total cost	<u>45,264 98</u>	<u>46,675 24</u>

CHARACTERISTICS OF ROAD.

Length of road laid, about	2½ miles.
Number of car houses, shops and stables: 2 car houses, 1 shop, 1 stable.	
Number of depots.....	1
Number of first class passenger cars.....	10
Average value of each: Each cost \$800 in August, 1874.	
Number of horses owned by the company.....	24
Average value of each, including harness.....	\$125
Value of real estate held, exclusive of road-way.....	<u>1,000</u>

THE RATE OF FARE FOR PASSENGERS CHARGED.

Single fare	7 cents.
Tickets in packages of 5 sold for.....	<u>25 "</u>

RECEIPTS.

MONTHS.	From passenger.	Other sources.	Total.
January, 1875.....	\$795 36		
February, 1875.....	595 40	\$2 00	
March, 1875.....	837 31	2 00	
April, 1875.....	938 43	2 93	
May, 1875.....	1,624 08		
June, 1875.....	1,456 08		
July, 1875.....	1,622 14		
August, 1875.....	1,634 50		
September, 1875.....	1,643 45	515 00	
October, 1875.....	1,309 88		
November, 1875.....	892 83		
December, 1875.....	823 28	15 00	
Total	<u>14,172 72</u>	<u>538 93</u>	<u>\$14,709 65</u>

I was elected secretary and treasurer of the company a few months ago; the statistics of the road, therefore, before the month of September last, are not familiar to me. The necessity of making this return before March 1, was only brought to my attention within the last day or two. I have therefore not had time to answer the questions fully. Should you desire fuller information please send me another blank. The president of the company cannot be found to-day. I, as treasurer, have had alone to make the acknowledgment.

HENRY A. MUELLENBERG.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
W. B. Albright.....	Reading, Pa.
G. W. Bruchman.....	Reading, Pa.
B. F. Owen.....	Reading, Pa.
W. Shome.....	Reading, Pa.
W. A. Fueclar.....	Reading, Pa.
H. A. Muhlenberg.....	Reading, Pa.
W. B. Albright, President.....	Reading, Pa.
H. A. Muhlenberg, Secretary and Treasurer.....	Reading, Pa.

RIDGE AVENUE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared E. B. Edwards, president, and Wm. 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, 1875, 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 }
 24th day of January, 1876. }

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

STOCK AND DEBT.

Capital stock as authorized by law.....	\$750,000 00
Amount of stock subscribed, (shares,).....	15,000
Amount paid in as by last report.....	\$420,000 00
Total amount now paid in of capital stock.....	420,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
6 per cent. 1st mortgage bonds, (date of maturity, 1880,).....	\$13,900 00
7 per cent. 1st mortgage bonds, (date of maturity, 1880,).....	44,500 00
	58,400 00
Floating debt as per last report.....	8,805 98
The amount now of floating debt.....	7,082 66
Total amount now of floating and funded debt.....	65,482 66
Rate per cent. per annum of interest on funded debt, 1st mortgage.....	6 and 7 per ct.

PASSENGER RAILROAD REPORT.

817

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

Cash, January 5, 1875, \$1 50 per share on 15,000 shares ;

July 15, 1875, \$1 50 per share on 15,000 shares.

Number of shares of stock issued.....	15,000
Par value of each share	\$50 00
Average market value during the year: \$40 00 to \$65 00 per share.	
Amount paid in on each share.....	28 00
Amount of capital on which the respective dividends were declared.....	<u>420,000 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	<u>\$418,810 59</u>	<u>\$431,777 34</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	15 miles.
Length of double track, including sidings, about.....	15 "
Gauge of road.....	5 feet 1 inch.
Weight of rail per yard on main track.....	45 pounds.
Number of car houses, shops and stables.....	1
Number of depots	3
Number of first class passenger cars.....	54
Average value of each, cost when new.....	\$775 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car.....	20
Number of other cars.....	None.
Number of horses owned by the company.....	280
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway, (assessed value,)	\$142,000 00
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage, about.....	5,000 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	6 miles.
Number of trips each day.....	9
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 :	
Round trip, 2 hours and 30 minutes.	

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 :

January, 1875.....	279, 182	August, 1875.....	364, 370
February, 1875.....	247, 738	September, 1875.....	378, 768
March, 1875.....	283, 052	October, 1875.....	383, 630
April, 1875.....	314, 080	November, 1875.....	338, 250
May, 1875.....	397, 184	December, 1875.....	352, 880
June, 1875.....	384, 422		
July, 1875.....	384, 485	Total.....	4, 108, 050

The rate of fare for passengers charged :

Single fare : Adults, 7 cents ; children, 4 cents.

Tickets in packages of 4 sold for..... 25 cents.

EXPENSES.

Maintaining the road or real estate of the corporation, and operating the road :

Insurance.....	\$1,813 50
Taxes.....	8,191 67
Damage.....	237 00
Real estate repairs.....	475 06
Running expenses.....	67,025 87
Stable.....	59,792 03
Road repairs..	9,987 61
Car repairs.....	11,068 51
Harness repairs.....	1,334 81
General expenses.....	13,647 08
Blacksmith.....	6,785 63
Horse.....	5,862 50
Interest.....	6,288 08
Total.....	192,529 35

Receipts on construction and equipment account during the year :

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

RECEIPTS FROM PASSENGERS.

January, 1875.....	\$17,200 66
February, 1875.....	15,213 07
March, 1875.....	17,419 31
April, 1875.....	19,323 03
May, 1875.....	24,534 52

PASSENGER RAILROAD REPORT.

819

June, 1875.....	\$23,371 19
July, 1875.....	23,462 33
August, 1875.....	22,151 91
September, 1875.....	23,224 52
October, 1875.....	23,483 00
November, 1875.....	20,785 29
December, 1875.....	21,640 13
Total	251,808 96

SUMMARY OF PAYMENTS.

For construction.....	\$12,966 75
For maintaining the road or real estate of the corporation and operating the road.....	192,529 35
For interest.....	6,288 08
For dividends.....	45,000 00
For new passenger cars, (9,).....	6,600 00
For payments to loan account, miscellaneous and payments made to surplus fund.....	Nothing.
For municipal taxes.....	5,041 67
For State taxes.....	3,150 00
For United States taxes.....	Nothing.
Total amount of surplus fund	79,924 35

ACCIDENTS.

	Injured.
Others	1

1875.

September 23. Preston F. Oram, about 12 years of age, fell while attempting to cross in front of one of the cars at Ridge Avenue and Spring Garden streets, the calf of his leg was badly injured ; he has recovered.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. S. Grant.....	Philadelphia, Pa.
Wm. T. Carter.....	Philadelphia, Pa.
Chas. T. Jones.....	Philadelphia, Pa.
Henry Norris.....	Philadelphia, Pa.
R. A. F. Penrose, M. D.....	Philadelphia, Pa.
E. B. Edwards, President.....	Ridge and Susquehanna Aves., Philadelphia.
John Lambert, Vice President.....	Ridge and Susquehanna Aves., Philadelphia.
Wm. S. Blight, Sec. and Treas.....	Ridge and Susquehanna Aves., Philadelphia.

RIVERSIDE HORSE.

STATE OF PENNSYLVANIA, }
Northumberland County, } ss :

Personally appeared Benjamin G. Welch, president, and Joel S. Bailey, treasurer, of the Riverside Horse railway company, and in due form of law affirmed that the statements in the within report, for the financial year ending December 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

BENJAMIN G. WELCH, *President.*

J. S. BAILEY, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of February, 1876. }

DANIEL LINN, *J. P.*

STOCK AND DEBT.

Capital stock as authorized by law	\$50,000 00
Amount of stock subscribed.....	9,500 00
Amount paid in as by last report.....	725 00
Total amount now paid in of capital stock	750 00
Funded debt as per last report, rate per cent. per annum of interest on funded debt, date and rate per cent. per annum of dividend or dividends, and average market value during the year.....	None.
Floating debt as per last report	2,560 50
The amount now of floating debt.....	2,535 50
Total amount now of floating and funded debt.....	2,535 50
Number of shares of stock authorized	2,000
Par value of each share.....	\$25 00
Amount paid in on each share, (300 shares,).....	2 50

COST OF ROAD AND EQUIPMENT.

Construction	By present report. \$242 00
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CHARACTERISTICS OF ROAD.

Length of road laid, double track, including sidings, number of car houses, shops and stables, depots, first and second class passenger cars, passengers that may be seated in each car, other cars, horses and mules owned by the company, value of real estate held, exclusive of roadway, average weight in lbs. of passenger cars, exclusive of passengers and baggage, average rate of speed adopted by passenger cars, number of trips each day, how many miles does each two horse team make daily? how is track laid, and on what foundation? average time consumed by cars in passing over the road, describe the route of your road in detail, giving the streets occupied and connection with other roads None.

Gauge of road 4 ft. 8½ inches.

Weight of rail per yard on main track : 25 lbs. to be used.

Receipts on construction and equipment account during the year :

From stockholders \$25 00

SUMMARY OF PAYMENTS.

For construction : Grading \$21 50

The general depression of all business has rendered it out of the question to proceed with a new work such as this. The necessity for our road is generally conceded, and a revival of business would lead to its construction.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Benjamin G. Welch	Riverside, Pa.
O. H. Ostrander	Riverside, Pa.
J. S. Bailey	Riverside, Pa.
E. Crompton	Riverside, Pa.
H. B. Crane	Riverside, Pa.
J. D. Gosh	Riverside, Pa.
E. J. Curtis	Danville Pa.
Benjamin G. Welch, President	Riverside, Pa.
Edward Crompton, Secretary	Riverside, Pa.
Joel S. Bailey, Treasurer	Riverside, Pa.

ROXBOROUGH AND MANAYUNK INCLINED PLANE.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Charles J. Walton, president, and C. J. M'Glinchy, treasurer, of the Roxborough and Manayunk Inclined Plane and 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

C. J. WALTON, *President.*

C. J. M'GLINCHY, *Treasurer.*

Sworn and subscribed before me, this }
 29th day of February, 1876. }

ALFRED SNYDER, *Magistrate, Court No. 20.*

STOCK AND DEBT.

Capital stock as authorized by law	\$100,000 00
Amount of stock subscribed	61,325 00
Amount paid in as by last report	50,405 00
Total amount now paid in of capital stock	58,475 00
Funded debt as per last report, the amount now of funded debt, the amount now of floating debt, total amount now of floating and funded debt, date and rate per cent per annum of dividend or dividends	None.
Floating debt as per last report	8,100
Number of shares of stock issued	2,453
Par value of each share	\$25 00
Average market value during the year	20 00
Amount paid in on each share	\$25 00

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$37,809 69	\$45,909 69
Equipment	5,914 63	10,213 48
Total cost	43,724 32	56,123 17

CHARACTERISTICS OF ROAD.

Length of road laid	5½ miles.
Length of double track, including sidings, number of mules owned by the company, average value of each, including harness, and value of real estate held, exclusive of roadway	None.

PASSENGER RAILROAD REPORT.

823

Gauge of road	5 ft. 2 $\frac{3}{4}$ in.
Weight of rail per yard on main track	48 pounds.
Number of car houses, shops and stables : Lease car house, stable and depot.	
Number of depots	1
Number of second class passenger cars.....	5
Average value of each.....	\$840 00
Number of passengers that may be seated in each car.....	16
Number of other cars	1 salt car.
Number of horses owned by the company.....	27
Average value of each, including harness	\$100 00
Average weight in lbs. of passenger cars, exclusive of pas- sengers and baggage	3,700
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	5 $\frac{1}{2}$ miles.
Number of trips each day : 19 trips, 8 miles each ; 9 trips, 3 miles each.	
How many miles does each two-horse team make daily....	20
How is track laid, and on what foundation? Yellow pine stringers, white oak ties, earth and gravel.	
Average time consumed by cars in passing over the road : Forty-five minutes over route of 4 miles.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Over Ridge road, from Barren Hill to Wissahickon station of the Reading railroad.

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

Route is divided into 3 fares, total number of single fares received from January 1 to December 31, 1875, 181,944, equivalent to through passengers, 60,648.

The rate of fare for passengers charged :

Single fare.....	7 cents.
Tickets in packages of 4 sold for 25 cents ; school tickets 8 for 25 cents.	

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$617 05
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Operating the road :

Harness and repairs	\$10 85
Repairs to cars	234 91
Horse shoeing	557 28

824 ROXBOROUGH AND MANAYUNK INCLINED PLANE

Hay and feed.....	\$4,927 00	
Office expenses, stationery, depot expenses and salaries.....	624 91	
Insurance on stock.....	85 83	
Watchmen, switchmen, hostlers, pay-roll, conductors and drivers.....	5,953 75	
General expenses of stable.....	525 64	
Salt.....	520 50	
		<u>\$13,440 67</u>
Total.....		<u>14,057 72</u>

Receipts on construction and equipment account during the year:

From stockholders.....	\$8,395 00
Other sources: Interest for money deposited.....	70 35
Total.....	<u>8,465 35</u>

RECEIPTS.

MONTHS.	From pas- sengers.	Manure.	Total.
January, 1875.....	\$950 75	\$31 20	
February, 1875.....	860 92	37 44	
March, 1875.....	1,025 27	40 00	
April, 1875.....	1,079 20	40 00	
May, 1875.....	1,273 50	40 00	
June, 1875.....	1,371 65	42 78	
July, 1875.....	1,480 73	42 80	
August, 1875.....	1,441 21	43 98	
September, 1875.....	1,281 96	46 14	
October, 1875.....	1,378 24	46 80	
November, 1875.....	1,172 15		
December, 1875.....	1,154 29	49 40	
Total.....	14,469 87	460 34	\$14,930 21

SUMMARY OF PAYMENTS.

For construction.....	\$8,100 00
For maintaining the road or real estate of the corporation and operating the road.....	14,057 72
For new passenger cars and horses.....	2,957 39
For miscellaneous.....	1,341 46
For payments made to surplus fund.....	1,483 15
Total.....	<u>27,939 72</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
P. K. Boyer	Warren Hill, Montgomery co., Pa.
William Ring	Leverington P. O., Roxborough, Pa.
Michael Righter.....	Leverington P. O., Roxborough, Pa.
J. Vaughan Merrick.....	Leverington P. O., Roxborough, Pa.
S. S. Keely	Leverington P. O., Roxborough, Pa.
W. C. Hamilton.....	Andora P. O., Roxborough, Pa.
Benjamin Haney.....	Leverington P. O., Roxborough, Pa.
	Charles J. Walton, President, Leverington P. O., Roxborough, Phila.
	W. H. Lewis, Secretary
	Leverington P. O., Roxborough, Phila.
	C. J. McGlinchy, Treasurer...Manayunk, Pa.

SCHUYLKILL RIVER.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Parker H. Warren, president, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

P. H. WARREN, *President.*

J. CRAWFORD DAWES, *Secretary.*

Sworn and subscribed before me, this }
 28th day of January, 1876. }

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, the amount now of funded debt, floating debt as per last report, the amount now of floating debt.....	None.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January and July, 10 per cent. per annum	
Number of shares of stock issued.....	10,000
Par value of each share	\$50 00
Average market value during the year	No sales.
Amount paid in on each share	\$5 00
Amount of capital on which the respective dividends were declared : January, \$9,500 ; July, \$9,500.	

SCHUYLKILL RIVER

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction and equipment.....	\$47,463 54	\$47,463 54

CHARACTERISTICS OF ROAD.

Length of road laid.....	3 ⁵⁸⁶ / ₂₈₉ mile.
Length of double track, including sidings.....	³ / ₈ "
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track.....	44 pounds.
Number of car houses, shops, stables, depots, first and second class passenger cars, other cars, horses and mules owned by the company, value of real estate held, exclusive of roadway.....	None.

Describe the route of your road in detail, giving the streets occupied, and connection 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.

Receipts on construction and equipment account during the year:

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

RECEIPTS.

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.
Matthew Brooks.....	627 North Fifteenth st., Philadelphia.
O. Hopkinson.....	1424 Spruce st., Philadelphia.
Edgar E. Petit.....	138 South Sixth st., Philadelphia.
Wm. H. Snowdon.....	Twenty-second st. below Spruce, Philadelphia.
S. W. Woodhouse.....	Twenty-second st. below Spruce, Philadelphia.
Thomas R. Woodhouse.....	1337 Spruce st., Philadelphia.
Parker H. Warren, President....	Maylandville, Phila.
J. Crawford Dawes, Secretary....	Twenty-second st. below Spruce, Phila.

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, 1875, 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, 1876. }

FRANK P. BEAL,

Notary Public, 2410 Frankford Road.

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.....	671,576 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, 1887,).....	\$83,700 00
2d mortgage bonds, (date of maturity, October 1, 1876,).....	15,800 00
3d mortgage bonds, (date of maturity, August 1, 1885,).....	9,800 00
	109,300 00
Floating debt as per last report and amount now of floating debt.....	None.
Total amount now of floating and 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.; 3d mortgage, 7 per cent	
Date and rate per cent per annum of dividend or dividends :	
Cash, January 11, 6 per cent. ; July 15, 5 per cent.	
Number of shares of stock issued.....	21,204
Par value of each share.....	\$50 00

SECOND AND THIRD STREET

Average market value during the year, about.....	\$70 00
Amount paid in on each share.....	31 67
Amount of capital on which the respective dividends were declared.....	<u>1,060,200 00</u>

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$814,249 88	\$826,825 96

Equipment: No separate account kept.

CHARACTERISTICS OF ROAD.

Length of road laid.....	37 miles.
Length of double track, including sidings.....	4½ "
Gauge of road.....	5 feet 2¼ in.
Weight of rail per yard on main track.....	43 to 55 lbs.
Number of car houses, shops and stables.....	7
Number of depots.....	2
Number of first class passenger cars.....	95
Average value of each, about.....	\$800 00
Number of second class passenger cars.....	9
Average value of each.....	\$500 00
Number of passengers that may be seated in each car. . . .	22
Number of other cars.....	11
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 roadway.....	\$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.....	704
How many miles does each two-horse team make daily, about.	21
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 2 hours.

Describe the route of your road in detail, giving the streets occupied and connection with other roads: Commence at Harrison street on Frankford Road, thence along the said road to Jefferson street, along Jefferson to Second, along Second to Mifflin, along Mifflin to Third, along Third to Germantown Road, along Germantown Road to Oxford street, along Ox-

ford to Front, along Front to Amber, 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 street 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 street to Delaware avenue, along Delaware avenue to Coates, along Coates to Second, along Second to Dock, along Dock to Third, along Third to Brown, 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 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, along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond street. Also, on Second street from York to Lehigh avenue. Also, on Berks street from Second to Third. Also, on Harrison street from Frankford Road to Front street.

Monthly statement of passengers (all classes) carried in cars, for the year:

January, 1875.....	595,687	August, 1875.....	826,419
February, 1875.....	542,174	September, 1875.....	822,325
March, 1875.....	661,956	October, 1875.....	830,008
April, 1875.....	677,939	November, 1875.....	764,937
May, 1875.....	736,456	December, 1875.....	770,625
June, 1875.....	731,698		
July, 1875.....	796,892	Total.....	8,757,115

The rate of fare for passengers charged:

Single fare	7 cents.
Tickets in packages of 4 sold for.....	25 "

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$21,672 66
Repairs of building.....	2,214 10
Taxes on real estate.....	1,916 55
Total.....	25,803 61

Operating the road:

On account of horses.....	\$12,834 50
Harness and repairs.....	3,310 21
Repairs to cars.....	21,488 41
Horse shoeing.....	11,707 15
Hay and feed.....	86,872 34
Office expenses, stationery and depot expenses.....	4,840 00
Salaries.....	14,073 55
Insurance.....	2,952 50
Watchmen, switchmen, hostlers, pay-roll.....	45,980 49
General expense of stable.....	2,234 54
Conductors and drivers.....	129,208 56
Fluid, fuel oil and gas.....	1,922 79
Damage for injury of persons.....	1,119 70
Miscellaneous.....	11,361 41
Total.....	349,936 15
Grand total.....	375,739 76

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
January, 1875.....	\$37,166 97	\$739 94		
February, 1875.....	33,725 94	732 08		
March, 1875.....	41,538 93	770 42		
April, 1875.....	42,377 82	868 15		
May, 1875.....	46,340 19	658 69		
June, 1875.....	45,937 64	607 34		
July, 1875.....	49,693 14	643 41		
August, 1875.....	50,387 10	607 40		
September, 1875.....	49,538 94	644 45		
October, 1875.....	49,754 16	659 45		
November, 1875.....	45,829 86	643 42		
December, 1875.....	46,065 42	802 05		
Total.....	538,355 91	8,206 80	\$217 97	\$546,780 68

SUMMARY OF PAYMENTS.

For construction.....	\$12,576 08
For maintaining the road or real estate of the corporation and operating the road.....	375,739 76
For interest on bonded debt.....	7,651 00
For dividends.....	116,566 50
For miscellaneous.....	1,870 33.

PASSENGER RAILROAD REPORT.

831

For municipal taxes	\$9,385 77
For State taxes	8,059 50
	<hr/>
Total	531,848 94

ACCIDENTS.

Others	Injured. 3
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1875.

May 12. Michael M'Laughlin, four years old, in attempting to deface the car with mud, slipped and fell, the hind wheel passing over his ankle.

August 18. Annie B. Keller, four years of age, ran against car and fell, the hind wheel slightly hurting her heel.

October 12. John P. Ward, seven years of age, while hanging on side of car, slipped and fell between the wheels, the hind wheel passing over one leg.

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.

SEVENTEENTH AND NINETEENTH STREETS.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared B. F. Hart, vice president, and Richard Torpin, Jr., treasurer, of the Seventeenth and Nineteenth 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, 1875, are true to the best of their knowledge and belief.

(Signed)

B. F. HART, *Vice President.*

RICHARD TORPIN, JR., *Treasurer.*

Sworn and subscribed before me, this }
 17th day of January, 1876. }

CHAS. JENNINGS, *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, supposed to be.....	160,000 00	
Total amount now paid in of capital stock, supposed to be,	250,000 00	
Funded debt as per last report.....	55,000 00	
The amount now of funded debt, (classified and date of ma- turity,) as follows :		
Mortgage on real estate, (date of maturity, January, 1878,).....	\$28,500 00	
Mortgage on real estate, (date of maturity, October, 1878,).....	55,000 00	
		83,500 00
Floating debt as per last report	6,577 36	
The amount now of floating debt.....	1,633 87	
Total amount now of floating and funded debt.....	85,133 87	
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 divi- dends: Cash, January, \$1 50 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.....	40 00	
Amount paid in on each share, supposed to be.....	25 00	

PASSENGER RAILROAD REPORT.

833

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$138,210 05	\$138,815 28
Equipment.....	66,763 75	66,423 00
Total cost.....	<u>204,973 80</u>	<u>205,238 28</u>

CHARACTERISTICS OF ROAD.

Length of road laid.....	7½ 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.....	38
Average value of each.....	\$700 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car....	20
Number of other cars: 3 snow sweepers. .	
Number of horses owned by the company.....	304
Average value of each, including harness.....	\$90 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$151,907 34
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	4,500 lbs.
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5½
Number of trips each day, about.....	260
How many miles does each two-horse team make daily....	20
How is track laid, and on what foundation? White pine stringers, and cross-ties on gravel.	
Average time consumed by cars in passing over the road, <u>1 hour 13 min.</u>	

Describe the route of your road in detail, giving the streets occupied, and connections with other roads: Nineteenth street to Norris, to Seventeenth, to Carpenter, to Nineteenth, to Master street.

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

January, 1875.....	243, 891	August, 1875.....	243, 830
February, 1875.....	217, 901	September, 1875.....	274, 222
March, 1875.....	258, 846	October, 1875.....	301, 378
April, 1875.....	272, 165	November, 1875.....	274, 796
May, 1875.....	293, 292	December, 1875.....	286, 101
June, 1875.....	282, 392		
July, 1875.....	260, 619	Total.....	<u>3, 207, 433</u>

The rate of fare for passengers charged :

Single fare—adults 7 cents, children.....	4 cents.
Tickets in packages 4 sold for.	25 "
Exchange tickets 9 cents ; good from junctions over Girard Avenue, Greene, Coates, Cañowhill, Vine, Race, Arch, Market, Chestnut, Walnut, Spruce, Pine, Lombard and South streets.	

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$8,872 15
Repairs of building.....	361 57
Taxes on real estate	1,585 82
Total	10,819 54

Operating the road :

On account of horses.....	\$9,125 00
Harness and repairs	1,319 90
Repairs to cars	8,489 07
Horse shoeing and blacksmithing.....	8,400 85
Hay and feed.....	39,105 66
Office expenses, stationery and depot expenses, and miscellaneous expenses.....	18,772 50
Salaries.....	3,500 00
Insurance.....	1,500 00
Watchmen, switchmen, hostlers, pay-roll, and general expense of stable.....	15,804 86
Conductors and drivers.....	54,454 49
Fluid, fuel, oil and gas.....	1,146 35
Damage for injury of persons.....	2,181 50
Total	163,800 18
Grand total	174,619 72

Receipts on construction and equipment account during the year :

From stockholders, sale of bonds and other sources.....	None.
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PASSENGER RAILROAD REPORT.

835

RECEIPTS.

MONTHS.	From passengers.	Manure.	Other sources.	Total.
January, 1875.....	\$13,392 79	.....	\$5,310 00	\$18,702 79
February, 1875.....	11,990 54	.....	4,824 00	16,814 54
March, 1875.....	14,038 45	.....	5,364 00	19,402 45
April, 1875.....	15,049 63	\$799 80	5,184 00	21,033 43
May, 1875.....	16,200 61	.....	5,310 00	21,510 61
June, 1875.....	15,319 83	.....	5,184 00	20,503 83
July, 1875.....	14,129 01	.....	5,868 99	19,998 00
August, 1875.....	12,997 51	.....	5,310 00	18,307 51
September, 1875.....	14,891 70	470 58	5,184 00	20,546 28
October, 1875.....	16,564 96	804 59	5,310 00	22,679 55
November, 1875.....	14,981 56	478 96	5,292 00	20,752 52
December, 1875.....	15,548 45	488 25	5,364 00	21,398 70
Total.....	175,105 04	3,040 18	63,504 99	241,650 21

SUMMARY OF PAYMENTS.

For construction.....	\$605 23
For maintaining the road or real estate of the corporation, and operating the road.....	174,619 72
Interest.....	4,431 44
Dividends.....	35,000 00
New horses and equipments.....	1,050 00
Payments to loan account.....	4,933 49
Municipal taxes.....	3,384 62
State taxes.....	42 00
Total.....	<u>224,066 50</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address:
B. F. Hart.....	Philadelphia.
D. R. Garrison.....	Philadelphia.
F. C. Gillingham.....	Philadelphia.
R. J. Watson.....	Philadelphia.
C. N. Peirce.....	Philadelphia.
Jos. E. Gillingham, President.....	Philadelphia.
B. F. Hart, Vice President.....	Philadelphia.
Richard Torpin, Jr., Secretary and Treasurer.....	Philadelphia.

SOUTH SIDE.

STATE OF PENNSYLVANIA, }
Allegheny County, } ss :

Personally appeared D. Z. Brickell, president, and John C. M'Cutcheon, treasurer, of the South Side 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, 1875, are true to the best of their knowledge and belief.

(Signed)

D. Z. BRICKELL, *President.*

JOHN C. M'UTCHEON, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of February, 1876. }

R. W. M'CONNELL, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$65,000 00
Amount of stock subscribed	41,050 00
Amount paid in as by last report.....	41,050 00
Total amount now paid in of capital stock.....	41,050 00
Funded debt as per last report, and the amount now of funded debt.....	None.
Floating debt as per last report	21,020 55
Due stockholders, assessment.....	16,948 04
The amount now of floating debt, including property debt,	4,945 63
Total amount now of floating and funded debt.	21,893 67
Date and rate per cent. per annum of dividend or dividends :	No dividend.
Number of shares of stock issued.....	821
Par value of each share	\$50 00
Average market value during the year.....	None sold.
Amount paid in on each share	In full.
Amount of capital on which the respective dividends were declared.....	None paid.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$51,384 06	\$51,384 06
Equipment.....	30,467 07	30,467 07
Total cost.....	81,851 13	81,851 13

PASSENGER RAILROAD REPORT.

837

CHARACTERISTICS OF ROAD.

Length of road laid, exclusive of bridge and Fourth avenue,	2.21 miles.
Length of double track, including sidings: All double track.	
Gauge of road.....	5 ft. 2 in.
Weight of rail per yard on main track: Part 30 pounds and part 38 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.....	\$400 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car....	14
Number of other cars.....	1 salt car.
Number of horses owned by the company.....	64
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	15
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of roadway.....	20,000 00
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
Number of trips each day.....	10
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,	40 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Along Thirtieth to Sarah, 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.

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

January, 1875.....	44,285	August, 1875.....	49,157
February, 1875.....	36,773	September, 1875.....	47,792
March, 1875.....	41,134	October, 1875.....	54,409
April, 1875.....	42,584	November, 1875.....	46,999
May, 1875.....	59,949	December, 1875.....	50,234
June, 1875.....	54,933		
July, 1875.....	56,398	Total.....	584,647

The rate of fare for passengers charged:

Single fare.....	5 cents.
Tickets in packages.....	None used.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway.....	\$2,460 02
Repairs of building.....	101 36
Taxes on real estate.....	369 34
Total	<u>2,930 72</u>

Operating the road :

On account of horses	\$215 00
Harness and repairs.....	140 27
Repairs to cars.....	587 99
Horse shoeing	1,795 34
Hay and feed	10,002 54
Office expenses, stationery and depot expenses, including rent on Fourth avenue	893 07
Salaries	1,179 00
Insurance.....	300 00
Watchmen, switchmen, hostlers, pay-roll	3,375 00
General expense of stable.....	778 80
Conductors and drivers.....	6,760 24
Fluid, fuel, oil and gas.....	200 00
Damage for injury of persons.....	51 25
Total	<u>26,278 50</u>
Grand total	<u>29,209 22</u>

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	From pas- sengers.	Rent.	Manure.	Other sources.	Total.
January, 1875.....	\$2,214 26	\$7 00			
February, 1875.....	1,838 67	7 00			
March, 1875.....	2,056 71	7 00			
April, 1875.....	2,129 23				
May, 1875.....	2,997 46	14 00			
June, 1875.....	2,748 74		\$50 00		
July, 1875.....	2,819 88	7 00			
August, 1875.....	2,457 86	14 00			
September, 1875.....	2,389 58				
October, 1875.....	2,720 48	7 00	25 00		
November, 1875.....	2,349 83				
December, 1875.....	2,511 67	10 75			
Total	<u>29,232 37</u>	<u>73 75</u>	<u>75 00</u>	<u>*\$2,314 81</u>	<u>\$31,695 93</u>

* From assessments.

PASSENGER RAILROAD REPORT.

839

SUMMARY OF PAYMENTS.

For construction, dividends, new passenger cars and horses, payments to loan account, payments made to surplus fund, State and United States taxes.	None.
Maintaining the road or real estate of the corporation and operating the road.	\$29,209 22
Interest on balance due on real estate.	250 00
Miscellaneous, payment on real estate.	1,833 33
Municipal taxes.	279 26
Total.	31,571 81

ACCIDENTS.

Others.	Killed. <u>1</u>
--------------	---------------------

1875.

August 19. Boy named Albert Kaufelt ran against horses attached to car No. 8, was knocked down and car passed over him; he died in a few minutes. Accident occurred between 4 and 5 P. M.

PITTSBURG, February 25, 1876.

WILLIAM M'CADLLESS, *Secretary of Internal Affairs* :

DEAR SIR:—By referring to last report you will see that when the South Side railroad company organized they assumed notes of the P. and O. railroad company to amount of \$7,425 00, for which \$15,250 00 bonds were hypothecated; also the interest on the bonds of the P. and O. railroad past due to the amount of \$3,193 75, and bonds and mortgages on the property to the amount of \$8,366 00. (In last report this last amount was put down as \$5,365 48, which was a mistake.) In order to put the road on a good footing, the stockholders agreed at a meeting held November 12, 1874, to pay an assessment of 40 per cent. on their stock, for which they were to take bonds of the South Side Passenger railroad company at 85 cents on the dollar, bearing 7 per cent. interest. On this they raised \$14,633 23. This item is marked "Assessment." On May 20, 1875, they were obliged to make a further assessment of 5 per cent. on the same conditions as the above; by this assessment we collected \$2,314 81. This amount should really be funded debt, although the bonds are not yet issued. Hoping you will understand this, and regretting such a long explanation necessary,

I am yours, very respectfully,

JOHN C. M'UTCHEON, *Treasurer.*

STROUDSBURG

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
D. Z. Brickell.....	Pittsburg, Pa.
John Adams.....	Pittsburg, Pa.
J. R. Thornton.....	Pittsburg, Pa.
A. B. Stevenson.....	Pittsburg, Pa.
Wm. Hammett.....	Pittsburg, Pa.
J. C. M'Cutcheon.....	Pittsburg, Pa.
G. A. Walters.....	Pittsburg, Pa.
D. Z. Brickell, President.....	Pittsburg, Pa.
J. C. M'Cutcheon, Secretary and Treasurer.....	Pittsburg, Pa.

STROUDSBURG.

STATE OF PENNSYLVANIA, }
 Monroe County, } SS :

Personally appeared Jackson Lantz, president, and Thomas A. Bell, treasurer, of the Stroudsburg Passenger railway company, and in due form of law made affirmation, that the statements in the within report, for the financial year ending December 31, 1875, are true, to the best of their knowledge and belief, and where estimates have been made the said estimates are as near correct as they could be made.

(Signed)

JACKSON LANTZ, *President.*

THOS. A. BELL, *Treasurer.*

Affirmed and subscribed before me, this }
 26th day of February, 1876. }

W. B. BELL, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$20,000 00
Amount of stock subscribed.....	20,000 00
Amount paid in as by last report.....	20,000 00
Total amount now paid in of capital stock.....	20,000 00
Funded debt as per last report.....	5,600 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
Bonds, (date of maturity, January 1, 1876,).....	5,600 00
Rate per cent. per annum of interest on funded debt.....	7 per cent.
Date and rate per cent. per annum of dividend or dividends :	
Cash, January 31, 1875.....	10 per cent.
Number of shares of stock issued.....	800
Par value of each share.....	\$25 00
Average market value during the year.....	None sold.
Amount paid in on each share.....	25 00

PASSENGER RAILROAD REPORT.

841

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$13,338 85	\$13,338 85
Equipment.....	9,090 87	9,090 87
Total cost.....	22,429 72	22,429 72

CHARACTERISTICS OF ROAD.

Length of road laid.....	1½ miles.
Length of double track, including sidings.....	1½ "
Gauge of road.....	6 feet.
Weight of rail per yard on main track.....	28 pounds.
Number of car houses, shops and stables.....	1
Number of depots.....	1
Number of first class passenger cars.....	1
Average value of each.....	\$1,000 00
Number of second class passenger cars.....	1
Average value of each.....	\$500 00
Number of passengers that may be seated in each car: 24 in one, and 36 in the other.	
Number of horses owned by the company.....	2
Average value of each, including harness.....	\$200 00
Number of mules owned by the company.....	3
Average value of each, including harness.....	\$175 00
Value of real estate held, exclusive of roadway.....	3,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,000
Average rate of speed adopted by passenger cars, includ- ing stops, (miles per hour,) about.....	6
Number of trips each day.....	5
How many miles does each two horse team make daily? About.....	16
How is track laid, and on what foundation? Ties.	
Average time consumed by cars in passing over the road, about.....	15 minutes.

Describe the route of your road in detail, giving the streets occupied; and connection with other roads: Through Main street, Stroudsburg and East Stroudsburg, where we connect with the Delaware, Lackawanna and Western railroad.

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

January, 1875.....	3,019	August, 1875.....	4,921
February, 1875.....	1,881	September, 1875.....	4,067
March, 1875.....	2,604	October, 1875.....	2,707
April, 1875.....	4,691	November, 1875.....	2,429
May, 1875.....	2,698	December, 1875.....	2,042
June, 1875.....	3,019		
July, 1875.....	4,314	Total.....	38,335

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.....	\$139 37
Taxes on real estate.....	25 52
Total.....	164 89

Operating the road:

Harness and repairs.....	\$36 55
Repairs to cars.....	31 15
Horse shoeing.....	180 74
Hay and feed.....	1,093 49
Office expenses, stationery and depot expenses.....	83 08
Salaries.....	2,543 91
Total.....	3,968 92
Grand total.....	4,133 81

Watchmen, switchmen, hostlers, pay-roll, general expense of stable, conductors and drivers, fluid, fuel, oil and gas, are included in the above.

Receipts on construction and equipment account during the year:

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

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Hauling frt. & coal.	Total.
January, 1875.....	\$192 50	\$4 00	Exchanged for straw.	\$343 12	\$539 62
February, 1875.....	114 53	4 00		421 03	539 56
March, 1875.....	170 22	4 00		338 98	513 20
April, 1875.....	225 10	4 00		291 72	520 82
May, 1875.....	166 55	4 00		209 01	379 56
June, 1875.....	201 48	4 00		96 03	301 51
July, 1875.....	290 38	4 00		158 72	453 10
August, 1875.....	364 45	4 00		206 42	574 87
September, 1875.....	261 12	4 00		206 35	471 47
October, 1875.....	218 05	4 00		427 96	648 01
November, 1875.....	157 50	4 00		387 43	548 93
December, 1875.....	162 28	4 00		376 93	543 21
Total.....	2,522 18	48 00		3,463 70	6,083 86

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation and operating the road	\$4,108 29
For dividends	2,000 00
For municipal taxes	25 52
Total	6,133 81

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jackson Lantz	Stroudsburg, Pa.
Thos. A. Bell	Stroudsburg, Pa.
Wm. B. Bell	Stroudsburg, Pa.
P. S. Postens	Stroudsburg, Pa.
J. Hauser	Stroudsburg, Pa.
S. Fetterman	Stroudsburg, Pa.
Jackson Lantz, President	Stroudsburg, Pa.
Thos. A. Bell, Secretary and Treasurer	Stroudsburg, Pa.

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, 1875, 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 }
20th day of January, 1876. }

ROBERT R. SMITH, *Magistrate.*

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	334,529 44
Total amount now paid in of capital stock	334,529 44
Funded debt as per last report	70,500 00
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October, 1, 1903,)	70,500 00
2d and 3d mortgage bonds, and floating debt as per last report, amount now of floating debt, and total amount now of floating and funded debt	None.

Rate per cent. per annum of interest on funded debt : 1st mortgage	7 per cent.
Date and rate per cent. per annum of dividend or dividends : Cash, \$1 00 in June, and \$1 00 in December.	
Number of shares of stock issued.....	20,000
Par value of each share.....	\$50 00
Average market value during the year.....	33 00
Amount paid in on each share.....	16 75
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 : No separate account kept	\$268,860 60	\$281,011 86

CHARACTERISTICS OF ROAD.

Length of road laid.....	10½ miles.
Length of double track, including sidings	½ "
Gauge of road.....	5 feet 2 inches.
Weight of rail per yard on main track.....	43 lbs.
Number of car houses, shops and stables, (each,)	1
Number of depots.....	2
Number of first class passenger cars.....	23
Average value of each.....	\$800 00
Number of second class passenger cars.....	16
Average value of each.....	\$300 00
Number of passengers that may be seated in each car....	20
Number of other cars: One-horse cars, 8; sweepers, 3...	11
Number of horses owned by the company.....	259
Average value of each, including harness.....	\$100 00
Number of mules owned by the company.....	1
Average value, including harness.....	\$150 00
Value of real estate held, exclusive of roadway.....	130,000 00
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,800
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5½
Number of trips each day.....	335
How many miles does each two horse team make daily....	20
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: One line, 70 minutes; one 78 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : On Fifteenth street from Carpenter street to Columbia avenue ; on Thirteenth from Norris to Carpenter street ; 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 to Thirteenth ; on Locust street from Thirteenth to Fifteenth streets ; on South Broad street, double track from Carpenter to Reed street, single track with turn-outs from Reed street to Wolfe street ; on Carpenter street from Thirteenth to Fifteenth ; on North Broad street, single track with turn-outs from Norris street to Germantown junction ; on Cumberland street from Broad street to Fifteenth street.

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

January, 1875.....	288,500	August, 1875.....	289,594
February, 1875.....	257,004	September, 1875.....	326,890
March, 1875.....	314,290	October, 1875.....	357,156
April, 1875.....	369,874	November, 1875.....	354,182
May, 1875.....	357,364	December, 1875.....	385,151
June, 1875.....	332,362		
July, 1875.....	296,892	Total	<u>3,929,259</u>

The rate of fare for passengers charged :

Single fare.....	7 cents.
Tickets in packages of 4 sold for	<u>25 cents.</u>

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$10,624 37
Repairs of building	None.
Taxes on real estate.....	1,601 70
Total	<u>11,226 07</u>

Operating the road :

On account of horses	\$4,592 50
Harness and repairs.....	1,522 12
Repairs to cars.....	8,406 89
Horse shoeing and blacksmithing	6,681 12
Hay and feed	43,416 34
Office expenses, stationery and depot expenses.....	31,887 81
Salaries: Included in office expenses.	
Watchmen, switchmen, hostlers, pay roll, general expense of stable, and fluid, fuel, oil and gas: Included in depot expenses.	

Insurance	\$781 98
Conductors and drivers	48,023 00
Total	145,311 76
Grand total.....	156,537 83

Receipts on construction and equipment account during the year:
 From stockholders, sale of bonds and other sources..... None.

RECEIPTS.

MONTHS.	From pas- sengers.	Manure.	Rent.	Total.
January, 1875.....	\$15,583 37	\$201 45		\$15,784 82
February, 1875.....	14,277 60	198 05		14,475 55
March, 1875.....	16,904 65	198 05		17,102 70
April, 1875.....	19,992 99	200 60		20,193 59
May, 1875.....	19,297 97	214 20		19,512 17
June, 1875.....	17,909 23	210 80		18,120 03
July, 1875.....	16,493 62			16,493 62
August, 1875.....	15,532 60	411 40		15,944 00
September, 1875.....	17,604 50	203 15		17,807 65
October, 1875.....	19,841 52	200 60		20,042 12
November, 1875.....	19,145 37	211 65		19,357 02
December, 1875.....	20,818 76	203 90	\$420 23	21,442 89
Total.....	213,402 08	2,453 85	420 23	216,276 16

SUMMARY OF PAYMENTS.

For construction.....	\$12,151 26
For maintaining the road or real estate of the corporation, and operating the road.....	156,537 83
For interest.....	4,230 64
For dividends.....	40,000 00
For new passenger cars.....	5,801 60
For payments to loan account, miscellaneous and payments made to surplus funds.....	None.
For municipal taxes.....	1,425 00
State taxes.....	3,604 14
Total	223,750 47

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
S. J. Megargee.....	Philadelphia, Pa.
H. L. Hornberger.....	Philadelphia, Pa.
R. Cresswell.....	Philadelphia, Pa.
Jno. E. Fox.....	Philadelphia, Pa.
B. S. Kunkel.....	Philadelphia, Pa.
Thomas W. Ackley, President.....	1017 S. Broad st., Philadelphia, Pa.
D. Boyer Brown, Sec. and Treas.....	1017 S. Broad st., Philadelphia, Pa.

UNION.

STATE OF PENNSYLVANIA, }
Philadelphia County. } ss :

Personally appeared W. 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 ——— 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 }
 1st day of February, 1876. }

J. R. MASSEY, *Alderman.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$1,250,000 00
Amount of stock subscribed.....	1,250,000 00
Amount paid in as by last report.....	425,000 00
Total amount now paid in of capital stock.	425,000 00
Funded debt as per last report.....	500,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, 1884,) \$300,000	
Debenture bonds, (date of maturity, 1881)....	200,000
	500,000 00
Floating debt as per last report, and the amount now of floating debt.....	None.
Ground rent and mortgages on real estate.....	65,000 00
Total amount now of funded debt.....	565,000 00
Rate per cent. per annum of interest on funded debt, 1st mortgage, 6 ; debenture, 7.	
Date and rate per cent. per annum of dividend or dividends :	
Cash, Jan., 1875, \$4 on 25,000 shares, \$100,000 ; July, 1875, \$4 on 25,000 shares, \$100,000.....	200,000 00
Number of shares of stock issued.....	25,000
Par value of each share.....	\$50 00
Average market value during the year.....	92 00
Amount paid in on each share: 20,000 shares, \$25 per share ; on 5,000 shares; \$5 per share.	

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report
Construction	\$625,445 24	\$675,579 59
Equipment	307,205 85	328,993 04
Real estate.....	369,153 04	389,292 23
Total cost.....	1,301,804 13	1,393,864 86

CHARACTERISTICS OF ROAD.

Length of road laid.....	41 miles.
Gauge of road.....	5 feet 2 in.
Weight of rail per yard on main track.....	43 and 53 lbs.
Number of car houses, shops and stables.....	7
Number of depots.....	4
Number of first class passenger cars.....	96
Average value of each.....	\$700 00
Number of second class passenger cars.....	53
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.....	886
Average value of each, including harness	\$100 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway.....	\$389,292 23
Average weight in pounds of passenger cars, exclusive of passengers and baggage.....	4,500 pounds.
Average rate of speed adopted by passenger cars, including stops, (miles per hour).....	5 miles.
Number of trips each day, over.....	1,000
How many miles does each two-horse team make daily? an average of about	20
How is track laid and on what foundation? white and yellow pine stringers and cross-ties.	
Average time consumed by cars in passing over the road : about two hours on main line.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : One line, Fairmount to Navy Yard *via* Brown, Twenty-third, Wallace, Franklin, Seventh, Federal and Front streets ; returns *via* Wharton, Ninth, Spring Garden, Twenty-third and Brown streets. One line runs from Richmond to Baltimore depot *via* Thompson, Marlborough, Belgrade, Frankford avenue, Master, Franklin, Seventh, Passayunk avenue, Ellsworth and Broad streets ; returns *via* Broad, Christian, Ninth,

Spring Garden, Seventh, Oxford, Fourth, Norris, Memphis, York, Cedar and Somerset streets to Richmond. One line runs from Twenty-third and Columbia avenue to Front and Market streets *via* Columbia avenue, Franklin, Seventh, Market street to Front; returns *via* Market, Ninth, Spring Garden, Seventh, Columbia avenue and Twenty-third streets. One line runs on Jefferson street from Twenty-fourth to Franklin, to Thompson, to Front, to Columbia avenue, to Franklin, to Master, to Twenty-third streets. One line runs from Seventh and M'Kean street *via* M'Kean to Ninth, Ellsworth, Twenty-third, Christian, Seventh and M'Kean streets. Also the Poplar and Spring Garden street line runs from the park on Brown street, Twenty-third, Wallace, Twenty-second, Spring Garden, Seventh, Poplar, Twenty-ninth and Brown streets.

Monthly statement of passengers (all classes) carried in cars for the year.

January, 1875.....	715,460	August, 1875.....	991,407
February, 1875.....	717,775	September, 1875.....	844,758
March, 1875.....	743,184	October, 1875.....	848,776
April, 1875.....	1,044,800	November, 1875.....	1,000,689
May, 1875.....	887,199	December, 1875.....	812,658
June, 1875.....	1,158,447		
July, 1875.....	872,626	Total.....	<u>10,685,818</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.....	\$21,555 80
Repairs of building.....	2,478 23
Taxes on real estate.....	18,812 16
Total	<u>42,846 19</u>

Operating the road :

On account of horses	\$17,146 84
Repairs to cars.....	18,059 89
Horse shoeing,	20,418 04
Hay and feed.....	133,115 73
Office expenses, stationery and depot expenses.....	17,754 92
Salaries.....	14,000 00
Insurance.....	3,171 52
Watchmen, switchmen, hostlers, pay-roll.....	58,070 71
General expense of stable, included in above item.	

Conductors and drivers	\$150,313 41
Fluid, fuel, oil and gas	4,238 13
Damage for injury of persons	1,794 97
Total	480,930 35
Grand total	523,776 54

RECEIPTS.

MONTHS.	From passengers.	Rent	Manure.	Total.
January, 1875.....	\$50,973 05			\$50,973 05
February, 1875	46,769 99		\$31 25	46,851 24
March, 1875.....	54,967 45		53 33	55,020 78
April, 1875.....	57,906 66		1,733 68	59,640 34
May, 1875.....	64,881 84		55 83	64,937 67
June, 1875.....	64,076 39		54 17	64,130 56
July, 1875.....	62,726 87		53 33	62,780 20
August, 1875.....	58,048 54		54 17	58,102 71
September, 1875.....	59,729 44		1,398 87	61,128 31
October, 1875.....	60,088 85		53 33	60,140 18
November, 1875.....	55,950 47		54 17	56,004 64
December, 1875.....	59,030 72	\$33 55	2,283 84	61,348 11
Total	695,148 27	33 55	5,875 87	701,057 79

SUMMARY OF PAYMENTS.

For construction, equipment and real estate	\$92,060 73
For maintaining the road or real estate of the corporation, and operating the road	480,930 35
For interest.....	36,390 05
For dividends.....	200,000 00
For new passenger cars and horses, included in equipment.	
Total	809,381 13

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Jacob E. Ridgway.....	Philadelphia.
William H. Kemble	Philadelphia.
Ridgway Gibbs.....	Philadelphia.
Charles Welsh	Philadelphia.
M. H. Taggart.....	Litiz, Pa.
William V. M'Grath, President.....	Philadelphia.
Jacob E. Ridgway, Vice President.....	Philadelphia.
Charles Welsh, Secretary and Treasurer.....	Philadelphia.

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 ———, 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 }
5th day of January, 1876. }

ORZO NESMITH, *Notary Public.*

STOCK AND DEBT:

Capital stock as authorized by law.....	\$50,000 00
Amount of stock subscribed.....	20,000 00
Amount paid in as by last report.....	17,000 00
Total amount now paid in of capital stock.....	17,000 00
The amount now of floating debt: Amount not settled, about.....	600 00
Date and rate per cent. per annum of dividend or dividends, and number of shares of stock issued.....	None.
Par value of each share.....	\$50 00
Average market value during the year.....	Not known.
Amount paid in on each share.....	\$39 67

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$17,000 00	\$17,000 00

CHARACTERISTICS OF ROAD.

Length of road laid.....	3,000 feet.
Gauge of road.....	4 ft. 8½ inches.
Weight of rail per yard on main track.....	20 pounds.
Number of car houses, shops and stables.....	1
Number of second class passenger cars.....	2
Average value of each.....	\$600 00
Number of passengers that may be seated in each car....	12
Number of horses owned by the company.....	2
Average value of each, including harness.....	\$150 00

Average rate of speed adopted by passenger cars, including stops, (miles per hour,) Not known.
 Number of trips each day : No regular time.
 How many miles does each horse make daily ? About. 12
 How is track laid and on what foundation..... Dirt
 Average time consumed by cars in passing over the road, 10 minutes.

Describe the route of your road in detail, giving the streets occupied, and connection with other roads : From a point on Second street opposite S. Water's house ; thence up Second street to Water street ; thence down Water street to the P. and E. railroad ; also branch up Union street to B., D. and P. railroad.

Monthly statement of passengers (all classes) carried in cars for the year :
 Keep no account ; no distinction made on account of race, color or former state of servitude.

The rate of fare for passengers charged :
 Single fare 5 to 10 cents.
 Tickets in packages of 10 sold for..... 50 "

The company ceased running cars on the road the 1st of December, 1874, and turned the horses, cars, &c., over to a driver, who had the use of the railroad for what he could make. I called on him for a statement, but he could give none, except that he had not earned wages since he took it. He pays no rent, and does nothing towards repairing or keeping the track in order.

NAMES OF OFFICERS.

G. R. Witmore.....President.
 I. S. Alden.....Secretary and Treasurer.

WEST END.

STATE OF PENNSYLVANIA, } ss :
 _____ County, }

Personally appeared John T. Hampton, president, and Joseph R. Muffley, treasurer, of the West End Passenger railway company, and in due form of law made oath, that the statements in the within report, ending 30th April, 1876, are true to the best of their knowledge and belief.

(Signed) JOHN T. HAMPTON, *President.*
 J. R. MUFFLEY, *Treasurer.*

Sworn and subscribed before me, this }
 20th day of May, 1876. }

JOHN A. BELL, *Notary Public.*

PASSENGER RAILROAD REPORT.

853

STOCK AND DEBT.

Capital stock as authorized by law, 10,000 shares at \$50 per share.....	\$500,000 00
Amount of stock subscribed, 6,823 shares at \$50 per share,	341,150 00
Total amount now paid in of capital stock.....	169,348 50
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, October 1, 1905,)	16,800 00
The amount now of floating debt.....	75,806 67
Total amount now of floating and funded debt.....	92,606 67
Rate per cent. per annum of interest on funded debt, 1st mortgage, 7 per cent.	
Number of shares of stock issued.....	6,823
Par value of each share.....	\$50 00
Average market value during the year: Not on the market, sold at subscription price.....	25 00
Amount paid in on each share.....	25 00
Amount of capital on which the respective dividends were declared: No dividends.	

COST OF ROAD AND EQUIPMENT.

	By present report.
Construction.....	\$226,911 51
Equipment.....	23,497 59
Total cost.....	250,419 10

CHARACTERISTICS OF ROAD.

Length of road laid: Main line 9, miles; Centennial Narrow Gauge, 6 miles.	
Length of double track, including sidings; Centennial Narrow Gauge, 3½ miles.	
Gauge of road: Main line, 5 feet 2 inches; Centennial Narrow Gauge, 3 feet.	
Weight of rail per yard on main track, 43 lbs.; Centennial Narrow Gauge, 35 lbs:	
Number of car houses, shops and stables.....	2
Number of depots.....	2
Number of first class passenger cars: Main line, 5 on road, 20 in shop; Centennial line, 36 cars.	
Average value of each: Main line, \$950; Centennial, \$1,300.	

Number of second class passenger cars and mules owned by the company.....	None.
Number of passengers that may be seated in each car: Main line, 20; Centennial, 100.	
Number of other cars.....	1 sweeper.
Number of horses owned by the company.....	77
Average value of each, including harness.....	\$100 00
Value of real estate held, exclusive of roadway.....	33,000 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).....	5½
Number of trips each day: Not fully in operation.	
How many miles does each two horse team make daily: Not fully in operation.	
How is track laid, and on what foundation? Yellow pine stringers, cross-ties and gravel	
Average time consumed by cars in passing over the road: Not fully in operation.	

ROUTE OF THE RAILWAY.

The Zoological Garden line, on which cars are running, commences at Woodland's cemetery on Baltimore avenue, thence to Fortieth street and Baltimore avenue, north from Baltimore avenue to Locust street, thence east to Thirty-sixth street, north on Thirty sixth street to Powelton avenue, east on Powelton avenue to Thirty-fifth street, north on Thirty-fifth street to Zoological Garden. Return by double track on Thirty-fifth street, south to Eadline street, east on Eadline to Thirty-third street, thence south on Thirty-third to Walnut, west on Walnut to Thirty-sixth, thence south to Locust street, west on Locust to Thirty-eighth street, south on Thirty-eighth to Woodland avenue, west on Woodland avenue to Baltimore avenue—having lateral lines connecting at South street bridge for travel from all that portion of the city east of the Schuylkill and south of Pine street.

The Fairmount Park line, now ready for cars, commences at South street bridge with double track to Thirty-fourth and Spruce streets, west on Spruce to Thirty-eighth street, (this part not yet laid,) north on Thirty-eighth street to Lancaster avenue, thence on Lancaster avenue to Forty-first street, thence northwardly on Forty-first street to main entrance to the Centennial grounds on Elm avenue, and extends along the entire front of the Centennial buildings and Fairmount Park by double track to George's Hill, returning to main entrance to Fortieth street, thence southwardly on Fortieth street to Locust, thence east on Locust street to Thirty-sixth,

south on Thirty-sixth to Spruce street, (not yet laid,) to place of beginning. The charter also gives the right to build a double track on Baltimore avenue to Angora.

Connections.

The West End railway will make close connection with Spruce and Pine, and Lombard and South Street railways—being the only direct route *via* South street bridge for travel from southern portion of the city to Zoological Gardens, Woodland's Cemetery, Centennial Grounds and Fairmount Park. Market Street and Chestnut and Walnut Street railways for Zoological Gardens; Race and Vine Street, for Cathedral Cemetery.

The Centennial Line.

The West End Passenger railway company have also entered into a contract with the Centennial Board of Finance of the United States Centennial Commission, by which they have the exclusive right to construct and operate a double track narrow gauge railway within the Exhibition grounds, which are being enclosed with a neat fence, ten feet high. The railway will traverse the entire circle from building to building, a distance of about three and one-half miles—providing rapid transit by steam power, and convey passengers to all parts. The equipment will be eight handsome engines and thirty-eight cars, the use of same which are tendered the company, free of cost, by various locomotive and car-builders of the country. These engines and cars will comprise the most complete and perfect trains in the world, as they are built by the various manufacturers purposely for competition and exhibition.

The carriage concourse is placed outside the enclosure, and all vehicles, from the very nature of the arrangement of the grounds and walks, must of necessity be entirely excluded from the Centennial Grounds; hence this railway will be the only means of transportation within the enclosure. With the above number of cars the company can convey over six thousand passengers per hour, and as the multitude to visit the different buildings will find it necessary to use the cars a number of times, it is reasonable to believe the railway will be crowded to its fullest capacity during the Exhibition. Over four miles of this line are laid, and all will be completed and handsomely equipped before the Centennial Exhibition opens.

Monthly statement of passengers (all classes) carried in cars for the year:
Not in operation last year, just arranging to open the road.

The rate of fare for passengers charged:

Single fare: On main line, 7 cents; on Centennial Branch, 5 cents.

Tickets in packages of four sold for 25 cents on main line; on Centennial, 5 tickets for 25 cents.

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road-bed and railway : Included in construction.

Repairs of building : Erecting new buildings.

Operating the road :

On account of horses : Purchasing horses now, and making arrangements.

Harness and repairs : Purchasing harness now, and making arrangements.

Repairs to cars : To start the road, and are included in the amount paid for equipment.

Office expenses, stationery expenses, salaries and insurance, \$19,401 57

Hay, feed, horse shoeing, depot expenses, watchmen, switchmen, hostlers, pay-roll, general expense of stable, conductors, drivers, fluid, fuel, oil and gas : Included in conducting transportation account..... 11,955 70

Damages for injuries of persons..... None.

Receipts on construction and equipment account during the year :

From stockholders..... \$169,348 50

Sale of bonds..... 15,328 55

Other sources..... 77,929 15

RECEIPTS.

Not in operation.

SUMMARY OF PAYMENTS.

For construction..... \$226,911 51

For interest..... 9,824 93

For dividends, payments to loan account, payments made to surplus fund and total amount of surplus fund..... None.

For new passenger cars and horses..... 23,497 59

For miscellaneous..... 31,357 27

NAMES AND RESIDENCE OF OFFICERS.

Directors.

Post office address.

John T. Hampton N. W. cor. 12th and Arch sts., Phila.

Jos. D. Thornton..... 1425 Poplar st., Phila.

R. W. Flower, Jr..... 3411 Baring st., Phila.

S. T. Muffly..... 208 S. Fourth st., Phila.

B. H. Jenks..... 402 Locust st., Phila.

R. N. Carson..... 10 S. Third st., Phila.

C. S. Bradford, Jr..... West Chester, Pa.

B. C. Reeve..... Camden, N. J.

P. I. Patton..... Philadelphia, Pa.

John T. Hampton, President..... N. W. cor. 12th and Arch sts., Phila.

R. W. Flower, Jr., Vice President... 3411 Baring st., Phila.

J. R. Muffly, Sec'y and Treasurer... 3820 Locust st., Phila.

WEST PHILADELPHIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared John S. Morton, president, and Samuel P. Huhn, treasurer, of the West Philadelphia Passenger railway company, and in due form of law made affirmation that the statements in the within report, for the financial year ending October 31, 1875, are true to the best of their knowledge and belief.

(Signed,)

JOHN S. MORTON, *President.*

SAMUEL P. HUHNS, *Treasurer.*

Affirmed and subscribed before me, this }
 29th day of December, 1875. }

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, 1878,) ..	100,000 00
Floating debt as per last report, and 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 22, 1875, \$5 00 per share; July 23, \$5 00 per share.	
Number of shares of stock issued	8,000
Par value of each share	\$50 00
Average market value during the year	130 00
Amount paid in on each share	50 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.
Construction and equipment, (this account is not kept separate,)	\$609,925 66	\$647,921 50

WEST PHILADELPHIA

CHARACTERISTICS OF ROAD.

Length of road laid	16 miles.
Length of double track, including sidings.....	5½ "
Gauge of road.....	5 feet, 2½ in.
Weight of rail per yard on main track.....	44 pounds.
Number of car houses, shops and stables: 2 car houses; 4 shops; 4 stables	
Number of depots.....	1
Number of first class passenger cars, (average number used 65,)	75
Average value of each.....	\$1,000 00
Number of second class passenger cars.....	None.
Number of passengers that may be seated in each car.	22
Number of other cars: 4 track sweepers; 2 track cleaners; 1 truck.	
Number of horses owned by the company.	537
Average value of each, including harness.....	\$150 00
Number of mules owned by the company, and average value of each, including harness.....	None.
Value of real estate held, exclusive of roadway.....	\$241,166 48
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	5,000 00
Average rate of speed adopted by passenger cars, including stops, (miles per hour,)	6
Number of trips each day, each car: Main line, 9; Park line, 3; Haddington, 6½.	
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, per trip: Main line, 78 minutes; Park line, 90 minutes; Haddington line, 128 minutes.	

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Main line, from depot, Forty-first street and Haverford avenue, down Forty-first street to Market to Front, returning by same route. Centennial and Park line, Concourse, Belmont and Elm avenues, down Elm avenue to Fortieth street, to Market to Front, returning on Market to Forty-first street to Elm avenue to Concourse. Haddington line from Front out Market to Forty-first street, to Haverford avenue, to Sixty-seventh street, returning to Sixty-fifth street, to Vine, to Haverford avenue, to Forty-first street, to Market to Front street,

PASSENGER RAILROAD REPORT.

859

Monthly statement of passengers (all classes) carried in cars for the year, (approximated:)

November, 1874	677, 887	June, 1875.....	754, 236
December, 1874.....	674, 680	July, 1875.....	792, 018
January, 1875.....	573, 680	August, 1875.....	766, 167
February, 1875.....	518, 916	September, 1875.....	806, 384
March, 1875.....	627, 256	October, 1875.....	866, 427
April, 1875.....	688, 530		
May, 1875.....	747, 540	Total.....	<u>8,493,721</u>

The rate of fare for passengers charged:

Single fare.....	7 cents.
Tickets in packages of four sold for.....	25 "
Exchange tickets.....	9 "

EXPENSES.*

Maintaining the road or real estate of the corporation:

Repairs of road-bed and railway	\$17,720 46
Repairs of building.....	3,947 11
Taxes on real estate	3,489 69
Total	<u>25,157 26</u>

Operating the road:

On account of horses.....	\$21,382 50
Harness and repairs	2,898 75
Repairs to cars.....	18,253 00
Horse shoeing	12,132 82
Hay and feed.....	63,181 07
Office expenses, stationery and depot expenses	34,092 02
Smith shop jobbing department.....	1,416 66
Insurance	2,300 00
General expense of stable	36,112 56
Conductors and drivers	103,763 75
Fluid, fuel, oil and gas.....	3,916 83
Damage for injury of persons.....	265 00
Total	<u>299,714 96</u>
Grand total.....	<u>324,872 22</u>

Receipts on construction and equipment account during the year:

From stockholders, sale of bonds and other sources.....	None.
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* The above expenses are for labor and materials, including materials remaining on hand October 31, 1875.

WEST PHILADELPHIA

RECEIPTS.

MONTHS.	From passengers.	Rent.	Manure.	Other sources.	Total.
November, 1874.....	\$33,894 33	.....	.....	.....	.....
December, 1874.....	33,734 00	.....	.....	.....	.....
January, 1875.....	28,684 02	.....	.....	.....	.....
February, 1875.....	25,945 80	.....	.....	.....	.....
March, 1875.....	31,362 82	.....	.....	.....	.....
April, 1875.....	34,426 49	.....	.....	.....	.....
May, 1875.....	37,376 89	.....	.....	.....	.....
June, 1875.....	37,712 82	.....	.....	.....	.....
July, 1875.....	39,600 89	.....	.....	.....	.....
August, 1875.....	38,308 23	.....	.....	.....	.....
September, 1875.....	40,319 20	.....	.....	.....	.....
October, 1875.....	43,321 33	.....	.....	.....	.....
Total.....	424,686 82	\$500 00	\$4,319 48	\$2,391 66	\$431,897 96

SUMMARY OF PAYMENTS.

For construction.....	\$37,995 84
For maintaining the road or real estate of the corporation, and operating the road.....	324,872 22
For interest.....	7,000 00
For dividends.....	80,004 00
For ground rent.....	857 00
For miscellaneous.....	8,128 18
For municipal taxes, (exclusive of taxes on real estate,)*..	6,858 25
For State taxes.....	6,840 00
Total.....	472,555 49

Total amount of surplus fund, to the credit of the Commissioners of the Sinking Fund..... \$16,910 33

ACCIDENTS

	Injured.
Passengers.....	2

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John S. Morton.....	No. 1914 Arch street, Philadelphia.
John F. Gross.....	68th and Hamilton sts., Philadelphia.
Samuel Baugh.....	No. 2025 Chestnut street, Philadelphia.
James G. Hardle.....	No. 633 Market street, Philadelphia.
Benjamin Griffith.....	No. 1503 N. Seventh st., Philadelphia.
W. M. Wright.....	No. 622 N. Eighteenth st., Philadelphia.
James Rhoads.....	72d and Haverford av., Philadelphia.
W. J. Swain.....	Third and Chestnut sts., Philadelphia.
Stephen Paullin.....	No. 111 Market street, Philadelphia.
John S. Morton, President.....	No. 1914 Arch street, Philadelphia.
Samuel P. Huhn, Treasurer.....	No. 3726 Baring street, Philadelphia.
B. F. Stokes, Secretary.....	No. 4056 Aspen street, Philadelphia.
M. English, General Sup't.....	No. 36 N. Fortieth street, Philadelphia.
James T. Gorman, Ass't Sup't.....	No. 4052 Haverford av., Philadelphia.

* The taxes on real estate are given in "Maintaining the road or real estate of the corporation," etc.

WILKESBARRE AND KINGSTON.

STATE OF PENNSYLVANIA, }
Luzerne County, } ss:

Personally appeared William 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, 1875, 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 }
 15th day of January, 1876. }

E. S. PARSONS, *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, the amount now of funded debt, floating debt as per last report, the amount now of floating debt, total amount now of floating and funded debt, and rate per cent. per annum of interest on funded debt	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, January 15, 1875.....	5 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	100,000 00

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.....	94,833 37	94,833 37

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.....	\$700 00
Number of second class passenger cars	2
Average value of each.....	\$600 00
Number of passengers that may be seated in each car....	30 and 16
Number of other cars.....	None.
Number of horses owned by the company	16
Average value of each, including harness.....	\$125 00
Number of mules owned by the company.....	None.
Value of real estate held, exclusive of roadway	10,000 00
Average weight in lbs. of passenger cars, exclusive of passengers and baggage.....	3,500
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? Oak stringers and ties.	
Average time consumed by cars in passing over the road..	<u>20 minutes.</u>

Describe the route of your road in detail, giving the streets occupied, and connection with other roads: Starting at depot of Lackawanna and Bloomsburg railroad, at Kingston, through Willow street to public highway; thence by side of said highway to Wilkesbarre, owning right of way; thence across bridge to Market street, and through Market street to public square; from thence out Market and Northampton streets to the depots of the Lehigh and Susquehanna and Lehigh Valley railroads; also, from the public square down Main street, through South Wilkesbarre, to the canal bridge and depots.

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

January, 1875.....	23,360	August, 1875.....	24,250
February, 1875.....	18,100	September, 1875.....	28,500
March, 1875.....	12,370	October, 1875.....	25,850
April, 1875.....	13,250	November, 1875.....	23,000
May, 1875.....	21,150	December, 1875.....	23,300
June, 1875.....	20,700		
July, 1875.....	27,300	Total	<u>266,130</u>

PASSENGER RAILROAD REPORT.

863

EXPENSES.

Maintaining the road or real estate of the corporation :

Repairs of road bed and railway	\$1,100 00
Taxes on real estate	125 00
Total	<u>1,125 00</u>

Operating the road :

On account of horses.....	\$650 75
Harness and repairs.....	150 25
Horse shoeing.....	365 10
Hay and feed.....	4,232 25
Office expenses, stationery and depot expenses.....	510 40
Salaries.....	1,800 00
Insurance.....	125 25
Watchmen, switchmen, hostlers, pay-roll.....	901 05
General expense of stable.....	125 40
Conductors and drivers.....	3,309 10
Fluid, fuel, oil and gas.....	102 17
Total	<u>12,271 72</u>
Grand total.....	<u>13,396 72</u>

Receipts on construction and equipment account during the year :

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

RECEIPTS.

MONTHS.	From pas- sengers.	Other sources.*	Total.
January, 1875.....	\$1,953 33	\$360 00	.....
February, 1875.....	1,546 08	.....	.....
March, 1875.....	808 58	.....	.....
April, 1875.....	1,225 35	25 00	.....
May, 1875.....	1,652 88	.....	.....
June, 1875.....	1,705 73	50 00	.....
July, 1875.....	1,914 60	100 00	.....
August, 1875.....	1,905 82	.....	.....
September, 1875.....	2,133 00	50 00	.....
October, 1875.....	2,033 25	.....	.....
November, 1875.....	2,001 75	25 00	.....
December, 1875.....	2,303 00	.....	.....
Total	21,183 37	610 00	\$21,793 37

SUMMARY OF PAYMENTS.

For maintaining the road or real estate of the corporation, and operating the road.....	\$13,496 72
For interest.....	None.

WILLIAMSPORT

For dividends.....	\$5,000 00
For miscellaneous.....	1,300 00
For payments made to surplus fund.....	1,425 00
For municipal taxes.....	121 65
For State taxes.....	450 00
Total.....	<u>21,793 37</u>
Total amount of surplus fund.....	<u>\$6,425 00</u>

ACCIDENTS.

	Killed.	Injured.
Others.....	<u>1</u>	<u>1</u>

Samuel Washburn, was run over and had one leg injured so that it was amputated; accident occurred 23d October, 1875—cause, drunkenness.

Thomas Ryan, was killed November 5, 1875, by throwing himself under the car while in motion; cause, drunkenness.

• NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. J. Harvey.....	Wilkesbarre, Pa.
J. B. Smith.....	Kingston, Pa.
W. S. Hillard.....	Wilkesbarre, Pa.
J. C. Phelps.....	Wilkesbarre, Pa.
John Espy.....	Wilkesbarre, Pa.
E. P. Darling.....	Wilkesbarre, Pa.
H. H. Harvey.....	Wilkesbarre, Pa.
R. J. Fleck.....	Wilkesbarre, Pa.
Wm. J. Harvey, President.....	Wilkesbarre, Pa.
A. J. Davis, Secretary and Treasurer.....	Wilkesbarre, Pa.

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WILLIAMSPORT.

STATE OF PENNSYLVANIA, }
 Lycoming County, } ss:

Personally appeared Peter Herdic, president, and Hermon Hinckley, treasurer, of the Williamsport Passenger railway company, and in due form of law made oath, that the statements in the within report, for the financial year ending October 31, 1875, are true to the best of their knowledge and belief.

(Signed)

P. HERDIC, *President.*

H. HINCKLEY, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of February, 1876. }

F. HESS, *Recorder.*

PASSENGER RAILROAD REPORT

865

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, the amount now of funded debt	None.
Floating debt as per last report	1,419 12
The amount now of floating debt	1,999 39
Total amount now of floating and funded debt	1,999 39
Date and rate per cent. per annum of dividend or dividends:	None declared.
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
Amount of capital on which the respective dividends were declared	None declared.

COST OF ROAD AND EQUIPMENT.

	By last report.	By present report.
Construction	\$29,158 73	\$29,835 65
Equipment	13,159 47	13,286 12
Total cost	<u>42,318 20</u>	<u>43,121 77</u>

CHARACTERISTICS OF ROAD.

Length of road laid	2 miles 794 ft.
Length of track, including sidings	500 feet.
Gauge of road	4 feet 8½ in.
Weight of rail per yard on main track	16 pounds.
Number of car houses, shops and stables	1
Number of depots	1
Number of first class passenger cars	None.
Number of second class passenger cars	5
Average value of each	\$600 00
Number of passengers that may be seated in each car,	16
Number of other cars, (two-horse out of use,)	4
Number of horses owned by the company	16
Average value of each, including harness	\$100 00
Number of mules owned by the company	1
Average value of each, including harness	\$175 00
Value of real estate held, exclusive of roadway	None owned.

Average weight in lbs. of passenger cars, exclusive of passengers and baggage	2,830
Average rate of speed adopted by passenger cars, including stops, (miles per hour,).....	5 miles.
Number of trips each day: Each car	15
How is track laid, and on what foundation? T rail, on oak ribbons, in Nicholson pavement.	

Describe the route of your road in detail, giving the streets occupied and connection with other roads: Commencing on East Third street at Railroad street; thence up Third to Pine; thence up Pine to Fourth; thence up Fourth to intersection of P. and E. railroad with a branch on Herdic street, connecting with P. and E. railroad depot.

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

November, 1874	16,632	June, 1875	24,796
December, 1874.....	18,689	July, 1875	25,124
January, 1875	13,105	August, 1875.....	23,963
February, 1875	10,790	September, 1875.....	21,609
March, 1875.....	10,933	October, 1875.....	19,819
April, 1875	14,948		
May, 1875.....	19,261	Total	218,689

The rate of fare for passengers charged:

Single fare	5 cents.
Tickets in packages of 20 sold for.....	\$1 00

EXPENSES.

Maintaining the road or real estate of the corporation:

Repairs of road bed and railway.....	\$118 66
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Operating the road:

On account of horses	\$652 35
Harness and repairs	105 84
Repairs to cars	494 37
Horse shoeing	398 24
Hay and feed.....	3,133 55
Office expenses, stationery and depot expenses	20 75
Salaries	1,500 00
General expense of stable.....	2,084 16
Conductors and drivers	2,397 24
Fluid, fuel, oil and gas.....	168 60
Total	11,073 76
Grand total.....	11,192 42

PASSENGER RAILROAD REPORT.

837

RECEIPTS ON CONSTRUCTION AND EQUIPMENT ACCOUNT DURING THE YEAR.

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

RECEIPTS—FROM PASSENGERS.

November, 1874	\$831 59
December, 1874.....	834 45
January, 1875	655 25
February, 1875.....	539 49
March, 1875.....	546 66
April, 1875.....	747 42
May, 1875	963 03
June, 1875	1,239 81
July, 1875.....	1,256 18
August, 1875.....	1,198 16
September, 1875	1,130 44
October, 1875.....	990 96
Total	<u>10,933 44</u>

SUMMARY OF PAYMENTS.

For construction	\$676 92
For maintaining the road or real estate of the corporation, and operating the road.....	11,073 76
For State taxes.....	23 91
Total.....	<u>11,774 59</u>

ACCIDENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Peter Herdic	Williamsport, Pa.
Horace E. Taylor.....	Williamsport, Pa.
H. J. Perkins.....	Grand Rapids, Mich.
H. Hinckley	Williamsport, Pa.
Peter Herdic, President.....	Williamsport, Pa.
Hermon Hinckley, Secretary and Treasurer	Williamsport, Pa.

CANAL REPORTS.

CANAL REPORTS.

DELAWARE AND HUDSON.

STATE OF NEW YORK, }
City and County of New York, } 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, 1875, are true to the best of their knowledge and belief.

(Signed)

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

Sworn and subscribed before me, this }
 22d day of January, 1876. }

JOHN A. PATTISON,
Commissioner for the State of Pennsylvania.

STOCK AND DEBT.

Capital stock as authorized by law.....	Unlimited.
Amount of stock subscribed, for canal and railroad combined.....	\$20,000,000 00
Total amount now paid in of capital stock, for canal and railroad combined.....	20,000,000 00
The amount now of funded debt, (classified and date of maturity,) as follows :	
Debenture bonds, (date of maturity, 1878,)	\$434,000 00
1st mortgage bonds, (date of maturity, 1877,)	1,500,000 00
1st mortgage bonds, (date of maturity, 1884,)	3,500,000 00
1st mortgage bonds, (date of maturity, 1891,)	5,000,000 00
1st mortgage bonds, (date of maturity, 1894,)	4,682,000 00
	<u>15,116,000 00</u>

The amount now of floating debt.....	None.
Average rate per cent. per annum of interest on funded debt: 1st mortgage and other bonds.....	7 per cent.
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.....	200,000
Par value of each share.....	\$100 00
Amount paid in on each share.....	100 00
Amount of capital on which the respective dividends were declared.....	<u>20,000,000 00</u>

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures.....	6,339,210 49
Cost of canal boats.....	347,137 87
	<u>6,686,348 36</u>

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Honesdale, Pa., to Ed- dyville, N. Y.....	108 miles.
Length of main line of canal in Pennsylvania.....	25 "
Number of branch canals and canals leased by the company,	None.
Width of canal at top water line, average about.....	48 feet.
Width of canal on bottom.....	32 "
Depth of water.....	6 "
Length and breadth of locks: 100 feet long between gates, 15 feet wide, 6 ascending, 15½ feet wide.	
Number of basins: About ⅓ of whole length of canal.	
Number of lock houses, 92; store houses, 13; other houses, 30; total.....	135
Number of locks: Lift, 107; stop, 21; guard, 2; weigh, 2; total.....	132
Number of waste-ways.....	110
Number of over-flows, (including those of reservoir dams,)	10
Number of lineal feet of over-flows, (including those of reservoir dams.....	300
Number of bridges.....	136
Number of culverts, (including wood trunk.....	31
Number of dams, (including reservoir dams,).....	40
Number of aqueducts: 4 wire suspension and 18 wood trunk; total.....	22
Number of lineal feet of aqueduct superstructure, about..	2,000
Number of miles of slackwater.....	3

CANAL REPORT.

873

Number of boats owned by the company.....	900
Number of boats owned and run by private parties.....	200
Average tonnage of boats.....	127 $\frac{9}{10}$
Navigation opened.....	April 12.
Navigation closed.....	Dec. 1.
Feet of lockage on main line of canal, (excluding 58 feet ascending summit).....	1,028
Value of real estate held by the company, exclusive of canal and used for reservoir purposes.....	\$52,562 83
Are the locks of wood, cut stone or composite?.....	Both.
Give the number of each kind: 12 cut stone, 94 composite lift, 1 stone, 1 composite guard and 2 stone weigh locks.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Number of tons of 2,000 pounds of through freight for the year on main canal: Not separately returned.	
Gross amount of tonnage for the year, including branches and leased canals, (2,000 pounds per ton).....	1,806,294

THE AMOUNT OF FREIGHT, SPECIFYING THE QUANTITY IN TONS OF 2,000 POUNDS.

Lumber.....	19,146	Lime and limestone.....	1,487
Anthracite coal.....	1,602,948	Manufactures & merchandise..	103,423
Bituminous coal.....	1,174	Other articles.....	48,309
Cord wood.....	28,200		
Other iron or castings.....	1,434	Total.....	1,806,294
Iron and other ores.....	173		

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS:

	Per mile.	60 miles.	108 miles.
For lumber, per 1,000 feet, board measure, (hemlock,).....	1 $\frac{1}{2}$ cts.	60 cts.	\$1 00
For lumber, per 1,000 feet, board measure, (pine and other lumber,).....	1 $\frac{3}{4}$ "	60 "	1 00
Shingles, per 1,000.....	$\frac{3}{4}$ "	35 "	50
Anthracite coal, per ton: Except by special contract.			
Bituminous coal, per ton.....	1 "	50 "	60

EXPENSES.

Maintaining the canal or real estate of the corporation....	\$196,410 01
Operating the canal.....	105,663 63
Total.....	302,073 64

RECEIPTS.

Canal used almost exclusively in transporting the coal of the company, and the receipts given are from miscellaneous sources.....	\$67,933 46
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DELAWARE DIVISION

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal.....	\$302,073 64
For dividends.....	2,000,000 00
For interest.....	1,082,179 95
For municipal and State taxes, (which include coal tax) ..	274,537 33
Total	3,658,790 92

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Abiel A. Low.....	New York.
R. L. Kennedy.....	New York.
Jas. M. Halsted.....	New York.
James R. Taylor.....	New York.
Thos. Dickson.....	Scranton and New York
J. J. Astor	New York.
Thos. Cornell.....	Rondout, N. Y.
W. J. Hoppen.....	New York.
J. Pierpont Morgan	New York.
Geo. Cabot Ward.....	New York.
R. S. Hone.....	New York.
James Roosevelt.....	New York.
L. G. B. Cannon.....	New York.
Thomas Dickson, President.....	Scranton, Pa., and New York.
James C. Haight, Treasurer.....	New York.
George L. Hartt, Secretary	New York.
Coe F. Young, General Manager.....	Honesdale, Pa.
A. M. Atkinson, Superintendent	Honesdale, Pa.

DELAWARE DIVISION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Joshua W. Woolston, president, and E. G. Giles, treasurer, of the Delaware Division canal company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, 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 }
14th day of January, 1876. }

CHARLES GIBBONS, JR., *Notary Public.*

CANAL REPORT.

875

STOCK AND DEBT.

Capital stock as authorized by law	\$2,400,000 00
Amount of stock subscribed.....	1,633,350 00
Total amount paid in of capital stock.....	1,633,350 00
The amount of funded debt, as follows: 1st mortgage bonds,	800,000 00
2d and 3d mortgage bonds, and the amount of floating debt,	None.
Total amount now of floating and funded debt.....	800,000 00
Average rate per cent. per annum of interest on funded debt, 1st mortgage	6 per cent.
Date and rate per cent. per annum of dividend or dividends:	
Cash, February 15 and August 16, 4 per cent each.....	8 “
Number of shares of stock issued.....	32,667
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.....	1,633,350 00

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, and canals leased by the com- pany.....	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 and 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.....	88
Number of dams.....	2
Number of aqueducts.....	10

DELAWARE DIVISION

Number of lineal feet of aqueduct superstructure.....	641
Number of miles of slackwater and number of boats owned by the company.....	None.
Number of boats owned and run by private parties, about,	1,000
Average tonnage of boats.....	95
Navigation opened : March 25, 1875.	
Navigation closed : December 20, 1875.	
Feet of lockage on main line of canal.....	165,333
Value of real estate held by the company, exclusive of canal, estimated at.....	\$5,000 00
Are the locks of wood, cut stone or composites?.....	Various.

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.

The Delaware Division canal having been leased to Lehigh coal and navigation company for 99 years from April 1st, 1866, at a stipulated rent per annum ; we cannot give tonnage, rate of tolls or receipts and expenditures, those items being entirely under the control of said lessees.

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.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post Office Address.
J. W. Woolston.....	Philadelphia, Pa.
I. V. Williamson.....	Philadelphia, Pa.
H. Pratt M'Kean.....	Philadelphia, Pa.
J. G. Fell.....	Philadelphia, Pa.
A. E. Borie.....	Philadelphia, Pa.
J. B. Moorhead.....	Philadelphia, Pa.
E. W. Clark.....	Philadelphia, Pa.
S. Fisher Corlies.....	Philadelphia, Pa.
Edward Roberts, Jr.....	Philadelphia, Pa.
J. W. Woolston, President.....	Philadelphia, Pa.
E. G. Giles, Secretary and Treasurer.....	Philadelphia, Pa.

LEHIGH COAL AND NAVIGATION.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared E. W. Clark, president, and S. Shepherd, treasurer, of the Lehigh coal and navigation company, and in due form of law made oath, that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of their knowledge and belief.

(Signed)

E. W. CLARK, *President.*

S. SHEPHERD, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of February, 1876. }

CHARLES GIBBONS, JR., *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	Not limited.
Amount of stock subscribed.....	\$10,248,550 00
Total amount paid in of capital stock.....	10,248,550 00

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

Bonds, (date of maturity, 1877,).....	\$762,779 18
Convertible bonds, (date of maturity, 1882,)	41,550 00
Mortgage bonds, (date of maturity, 1884,)	5,381,963 59
Greenwood mortgage bonds, (date of maturity, 1892,).....	744,000 00
Gold mortgage bonds, (date of maturity, 1897,)	4,692,500 00
Mortgage bonds, (date of maturity, 1897,)	2,000,000 00
Mortgage bonds, (date of maturity, 1911,)	1,063,000 00
Little Schuylkill railroad bonds.....	140,000 00
	14,825,792 77

Average rate per cent. per annum of interest on funded debt : 1st mortgage, 6 per cent. ; 2d mortgage, 6 per cent. ; consolidated mortgage, 7 per cent.

Date and rate per cent. per annum of dividend or dividends :
 Cash, 2 per cent. quarterly on fourth Tuesday of February, May, August and November.....

Number of shares of stock issued.....	204,971
Par value of each share.....	\$50 00
Average market value during the year.....	50 62½

Amount paid in on each share.....	\$50 00
Amount of capital on which the respective dividends were declared, average amount.....	10,069,937 50

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures.....	\$4,455,000 00
Re-valued in 1872 at.....	3,000,000 00

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, 43; other houses, 2; total.....	45
Number of locks: Lift, 49; stop, 2; guard, 5; weigh, 1; total.....	57
Number of waste-ways.....	4
Number of over-flows.....	36
Number of lineal feet of over-flows.....	3,600
Number of bridges.....	10
Number of culverts.....	21
Number of dams.....	9
Number of aqueducts.....	4
Number of lineal feet of aqueduct superstructure.....	285
Number of miles of slackwater: 36 miles canal, and 12 miles pool	
Number of boats owned by the company.....	None.
Number of boats owned and run by private parties.....	884
Average tonnage of boats.....	96 tons.
Navigation opened: April 15, 1875.	
Navigation closed: December 11, 1875.	
Feet of lockage on main line of canal.....	375
Value of real estate held by the company, exclusive of canal but on its line.....	\$200,000 00
Are the locks of wood, cut stone or composite? Mostly of stone lined with wood.	

CANAL REPORT

879

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..... 957,200⁸⁰⁰/₂₀₀₀₀₀

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

Lumber	34,831 ¹¹⁵⁵ / ₂₀₀₀₀
Anthracite coal	717,724 ¹¹² / ₂₀₀₀₀
Bituminous coal	3,342 ²⁸⁸ / ₂₀₀₀₀
Pig iron	20,723 ⁷²⁰ / ₂₀₀₀₀
Railroad iron, and other iron or castings	418 ³³² / ₂₀₀₀₀
Iron and other ores	36,820 ¹³⁴⁴ / ₂₀₀₀₀
Lime and limestone	102,368 ¹⁸⁴⁸ / ₂₀₀₀₀
Agricultural products	10,303 ¹¹³³ / ₂₀₀₀₀
Manufactures and merchandise	4,410 ¹⁶⁸⁸ / ₂₀₀₀₀
Live stock and other articles	26,257 ⁸²⁰ / ₂₀₀₀₀
Total	<u>957,200⁸⁰⁰/₂₀₀₀₀₀</u>

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

For lumber, per 1,000 feet board measure, (hemlock,) or for 1st class	1 cent.
For lumber, per 1,000 feet board measure, (pine and other lumber,) 2d class	1 $\frac{1}{4}$ "
Shingles, per 1,000, 3d class	4 mills.
Anthracite coal, per ton, 4th class	1 to 1 $\frac{1}{4}$ cents.
Bituminous coal, per ton, 5th class	8 mills.

EXPENSES.

Maintaining the canal or real estate of the corporation :

Aqueducts	\$1,428 00
Boats and flats	2,499 00
Bridges	5,116 82
Canal bed and banks	76,871 41
Dams and cribs	4,164 86
Locks and lock houses	13,803 53
Repairs of shipping pockets	6,782 77
Superintendence and engineering	3,093 89
Tools and tool repairs	475 96
Waste weirs and sluices	1,190 41
Dredging	3,569 88
Total	<u>118,996 53</u>

LEHIGH COAL AND NAVIGATION

Operating the canal :

Collectors and weighmasters	\$29,402 19
Incidentals	474 23
Shipping coal	37,057 61
Office expenses, rents and furniture.....	541 97
Superintendence	271 75
Total	<u>67,747 75</u>

RECEIPTS.

From tolls on coal.....	\$434,703 29
From tolls on lumber, iron, miscellaneous freight, lockages, boat toll	36,867 40
Other sources, rents, &c	13,182 62
Total	<u>484,753 31</u>

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$186,744 28
For dividends	805,595 00
For interest.....	784,000 00
For municipal and State taxes	81,360 78
For other payments and rental of leased roads.....	189,704 72
Total	<u>2,047,404 78</u>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Francis R. Cope.....	Philadelphia, Pa.
Francis C. Yarnall.....	Philadelphia, Pa.
James M. Willcox	Philadelphia, Pa.
Phillip C. Garrett.....	Philadelphia, Pa.
Charles Wheeler.....	Philadelphia, Pa.
George Whitney.....	Philadelphia, Pa.
Alexander Biddle	Philadelphia, Pa.
Fisher Hazard.....	Mauch Chunk, Pa.
Charles Parrish	Wilkesbarre, Pa.
John Leisenring	Mauch Chunk, Pa.
Samuel Thomas.....	Hokendauqua, Pa.
E. W. Clark.....	Philadelphia, Pa.
E. W. Clark.....	President.
Solomon Shepherd.....	Secretary and Treasurer.

MONONGAHELA NAVIGATION.

STATE OF PENNSYLVANIA, }
Allegheny County. } ss :

Personally appeared James 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 13, 1876, are true to the best of their knowledge and belief.

(Signed)

J. K. MOORHEAD, *President.*
 WM. BAKEWELL, *Treasurer.*

Sworn and subscribed before me, this }
 15th day of February, 1876. }

A. C. JOHNSTON, *Notary Public.*

STOCK AND DEBT.

Amount of stock subscribed, 20,086 shares, of \$50 00 . . .	\$1,004,300 00
Total amount paid in of capital stock	None unpaid.
The amount now of funded debt, (classified and date of maturity,) as follows :	
1st mortgage bonds, (date of maturity, July 1st, 1887,) \$1,000 each, 103 bonds	103,000 00
Mortgage bonds held by company	5,000 00
The amount of floating debt	5,773 17
Total amount now of floating and funded debt	108,773 17
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, January 14, 1875, 4 per cent. ; July 14, 1875, 5 per cent. ; total of both	\$90,387 00
Number of shares of stock issued	20,086
Par value of each share	50 00
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	<u>1,004,300 00</u>

COST OF CANAL AND FIXTURES.

Construction account	\$1,115,452 00
Expended since January 1, 1871	36,452 00
Total cost	<u><u>1,151,904 00</u></u>

56 RAILROAD REP.

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Pittsburg to New Geneva, varying according to stage of water.....	83 to 85 miles.
Length of main line of canal in Pennsylvania: All in this State.	
Number of branch canals, with length of each, and canals leased by the company.....	None.
Width of canal at top water line: River only, varying width.	
Width of canal on bottom: River only, varying width.	
Depth of water: On lock sills, about 6 feet; channel varies much.	
Length and breadth of locks: 6 are 190x50 feet in chamber; 2 are 250x56 feet in chamber.	
Number of pools: 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 lock houses; 2 other houses, dwellings.	
Number of locks: Lift.....	8
Number of waste-ways, over-flows, lineal feet of over-flows, bridges, culverts, aqueducts and lineal feet of aqueduct superstructure.....	None.
Number of dams.....	6
Number of miles of slackwater: 83 to 85, according to stage of water.	
Number of boats owned by the company: 1 repair boat and 3 flats.	
Number of boats owned and run by private parties: Public navigation of river. Steamboats, barges and flats of various descriptions.	
Average tonnage of boats: Have no record of tonnage of boats.	
Navigation: Closed January 9, 1875; opened January 24; closed February 6; opened February 25; closed again December 18, and opened December 21, 1875.	
Feet of lockage on main line of canal.....	49
Value of real estate held by the company, exclusive of canal.....	\$23,095 00
Are the locks of wood, cut stone or composite? Cut stone.	
Give the number of each kind, (all cut stone,).....	8

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: Company prohibited from doing transportation business.

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

SHIPPED EASTWARD FROM PITTSBURG.		SHIPPED WESTWARD TO PITTSBURG.	
Whisky, (bbls.)	111	Sand, (bushels.)	703, 100
Boards, (feet.)	3, 091, 400	Whisky, (bbls.)	6, 815
Timber, (feet.)	1, 023, 800	Staves, (number.)	42, 000
Pig iron, (tons.)	476	Posts, (number.)	6, 140
Fire clay, (tons.)	1, 399	Brick, (number.)	828, 100
Iron ore, (tons.)	20, 176	Sheep, (number.)	9, 517
Pit posts, (number.)	47, 700	Wood, (cords.)	2, 250
Sheep, (number.)	668	Stone, (perches.)	15, 457
Classed freight, (pounds.)	22, 069, 000	Lumber, (feet.)	200, 900
		Timber, (feet.)	566, 400
		Classed freight, (pounds.)	12, 815, 700

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 for 10 miles; (pine and other lumber,) highest, 81 cents per M for 85 miles. Shingles, per 1,000, 3 to 10 cents for distances from 3 to 10 miles. Anthracite coal, per ton, none; bituminous coal, per ton, 7⁷/₁₀ cents per ton of 2,000 lbs. for 56 miles.

Coal is charged toll by the pool and not by mife, and by the bushel and not by weight; hence we give the following statement, 76 pounds being one bushel:

	Bushels.
Coal from pool No. 1	9,200,800
Coal from pool No. 2	31,729,900
Coal from pool No. 3	7,911,900
Coal from pool No. 4	12,566,900
Total	61,409,000

Or, 2,333,452 tons of 2,000 pounds.

Expenses during the year amounted to \$35,617 62, including officers' salaries, as well as of the lock tenders, assistants, and inspector of cargoes, and superintendent of repairs, together with stationery and printing, and other items of expense.

Repairs during the year amounted to \$44,870 20, being the amount expended in repairs to locks and dams, and keeping the works in repair. The company has not paid any municipal taxes, keeps no horses, and owns and runs no boats, other than those used for repairs and construction, as stated previously in this return.

MONONGAHELA NAVIGATION

RECEIPTS.

From tolls on coal and coke	\$133,609 88	
From tolls on passengers.....	5,844 16	
From miscellaneous freight, empty craft, &c.,	55,379 02	
		<u>\$194,833 07</u>
Other sources, rents, &c.....		1,743 92
Total		<u><u>196,576 99</u></u>

SUMMARY OF EXPENSES.

For maintaining the canal or real estate of the corporation and operating the canal: Expenses, \$35,617 62; repairs, \$44,870 20; total.....		\$80,487 82
For dividends.....		90,387 00
For interest, including coupons on bonds.....		6,277 50
For surplus fund: Nothing added during the year.		
For State taxes.....		10,545 15
Total		<u>187,697 47</u>
Total amount of surplus fund		<u><u>\$25,000 00</u></u>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

No payments on construction account during the year.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Felix R. Brunot	Pittsburg, Pa.
John Harper.....	Pittsburg, Pa.
N. B. Hogg.....	Pittsburg, Pa.
M. K. Moorhead.....	Pittsburg, Pa.
John Moorhead.....	Pittsburg, Pa.
J. B. Murdock.....	Pittsburg, Pa.
William Morrison.....	Pittsburg, Pa.
James Veech.....	Pittsburg, Pa.
Daniel Wallace.....	Pittsburg, Pa.
M. Whitmore.....	Pittsburg, Pa.
J. K. Moorhead, President	Pittsburg, Pa.
Wm. Bakewell, Sec'y and Treas	Pittsburg, Pa.
Thomas M'Gowan, Sup't of Repairs...	Lock No. 4, Washington co., Pa.
Benj. L. Wood, Jr., Insp'r of Cargoes,	Pittsburg, Pa.

MUNCY.

STATE OF PENNSYLVANIA, } ss:
 Lycoming County, }

Personally appeared J. E. Riebsam, president *pro tem.*, and E. D. Cooke, 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, 1875, are true to the best of their knowledge and belief.

(Signed)

J. E. RIEBSAM, *President pro tem.*

E. D. COOKE, *Treasurer.*

Sworn and subscribed before me, this }
 3d day of March, 1876. }

JNO. J. CROUSE, *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
The amount of floating debt, and total amount now of floating and funded debt.....	None.
Number of shares of stock issued.....	105
Par value of each share.....	\$25 00
Average market value during the year.....	1 00
Amount paid in on each share.....	25 00

COST OF CANAL AND FIXTURES.

Total cost.....	<u>\$6,875 18</u>
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CHARACTERISTICS OF CANAL.

Length of main line of canal from Pennsylvania canal to Muncy.....	$\frac{1}{4}$ 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 $\frac{1}{2}$ "
Number of basins.....	1
Number of bridges.....	3
Number of miles of slackwater.....	$\frac{3}{4}$
Number of boats owned and run by private parties.....	2 or 3
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	36,500 feet.
Anthracite coal.....	3,234 tons.
Plaster.....	90 "
Sand.....	50 "
Lath.....	40,000 feet.
Iron and other ores.....	3 tons.

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

For lumber, per 1,000 feet board measure, (hemlock,)....	7 mills.
Shingles, per 1,000.	6 "
Anthracite coal per ton.....	3 "
Bituminous coal, per ton.....	3 "
Boats by the year.....	\$25 00

EXPENSES,

Maintaining the canal or real estate of the corporation.....	\$21 54
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RECEIPTS.

Total amount	\$235 00
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Joshua Bowman, (deceased.).....	Muncy.
Jacob Cook.....	Muncy.
Benjamin Pott.....	Muncy.
Isaac Bruner, (deceased,).....	Muncy.
J. E. Riebsam.....	Muncy.
J. M. Bowman.....	Muncy.
Joseph E. Riebsam, President <i>pro tem</i>	Muncy.
E. D. Cooke, Secretary, Treasurer and Superintendent.....	Muncy.

PENNSYLVANIA.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared I. J. Wistar, president, and John Dougherty, 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

I. J. WISTAR, *President.*

JOHN DOUGHERTY, *Treasurer.*

Sworn and subscribed before me, this }
 21st day of January, 1876. }

RICHARD H. REILLY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$5,000,000 00
Total amount now of funded debt, (classified and date of maturity,) as follows :	
General mortgage bonds, (date of maturity, July 1, 1910,).....	\$3,000,000 00
Other mortgage bonds, (date of maturity, July 1, 1887,).....	90,000 00
	3,090,000 00
The amount of floating debt, and date and rate per cent. per annum of dividend or dividends.....	None.
Total amount now of floating and funded debt.....	3,090,000 00
Average rate per cent. per annum of interest on funded debt.....	6 per cent.
Number of shares of stock issued.....	89,681
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 CANAL AND FIXTURES.

See Auditor General's report on railroad, canal and telegraph companies for 1872, page 796.

CHARACTERISTICS OF CANAL.

Length of main line of canal from Columbia to Wilkesbarre, 151 miles; Junction to Petersburg, 95 miles; Northumberland to Flemington, 68 miles; Clark's Ferry to Millersburg, 13 miles; slack-water, aggregate length, 11 miles; total..... 338 miles.

Number of branch canals, with the length of each, viz:	
Two, aggregate length.....	4 miles.
Canals leased by the company.....	None.
Width of canal at top water line: Main line, 50 to 60 feet; West Branch, 45 to 55 feet; Wiconisco Division, 50 feet; Juniata Division, 50 feet.	
Width of canal on bottom: Main line, 34 to 40 feet; West Branch Division, 30 feet; Juniata Division, 30 feet; Wiconisco Division, 30 feet	
Depth of water: Main line, 6½ feet; other divisions, 4 to 4½ feet.	
Length and breadth of locks: 30 locks, 17x182 feet; 40 locks, 17x90 feet; 34 locks, 15x90 feet; total.....	104
Number of basins.....	60
Number of lock houses, 97; store houses, 10; other houses, 30; total.....	137
Number of locks: Lift, 104; stop, 14; guard, 14; weigh, 4; total.....	136
Number of waste-ways.....	76
Number of over-flows.....	57
Number of lineal feet of over-flows.....	7,216
Number of bridges.....	467
Number of culverts.....	145
Number of dams.....	19
Number of aqueducts.....	61
Number of lineal feet of aqueduct superstructure.....	6,683
Number of lineal feet of aqueduct dams.....	13,297
Number of miles of slack-water.....	11
Number of boats owned by the company: Dredge and steam, 7; repair flats, 60; barges, 197; total.....	264
Number of boats owned and run by private parties.....	347
Average tonnage of boats on main line.....	100 to 280 tons.
Navigation opened fully.....	May 1.
Navigation closed.....	December 20.
Feet of lockage on main line of canal, 312 feet; Wiconisco Division, 36; Juniata, 289; West Branch, 107; total..	744
Value of real estate held by the company, exclusive of canal,	None.
Are the locks of wood, cut stone or composite.....	All.
Give the number of each kind: Cut stone, 37; cut stone and composite, 41; composite, 48; wood, 10; total....	136

CANAL REPORT.

889

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals	781,708 96
<i>The amount of freight, specifying the quantity in tons of 2,000 pounds :</i>	
Lumber	208,289.25
Anthracite coal	465,689.28
Bituminous coal	10,022.88
Other articles.....	97,737.55
Total	<u>781,708 96</u>

THE RATE OF TOLL CHARGED FOR THE RESPECTIVE CLASSES PER MILE, AS FOLLOWS :

CLASSES OF MERCHANDISE FOR 1875.	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 per ton of 2000 pounds except coal, which is per ton of 2240 pounds.	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, fine groceries, feathers, furniture, hardware, leather, liquors, machinery, paper, spices, teas, wool, and articles not enumerated.....	22	28	34	40	46	52	57	62	67	73	79	85	90	95	100	103	106
<i>2d class.</i> —Bark, (ground and rossed,) earthen and queensware, hides, marble, (manufactured,) provisions, rags, seeds, slate, sumac, tobacco, trenails, window glass.....	16	20	24	28	32	36	39	42	45	49	53	57	61	65	69	73	76
<i>3d class.</i> —Ashes, (pot, pearl and soda,) bark, (un-ground,) bones and bone dust, burr blocks, car wheels and axles, cement, charcoal, clay, cylinders, copper ore, cotton, crude chemicals, feed, flour, fire clay and fire bricks, fish, fork and shovel handles, fruit and vegetables, grain, grindstones, heavy groceries, ground flint, guano, hay and straw, horns, iron, (all kinds,) meal, millstones, nails and spikes, oils, oysters, phosphates, pitch, rosin, tar, salt, soapstone, staves, bolts, railroad ties, telegraph poles.....	12	15	18	21	24	27	29	31	33	35	37	39	41	43	45	47	49
<i>4th class.</i> —Ashes, (leached,) bricks, cinders, clay, cordwood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, saw dust, and stone, (wrought and unwrought,) Gunpowder.....	8	9	10	11	12	13	14	15	16	18	20	22	24	26	28	30	32
Mineral coal, per ton of 2240 lbs., but where otherwise specified in special toll sheet the latter governs...	25	32	40	50	63	75	88	100	113	125	135	145	155	165	175	185	195
Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, heading, &c., per ton. Where otherwise specified in special toll sheet the latter governs.....	8	12	16	20	23	26	29	32	35	38	41	43	45	47	49	51	54
Saw logs, sixteen feet long or less, for each log....	14	17	21	24	27	30	33	36	39	41	44	47	50	53	56	59	62
All other logs and timber, round or hewed, singly or in rafts, per 1000 feet, ft. M.....	4	5	6	7	8	9	10	10	11	11	12	12	13				
	20	30	40	50	55	60	64	68	71	74	76	78	79	80	81	82	83

RATE OF TOLL, &c.—CONTINUED.

CLASSES OF MERCHANDISE FOR 1875.	DISTANCES IN MILES.																	
	85 to 90	90 to 95	95 to 100	100 to 105	105 to 110	110 to 115	115 to 120	120 to 125	125 to 130	130 to 135	135 to 140	140 to 145	145 to 150	150 to 155	155 to 160	160 to 165	165 to 170	Over 170.
All rates are per ton of 2000 pounds except coal, which is per ton of 2240 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, fine groceries, feathers, furniture, hardware, leather, liquors, machinery, paper, spices, teas, wool, 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,) earthen and queens-ware, hides, marble, (manufactured,) 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, crude chemicals, feed, flour, fire clay and fire bricks, fish, fork and shovel handles, fruit and vegetables, grain, grindstones, heavy groceries, ground flint, guano, hay and straw, horns, iron, (all kinds,) meal, millstones, nails and spikes, oils, 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, cordwood, earth, hoop poles, ice, iron ore, lime, kelp, manure, plaster, post and rails, (split,) sand, saw dust, and stone, (wrought and unwrought,)	34	36	38	40	42	44	46	47	48	49	50	51	52	53	54	55	56	57
Gunpowder	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275	280	285
Mineral coal, per ton of 2240 pounds, but where otherwise specified in special toll sheet the latter governs.	57	60	62	64	66	68	70	72	74	76	77	79	81	83	84	85	85	85
Sawed lumber and timber of all kinds, in boats, including lath, shingles, staves, headings, &c., per ton. Where otherwise specified in special toll sheet the latter governs.	65	68	71	74	78	82	85	89	92	95	98	101	104	107	109	110	111	112
Saw logs, sixteen feet long or less, for each log.																		
All other logs and timber, round or hewed, singly or in rafts, per 1000 feet, B. M.	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	100

EXPENSES.

	Maintenance of canal.	Canal equip- ment.	Totals.
<i>Maintaining the canal or real estate of the corporation:</i>			
Aqueducts.....	\$11,112 37		
Boats—equipment of.....		\$23,957 77	
Boats and flats.....	2,156 83		
Boats—repairs of.....		6,747 20	
Bridges.....	16,368 49		
Canal bed and banks.....	44,265 40		
Clerks.....	3,547 15	1,188 00	
Culverts.....	2,137 44		
Dams.....	22,361 40		
Dry docks.....		94 88	
Ferries.....	906 17		
Horses and horse keep.....	612 39		
Houses and repair shops.....	5,964 21	105 39	
Incidentals.....	7,135 93	1,891 30	
Locks.....	14,538 08		
Office expenses, rents, furniture.....	453 69	3 65	
Slope and vertical walls.....	13,881 02		
Stationery and printing.....	785 67	77 60	
Steamboats and dredge boats.....	1,703 76		
Superintendence and engineering.....	12,332 02	3,150 00	
Real estate.....	8,653 09		
Tools and tool repairs.....	2,608 15	251 61	
Waste weirs and sluices.....	1,354 51		
Watchmen.....	1,309 00		
Wharfing.....	816 27	554 31	
Totals.....	175,003 04	88,021 16	\$213,024 20
<i>Operating the canal:</i>			
Collectors and weighmasters.....	5,111 41		
Clerks.....	4,194 00		
Ferries, (labor at,).....	1,065 89		
Incidentals.....	1,045 17		
Lock-keepers.....	12,277 06		
Office expenses, rents and furniture.....	859 12		
Stationery and printing.....	767 01		
Superintendence.....	2,283 34		27,613 02
Total.....			240,637 22

RECEIPTS.

From tolls on coal, lumber, iron, miscellaneous freight, lockages and boat toll.....	\$393,480 20
Other sources, rents, &c.....	9,567 35
Equipment.....	41,621 54
Total.....	444,669 09

SUMMARY OF EXPENSES.

For maintaining the canal or real estate of the corporation, and operating the canal.....	\$202,616 06
For dividends and surplus funds.....	None.

CANAL REPORT.

893

For interest.....	\$178,680 00
Equipment, repairing, &c.....	38,021 16
Other payments.....	19,680 70
	<hr/>
Total.....	438,997 92
	<hr/> <hr/>

PAYMENTS ON ACCOUNT OF CONSTRUCTION.

None.

NAMES AND RESIDENCES OF OFFICERS.

Directors.	Post office address.
Isaac J. Wistar.....	Philadelphia, Pa.
Thomas A. Scott.....	Philadelphia, Pa.
Geo. B. Roberts.....	Philadelphia, Pa.
Wistar Morris.....	Philadelphia, Pa.
Edmund Smith.....	Philadelphia, Pa.
Josiah Bacon.....	Philadelphia, Pa.
Strickland Kneass.....	Philadelphia, Pa.
William Anspach.....	Philadelphia, Pa.
Joseph H. Dulles.....	Philadelphia, Pa.
J. P. Steiner.....	Philadelphia, Pa.
S. M. Felton.....	Philadelphia, Pa.
Chas. Parrish.....	Wilkesbarre, Pa.
I. J. Wistar, President.....	Philadelphia, Pa.
A. Mordecai, Secretary.....	Philadelphia, Pa.
John Dougherty, Treasurer.....	Philadelphia, Pa.
Thos. T. Wierman, Chief Engineer.....	Harrisburg, Pa.

SCHUYLKILL NAVIGATION.

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

Personally appeared Frederick Fraley, president, and Richard Wilkins, secretary and 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, 1875, are true to the best of their knowledge and belief.

(Signed) F. FRALEY, *President.*

RICHARD WILKINS, *Sec'y and Treasurer.*

Sworn, affirmed and subscribed before me, }
the 2d day of February, 1876. }

W. W. DOUGHERTY, *Alderman.*

SCHUYLKILL NAVIGATION

STOCK AND DEBT.

First. The capital stock is unlimited.

Second. The amount of stock subscribed for and issued is as follows:

Common stock.....	\$949,748 00
Preferred stock.....	3,155,650 00
Total amount of capital stock paid in.....	4,105,398 00

Third. Total amount of funded debt:

Six per cent. mortgage bonds, 1897.....	\$1,709,380 20
Six per cent. mortgage bonds, 1907.....	3,990,392 66
Six per cent. common loan, 1876.....	33,733 00
Six per cent. mortgage loan, 1895, coupons....	1,148,000 00
Six per cent. boat and car loan, 1913.....	756,650 00
Seven per cent. boat and car loan, 1915.....	628,100 00
Six per cent improvement bonds, 1880.....	260,000 00
Total amount of funded debt.....	8,526,255 86

Fourth. Floating debt:

Temporary loans.....	\$38,413 22
Interest due on loans.....	171,656 57
Dividends unpaid.....	6,752 60
Debts due to sundry persons.....	9,259 40
Total.....	226,081 79

Fifth. Total amount of funded and floating debt..... \$8,752,337 65

Average rate of interest, a fraction over..... 6 per cent.

The cost of the company's estates, works and equipments, as charged on the books, is..... 12,729,905 86

Sixth. The dividends for the year 1875 were $1\frac{1}{2}$ per cent. on the common stock and $2\frac{3}{4}$ per cent. on the preferred stock, and all of said dividends were in scrip, convertible into the six per cent. mortgage loans of the year 1897. Said dividends were declared in January and July, 1875.

Seventh. The number of shares of stock issued and outstanding December 31, 1875, was:

Common stock.....	18,994
Preferred stock.....	63,113
Common stock scrip.....	\$48 00

CANAL REPORT.

895

The par value of each share is..... \$50 00
 The average market value of each during the year 1875 was \$7 25 for common stock and \$14 50 for preferred stock.

The amount paid in for each share is..... 50 00

The amount on which dividends were declared was as follows: In January, 1875, on 19,940 shares common stock and on 62,640 shares of preferred stock; in July, 1875, on 19,214 shares common stock and on 63,003 shares preferred stock, the difference being caused by the conversion of 726 shares of common stock into 363 shares of preferred stock, in all such cases two shares of common stock being given for one share of preferred stock.

Eighth. All the works and estates 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 made by them for the description of the works as they now stand, and for the details of business, cost of repairs, &c., &c.

INCOME AND EXPENSE ACCOUNT.

<i>Income :</i>	
Rent from Philadelphia and Reading railroad company....	\$635,503 29
Interest and discounts received.....	3,021 89
	638,524 68
<i>Charges :</i>	
Interest on loans, notes and bonds.....	\$519,931 20
Dividends on preferred and common stocks.....	87,132 00
State tax on dividends.....	7,841 88
Salaries of officers.....	5,500 00
Office rent and other expenses.....	1,626 82
Interest and penalties paid to the United States in the suit with W. B. Elliott, collector.....	6,062 05
	628,093 95
The amount of the contingent and sinking fund which is held by the Philadelphia and Reading railroad company is,	\$36,268 58
The amount of the undivided profits of the company December 31, 1875, were.....	79,330 97

SCHUYLKILL

NAMES AND RESIDENCE OF OFFICERS.

Managers.	Post Office Address.
Charles Baber.....	Pottsville, Pa.
George Brooks.....	Birdsborough, Pa.
John N. Hutchinson.....	Easton, Pa.
Camille D'Invilliers.....	Philadelphia.
Michael Ward.....	Philadelphia.
Frederick Fraley, President.....	Philadelphia.
Richard Wilkins, Secretary and Treasurer.....	Philadelphia.
William M. Tilghman, Solicitor.....	Philadelphia.

SCHUYLKILL.

[Philadelphia and Reading railroad company, lessee.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss:

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, lessee Schuylkill canal company, and in due form of law made oath or affirmation that the statements in the within report, for the financial year ending November 30, 1875, are true to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before me, this }
 27th day of January, 1876. }

J. Y. HUMPHREYS, *Notary Public.*

CHARACTERISTICS OF CANAL.

Length of main line of canal, from mouth of Mill creek to Callowhill street bridge, Philadelphia.....	108 $\frac{23}{100}$ miles.
Length of main line of canal in Pennsylvania.....	108 $\frac{23}{100}$ "
Number of branch canals, with length of each, viz: One, 1 mile in length.	
Canals leased by the company.....	None.
Width of canal at top water line.....	60 to 300 feet.
Width of canal on bottom: Variable; minimum on curves, 45 feet; straight lines, 40 feet.	
Depth of water.....	6 feet.
Length and breadth of locks: Lift locks, 110 feet by 18 in the chambers; guard locks, 112 by 24 feet.	
Number of basins.....	19
Number of lock houses, 60; store houses, none; other houses, 7; total.....	67

CANAL REPORT.

897

Number of locks: Lift, 47; stop, 18; guard, 7; weigh, none; guard, with lift, 17; total.....	89
Number of waste-ways.....	47
Number of over-flows.....	2
Number of lineal feet of over-flows: High water over-flows, and weirs, about.....	3,800
Number of bridges.....	124
Number of culverts.....	22
Number of dams.....	31
Number of aqueducts.....	12
Number of lineal feet of aqueduct superstructure.....	836
Number of miles of slackwater.....	50 ^{1/3}
Number of boats owned by the company.....	531
Number of boats owned and run by private parties.....	97
Average tonnage of boats.....	185
Navigation opened.....	March 29.
Navigation closed.....	December 20.
Feet of lockage on main line of canal.....	618 ^{5/8}
Are the locks of wood, cut stone or composite? Cut stone and composite.	
Give the number of each kind: Cut stone, 17; cement, 2; composite, 58.	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals.....	979,810 tons.
<i>The amount of freight, specifying the quantity in tons of 2,000 pounds:</i>	
Lumber.....	13,871
Anthracite coal.....	822,863
Bituminous coal.....	3,127
Other iron or castings.....	4,512
Iron ore.....	42,624
Lime and limestone.....	65,409
Agricultural products.....	8,054
Manufactures and merchandise.....	2,166
Other articles.....	17,184
Total.....	979,810

The rate of toll charged for the respective classes per mile as follows :

See toll sheets.

EXPENSES.	Maintenance of canal.	Canal improvement.	Total.
<i>Maintaining the canal or real estate of the corporation:</i>			
Aqueducts.....	\$3,657 30		
Bridges, road, farm and towing path.....	12,571 17	\$2,324 57	
Canal bed and banks.....	25,290 23		
Culverts and trunks.....	373 04		
Dams.....	14,459 56		
Towing paths in pools.....	5,648 81		
Houses and repair shops.....	914 12		
Incidentals, pump boats, &c.....	1,403 79		
Locks: Lift, guard and stop gates.....	13,976 23		
Lock houses and sheds.....	1,982 56		
Slope and vertical walls.....		2,720 27	
Landings.....	7,921 53	7,270 90	
Dredge boats and dredging.....	15,561 25		
Superintendence and engineering.....	10,053 28		
Reservoirs.....	238 88		
Tools, tool repairs and repair scows.....	3,353 73		
Waste weirs.....	1,738 96		
Total.....	119,144 44	12,315 74	\$131,460 18
<i>Operating the canal:</i>			
Collectors.....	\$10,046 81		
Wharf and dredging in tide water.....	1,097 27		
Incidentals, telegraph, &c.....	2,816 35		
Labor at landings.....	28,677 92		
Lock-keepers.....	23,693 31		
Totals.....	66,331 66		\$197,791 84

RECEIPTS.

From tolls on coal.....	\$619,547 74
From tolls on lumber, iron and other merchandise.....	72,016 65
From tolls on miscellaneous freight and water rents.....	46,095 17
Total.....	737,659 56

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal.....	\$131,460 18
Current expenses.....	37,653 74
Shipping expenses.....	28,677 92
Total.....	197,791 84

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 affirmation that the statements in the within report, for the financial year ending December 31, 1875, are true to the best of his knowledge and belief.

(Signed) B. ANDREWS KNIGHT, *President.*

Affirmed and subscribed before me, this }
 29th day of January, 1876. }

GEO. C. SHELMERDINE, *Notary Public.*

STATE OF MARYLAND, }
City of Baltimore, } 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, 1875, are true to the best of his knowledge and belief.

(Signed) ROBERT D. BROWN, *Treasurer.*

Sworn and subscribed before me, a com- }
 missioner for the State of Pennsylvania, }
 this 27th day of January, 1876. }

W. W. LATIMER;

A Commissioner for Pennsylvania in Baltimore, Md.

STOCK AND DEBT.

Capital stock as authorized by law	Unlimited.
Total amount paid in of capital stock.....	\$2,002,706 00
Total amount of funded debt, (classified and date of ma- turity,) as follows :	
6 per cent. mortgage bonds, (date of ma- turity, 1894,) Susquehanna canal, \$227,500 ; tide water canal, \$97,810 58,	\$325,310 58
6 per cent. mortgage bonds, (date of ma- turity, 1885,) Susquehanna canal, \$700,000 ; tide water canal, \$300,000,	1,000,000 00
6 per cent mortgage bonds, (date of ma- turity, 1878,).....	1,320,000 00
7 per cent. mortgage bonds, (date of ma- turity, 1902,).....	250,000 00
	2,895,310 58

SUSQUEHANNA

The amount of floating debt.....	\$31,383 23
Total amount now of floating and funded debt.....	2,926,693 81
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 : But few shares sold ; average about	7 00
Amount paid in on each share.....	50 00
Amount of capital on which the respective dividends were declared.....	None.

COST OF CANAL AND FIXTURES.

Cost of canal and fixtures.....	\$4,677,511 46
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RECEIPTS.

Rent for 12 months.....	\$183,188 64
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SUMMARY OF EXPENSES.

For interest on bonded debt.....	\$187,239 34
For State taxes.....	234 34
For other payments.....	52,766 31
Total.....	240,239 99

The canals, &c., were leased to the Philadelphia and Reading railroad company, on 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. Antello.....	Philadelphia, Pa.
H. C. Townsend.....	Philadelphia, Pa.
Franklin B. Gowen.....	Philadelphia, Pa.
A. E. Borle.....	Philadelphia, Pa.
B. Andrews Knight, President.....	Philadelphia, Pa.
Robert D. Brown, Treasurer.....	Baltimore, Md.

SUSQUEHANNA.

[Philadelphia and Reading railroad company, lessee.]

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Franklin B. Gowen, president, and Samuel Bradford, treasurer, of the Philadelphia and Reading railroad company, lessee Susquehanna canal company, and in due form of law made oath or affirmation, that the statements in the within report, for the financial year ending November 30, 1875, are true to the best of their knowledge and belief.

(Signed) FRANKLIN B. GOWEN, *President.*
 S. BRADFORD, *Treasurer.*

Sworn, affirmed and subscribed before me, }
 this 27th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

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, and 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 6 feet,).....	5½ "
Length and breadth of locks: 170 feet long, 17 feet wide.	
Number of basins.....	2
Number of lock houses, 26; store houses, none; other houses, 2; total.....	28
Number of locks: Lift, 29; stop, 10; guard, 3; Weigh, 1; total.....	43
Number of waste-ways or sluices	17
Number of over-flows or waste weirs.....	16
Number of lineal feet of over-flows or waste weirs, including weirs at aqueducts.....	2,659
Number of bridges: road, 8; farm, 4; tow-path, 6; total,	18
Number of culverts.....	5
Number of dams.....	4
Number of aqueducts.....	6
Number of lineal feet of aqueduct superstructure.....	43

Number of miles of slackwater	2
Number of boats owned by the company: Steam tow boats, 2; canal boats, 18; total.....	20
Number of boats owned and run by private parties: Boats are mainly from other canals; number variable; no ac- count kept.	
Tonnage of boats: Single boats, 118 to 133; twin boats, 260 to 272.	
Navigation opened	May 1st.
Navigation closed.....	December 20th.
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: Wood, 3; cut stone, 2; composite, 27	

DOINGS OF THE YEAR IN TRANSPORTATION.

Gross amount of tonnage for the year, including branches and leased canals	430,846
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The amount of freight specifying the quantity in tons of 2,000 pounds:

Lumber.....	66,719	Lime and limestone.....	25,357
Anthracite coal.....	289,561	Agricultural products.....	22,451
Bituminous coal.....	436	Merchandise and manufactures,	141
Pig iron.....	5,165	Other articles.....	4,309
Other iron or castings.....	8,200		
Iron ore.....	8,207	Total.....	430,846

The rate of toll charged for the respective classes per mile, as follows:
See toll sheets.

EXPENSES.

Maintaining the canal or real estate of the corporation:

Aqueducts.....	\$22 00
Bridges.....	697 01
Canal bed and banks.....	13,837 23
Lighting and raising boats.....	68 73
Dams.....	2,118 26
Lock houses.....	342 71
Incidentals.....	885 71
Locks: Lift, stop and weigh.....	8,607 01
Dredge boats and dredging.....	1,228 50
Superintendence and engineering.....	1,998 34
Tools, tool repairs and repair scows.....	2,923 04
Waste weirs, culverts and trunks.....	289 49
Extraordinary repairs—dams.....	32,304 40
Totals.....	65,322 43

Operating the canal :

Collectors and weighmasters.....	\$2,186 64
Steam towing at Columbia.....	3,435 30
Lock keepers.....	6,328 50
Office and incidental expenses.....	7,623 87
Total.....	<u>19,573 81</u>
Grand total.....	<u>84,896 24</u>

RECEIPTS

From tolls on coal.....	\$58,835 11
From merchandise.....	37,004 68
Total.....	<u>95,839 79</u>

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal.....	<u>\$84,896 24</u>
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UNION.

STATE OF PENNSYLVANIA, }
Lebanon County, } ss :

Personally appeared J. N. Hutchinson, president, and James M. Gossler, treasurer, 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, 1875, are true, to the best of their knowledge and belief.

(Signed) J. N. HUTCHINSON, *President.*
 JAMES M. GOSSLER, *Treasurer.*

Sworn and subscribed before me, this }
 17th day of January, 1876. }

J. M. GOOD, *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
The amount now of funded debt, (classified and date of maturity,) as follows:	
1st mortgage bonds, (date of maturity, 1883,).....	3,000,000 00

The amount of floating debt, about.....	\$59,900 00
Total amount now of floating and funded debt.....	3,059,900 00
Average rate per cent. per annum of interest on funded debt: First mortgage.....	6 per cent.
Date and rate per cent. per annum of dividend or dividends,	None.
Number of shares of stock issued.....	58,157
Par value of each share.....	\$50 00
Cost of canal and fixtures.....	\$5,907,850 00

CHARACTERISTICS OF CANAL.

Length of main line of canal, from Middletown to Reading,	77 ⁶⁴ / ₁₀₀ miles.
Number of branch canals with length of each, viz: One..	7 "
Canals leased by the company.....	None.
Width of canal at top water line.....	43 feet.
Width of canal on bottom.....	28 "
Depth of water.....	4 ¹ / ₂ "
Length and breadth of locks: 17x90 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 tunnels.....	1
Number of waste-ways and over-flows.....	74
Number of lineal feet of over-flows and waste-weirs.....	3,159
Number of bridges.....	79
Number of culverts.....	31
Number of dams.....	16
Number of aqueducts.....	16
Number of lineal feet of aqueduct superstructure.....	1,215
Number of miles of slackwater.....	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.....	145
Average tonnage of boats.....	100 tons.
Navigation opened.....	April 25.
Navigation closed.....	November 22.
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 2,000 lbs. of through freight for the year on main canal	12,942 $\frac{5}{8}$ tons.
Gross amount of tonnage for the year, including branches and leased canals	58,499 $\frac{1}{8}$ "

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

Lumber	23,630.10
Anthracite coal	21,240.00
Bituminous coal	92.19
Pig iron	392.00
Other iron or castings	291.09
Iron and other ores	410.14
Lime and limestone	10,616.12
Agricultural products	715.02
Manufactures and merchandise	104.15
Other articles	1,005.09
Total	58,499.10

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

For lumber, per ton of 2,000 lbs., average	8 mills.
For anthracite coal, per ton of 2,240 lbs., average	1 cent.
For bituminous coal, per ton of 2,240 lbs.	4 mills.

EXPENSES.

Maintaining the canal or real estate of the corporation :

Aqueducts	\$392 67
Boats and flats	319 34
Bridges	1,594 15
Canal bed and banks	4,540 78
Culverts	164 24
Dams	575 67
Feeders	655 39
Houses and repair shops	356 99
Locks	1,123 81
Rents	15 00
Superintendence	976 27
Lighterage	36 50
Tools and tool repairs	67 83
Waste-weirs and sluices	126 84
Pumping and machinery	2,999 21
	<hr/>
	\$13,944 69

UNION CANAL REPORT.

Operating the canal :

Collectors and weighmasters	\$710 90	
Clerks	1,200 00	
Attorney's fees.....	155 00	
Writs and costs.....	69 85	
Coal	8,346 03	
Towage.....	214 00	
Lock-keepers	3,107 75	
Office expenses, rents and furniture.....	65 03	
Stationery and printing.....	26 00	
Superintendence.....	1,845 00	
		<u>\$15,739 56</u>
Totals.....		<u>29,684 25</u>

RECEIPTS.

From tolls on coal.....	\$5,406 47
From tolls on lumber.....	9,987 23
From tolls on iron and ore.....	333 85
From tolls on miscellaneous freight.....	2,958 71
Boat toll	1,221 24
Other sources, rents, &c.....	11,688 93
Total.....	<u>\$31,596 43</u>

SUMMARY OF EXPENSES.

For maintaining the canal or real estate of the corporation, and operating the canal.....	\$29,684 25
For interest.....	250 38
For other payments	1,661 80
Total	<u>31,596 43</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Charles P. Bayard.....	Philadelphia, Pa.
Frederick Fraley.....	Philadelphia, Pa.
Alford F. Fay.....	Philadelphia, Pa.
Henry L. Gaw.....	Philadelphia, Pa.
Charles W. Wharton.....	Philadelphia, Pa.
John N. Hutchinson, President.....	Philadelphia, Pa.
James M. Gossler, Secretary and Treasurer.....	Lebanon, Pa.
William Eckenroth, General Superintendent.....	Lebanon, Pa.

TELEGRAPH REPORTS.

TELEGRAPH REPORTS.

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 June 30, 1875, are true to the best of their knowledge and belief.

(Signed)

WILLIAM ORTON, *President.*

O. H. PALMER, *Treasurer.*

Sworn and subscribed before me, this }
26th day of October, 1875. }

WM. ARNOUX,

Notary Public, City and County of New York.

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, the amount now of funded debt, floating debt as by last report, total amount now of floating debt, total amount now of floating and funded debt, rate per cent. per annum of interest on funded debt, 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.

Cannot state, because no account of such cost is now in possession of the company.

ATLANTIC AND OHIO

CHARACTERISTICS OF LINE.

The lines are leased to the Western Union telegraph company, and are so merged with the lines of that company that it is not possible to give their characteristics separately.

The return of the Western Union telegraph company includes all lines leased or owned by it.

The length of time for which the lines are leased (as above stated) is until terminated by six months' notice at the option of either party.

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 are included in the return of that company.

RECEIPTS.

Accrue to the Western Union telegraph company, lessees, and are included in the return of that company.

SUMMARY OF PAYMENTS.

For construction of new lines, purchase of telegraph property, purchase of real estate, interest, dividends, miscellaneous, surplus fund and total amount of surplus fund..	None.
Taxes	Paid by lessees.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Orton	New York.
Norwin Green	New York.
O. H. Palmer.....	New York.
J. Merrihew.....	Philadelphia.
W. H. Abel.....	New York.
A. A. Zelgler.....	Philadelphia.
T. T. Eckert	New York.
D. H. Bates.....	Philadelphia.
A. P. Eastlake.....	Washington.
William Orton, President	New York.
O. H. Palmer, Secretary and Treasurer.....	New York.
J. Merrihew, Superintendent.....	Philadelphia.
C. O. Rowe.....	Pittsburg.

AMERICAN DISTRICT.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Thomas F. Adams, president, and M. Richards Muckle, treasurer, of the American District telegraph company, of Philadelphia, and in due form of law made oath that the statements in the within report, for the financial year ending December 31, 1875, are true, to the best of their knowledge and belief.

(Signed)

THOS. F. ADAMS, *President.*

M. RICHARDS MUCKLE, *Treasurer.*

Affirmed by Thomas F. Adams, and sworn and }
 subscribed before me, as to M. Richards }
 Muckle, this 1st day of February, 1876.

STANISLAUS REMAK, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$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 and amount now of funded debt.....	None.
Floating debt as per last report.....	3,810 33
Total amount now of floating debt.....	10,901 30
Rate per cent. per annum of interest on funded debt, and 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: Suppose no market value.	
Amount paid in on each share.....	Full paid.
Amount of capital on which the respective dividends were declared.....	None declared.

COST OF LINE AND EQUIPMENT.

Construction.....	\$21,551 34
Equipment.....	13,358 80
Total.....	<u>34,910 14</u>

AMERICAN DISTRICT

CHARACTERISTICS OF LINE.

Length of main line in Pennsylvania.....	No main line.
Length of submarine cables.....	None.
Length of wire, (entire line,) consisting of short lines, total, about.....	74 miles.
Number of stations, (entire line,): 10 district offices and 4 sub-stations.	
Number of instruments in use, (entire line,) signal instru- ments.....	1,182
Number of poles to the mile.....	None used.
Number of persons employed in operating and maintain- ing the line: Males, 43; boys, 180; total.....	223
Number of messages sent during the year.....	None.
Number of messages received, (entire line,) signals or calls,	162,717
Value of real estate owned by the company.....	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Our tariff is based on time, not words or distance. 10 cents for 15 minutes; 15 cents for 30 minutes; 30 cents for one hour, and in like proportion, is our basis.

EXPENSES.

Gross expenses of entire line.....	\$60,845 13
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RECEIPTS.

Gross receipts of entire line.....	\$41,102 68
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SUMMARY OF PAYMENTS.

For construction of new lines.....	\$5,048 99
For purchase of telegraph property, purchase of real es- tate, interest, dividends and surplus fund.....	None.
For miscellaneous.....	35,873 69
For taxes.....	180 00
Total.....	<u>41,102 68</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
T. F. Adams.....	Philadelphia.
S. P. Hancock.....	Philadelphia.
J. P. Verree.....	Philadelphia.
D. M. Fox.....	Philadelphia.
C. H. T. Collis.....	Philadelphia.
S. Hart.....	Philadelphia.
W. J. Phillips.....	Philadelphia.
Thos. F. Adams..... President.	
M. Richards Muckle..... Secretary and Treasurer.	
W. J. Phillips..... Managing Director.	

ERIE COUNTY..

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

Personally appeared Wm. 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, 1875, are true, to the best of their knowledge and belief.

(Signed)

WM. H. GUION, *President.*

ALFRED NELSON, *Treasurer.*

Sworn and subscribed before me, this }
 11th day of March, 1876. }

EDWIN F. COREY,

Commissioner for the State of Pennsylvania, in New York.

STOCK AND DEBT.

Capital stock as authorized by law	\$25,000 00
Amount paid in as by last report.....	25,000 00
Total amount now paid in of capital stock	25,000 00
Funded debt as per last report, the amount now of funded debt, floating debt as per last report, total amount now of floating debt and total amount now of floating and funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends : None ever declared.	
Number of shares of stock issued.....	1,000
Par value of each share.....	\$25 00
Average market value during the year: Stock held by original stockholders, none has ever been sold as dependents now believe.	
Amount paid in on each share.....	25 00

COST OF LINE AND EQUIPMENT.

Construction and equipment: No separate account kept.

CHARACTERISTICS OF LINE.

Length of main line: All in Pennsylvania.	
Length of main line in Pennsylvania, about.....	73 miles.
Length of submarine cables and length of submarine cables in Pennsylvania.....	None.
Length of wire in Pennsylvania, about.....	219 miles.
Number of stations in Pennsylvania.....	2
Number of instruments in use in Pennsylvania.....	2
Number of poles to the mile.....	32
Number of persons employed in operating and maintaining line in Pennsylvania—male.....	5
Number of messages sent during the year: (entire line,) All in Pennsylvania.	
Number of messages sent during the year in Pennsylvania, (estimated,) 7,000 sent and received.	
Value of real estate owned by the company, exclusive of line, and in Pennsylvania.....	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rate 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

RECEIPTS AND EXPENSES of the Erie County telegraph company, for the year ending December 31st, 1875.

1875.	ERIE.		NORTH-EAST	
	Receipts.	Expenses.	Receipts.	Expenses.
January.....	\$32 81	\$35 55	\$19 01	\$14 70
February.....	56 23	133 63	8 28	6 41
March.....	110 71	167 43	12 01	9 20
April.....	153 44	135 60	20 76	16 02
May.....	260 21	169 30	15 65	12 43
June.....	153 19	149 20	13 99	10 74
July.....	226 03	156 41	16 21	12 40
August.....	192 90	142 41	8 53	6 64
September.....	254 52	173 00	12 43	10 65
October.....	112 24	108 77	12 74	10 05
November.....	74 52	106 22	11 63	10 00
December.....	61 75	103 97	14 73	11 95
Total.....	1,738 55	1,631 49	165 97	139 39

TELEGRAPH REPORT.

915

EXPENSES.

Gross expenses of entire line: All in Pennsylvania..... \$1,762 08

RECEIPTS.

Gross receipts in Pennsylvania: All in Pennsylvania..... \$1,904 52

SUMMARY OF PAYMENTS.

For construction of new lines, &c..... None.

The property owned by this company is leased by it, and the capital stock was issued as a consideration for such wire which is worth about \$25,000.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. H. Guion.....	New York.
Sidney Dillon.....	New York.
J. H. Mortimer.....	New York.
Alfred Nelson.....	New York.
Wm. H. Guion, President..... 145 Broadway, New York.	
Alfred Nelson, Sec'y and Treasurer..... 145 Broadway, New York.	
George W. Chaffee, Superintendent..... Erie, Pennsylvania.	

PACIFIC AND ATLANTIC.

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

Personally appeared William Orton, president, and R. H. Rochester, treasurer, of the Pacific and Atlantic telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending June 30, 1875, are true to the best of their knowledge and belief.

(Signed)

WM. ORTON, *President.*

R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this }
 28th day of October, 1875. }

WM. ARNOUX,

Notary Public, City and County of New York.

STOCK AND DEBT.

Capital stock..... \$2,000,000 00
 Of which lines within the State of Pennsylvania represent
 one-fifth..... 400,000 00
 Total amount now of capital stock..... 2,000,000 00

Funded debt as per last report, the amount now of funded debt, floating debt as by last report, total amount now of floating debt, total amount now of floating and funded debt, rate per cent. per annum of interest on funded debt, and date and rate per cent. per annum of dividend or dividends.....	None.
Number of shares of stock issued.....	80,000
Par value of each share	\$25 00
Average market value during the year.....	7 50
Amount paid in on each share : 50 per cent on part.	
Amount of capital on which the respective dividends were declared : 100 per cent. on part.	

COST OF LINE AND EQUIPMENT.

Construction and equipment.....	<u>\$2,058,641 26</u>
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CHARACTERISTICS OF LINE.

The lines are leased to the Western Union telegraph company, and are so merged with the lines of that company that it is not possible to give their characteristics separately.

The return of the Western Union telegraph company includes all lines leased or owned by it.

The length of time for which the lines are leased, as above stated, is 999 years from January 1, 1874.

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 are included in the return of that company.

RECEIPTS.

Accrue to the Western Union telegraph company, lessees, and are included in the returns of that company.

SUMMARY OF PAYMENTS.

None.

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
William Orton.....	New York.
Norvin Green	New York.
Geo. H. Mumford.....	New York.
R. H. Rochester.....	New York.
J. Merrihew.....	Philadelphia.
F. V. Beisel.....	Philadelphia.
W. G. Johnston	Pittsburg.
William Orton, President.....	New York.
R. H. Rochester, Secretary and Treasurer.....	New York.
J. Merrihew, Superintendent.....	Philadelphia.
C. O. Rowe, Superintendent.....	Pittsburg.

PHILADELPHIA LOCAL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Henry Bentley, president, and Wm. P. Wheatland, treasurer, of the Philadelphia Local telegraph company, and in due form of law affirmed, that the statements in the within report, for the financial year ending February 28, 1875, are true to the best of their knowledge and belief.

(Signed)

HENRY BENTLEY, *President.*

W. P. WHEATLAND, *Treasurer.*

Affirmed and subscribed before me, this }
 15th day of November, 1875. }

J. PAUL DIVER, *Notary Public.*

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, the amount now of funded debt, floating debt as per last report, total amount now of floating and funded debt, rate per cent. per annum of interest on funded debt.....	None.
Date and rate per cent. per annum of dividend or dividends:	
Cash, August 31, 1874, and February 28, 1875.....	4½ per cent.
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.....	<u>\$400,000 00</u>

PHILADELPHIA LOCAL

COST OF LINE AND EQUIPMENT.

Construction and equipment : Cost of lines to present company represented by its capital stock. \$400,000 00

CHARACTERISTICS OF LINE.

Length of main line and main line in Pennsylvania : All local lines, extending only from one part of the city to another.

Length of submarine cables, (entire line,) and length of submarine cables in Pennsylvania None.

Length of wire, (entire line,) 225 miles.

Length of wire in Pennsylvania : All in Philadelphia.

Number of stations, (entire line,) 128

Number of stations in Pennsylvania : All in Philadelphia county 128

Number of instruments in use, (entire line,) 336

Number of poles to the mile, about 40

Number of persons employed in operating and maintaining the line : Male, 80 to 90 ; female, 30 to 40 ; total 110 to 130

Number of persons employed in operating and maintaining line in Pennsylvania : Male, 80 to 90 ; female, 30 to 40 ; total 110 to 130

Number of messages sent during the year, (entire line,) about 304,000

Number of messages received, (entire line,) about 348,000

Number of messages received in Pennsylvania : A large number of these telegrams are sent and received at one-half rates, under arrangements with manufacturers, &c.

Value of real estate owned by the company, exclusive of line, and in Pennsylvania None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under, for ten words 20 cents.

Each additional word 2 "

We have no one line of greater length than twelve miles.

EXPENSES.

Gross expense of entire line \$157,133 99

Gross expenses in Pennsylvania : All in Philadelphia.

RECEIPTS.

Gross receipts, (entire line,) \$157,133 99

Gross receipts in Pennsylvania : All in Philadelphia.

TELEGRAPH REPORT.

919

SUMMARY OF PAYMENTS.

For construction of new lines.....	\$8,062 44
For purchase of telegraph property, real estate and interest,	None.
For dividends.....	18,000 00
For miscellaneous.....	128,107 38
For taxes.....	400 00
For surplus fund.....	2,564 17
Total.....	157,133 99
Total amount of surplus fund.....	\$2,564 17

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. Horton.....	Broadway and Dey streets, New York.
Marshall Lefferts.....	Broadway and Dey streets, New York.
Tracy R. Edson.....	Broadway and Dey streets, New York.
Henry Bentley, President.....	107 South 3d st., Philadelphia.
Wm. P. Wheatland, Sec'y and Treas.....	107 South 3d st., Philadelphia.
Samuel M. Plush, Superintendent.....	107 South 3d st., Philadelphia.

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, 1875, are true to the best of their knowledge and belief.

(Signed)

FRANKLIN B. GOWEN, *President.*
 JOHN WELCH, *Treasurer.*

Sworn and subscribed before me, this }
 27th day of January, 1876. }

J. Y. HUMPHREY, *Notary Public.*

STOCK AND DEBT.

Capital stock as authorized by law.....	\$50,000 00
Amount paid in as by last report.....	20,000 00
Total amount now paid in of capital stock.....	20,000 00
The amount now of funded debt.....	Nothing.
Floating debt as by last report.....	192,374 26

Total amount now of floating debt.....	\$225,532 24
Total amount now of floating and funded debt.....	225,532 24
Date and rate per cent. per annum of dividend or dividends,	None declared.
Number of shares of stock issued.....	400 00
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 LINE AND EQUIPMENT.

	By last report.	By present report.
Construction.....	\$143,823 45	\$163,356 55
Equipment.....	51,406 75	56,172 03
Total.....	<u>195,230 20</u>	<u>219,528 58</u>

CHARACTERISTICS OF LINE.

Length of main line, from Philadelphia to Pottsville.....	101 miles.
Length of main line in Pennsylvania.....	879.5 "
Length of submarine cables, (entire line,).....	500 feet.
Length of submarine cables in Pennsylvania.....	500 "
Length of wire, (entire line,).....	1,931 $\frac{3}{4}$ miles.
Length of wire in Pennsylvania.....	1,931 $\frac{3}{4}$ "
Number of stations, (entire line).....	295
Number of stations in Pennsylvania.....	295
Number of instruments in use, (entire line,).....	571
Number of instruments in use in Pennsylvania.....	571
Number of poles to the mile.....	31 to 37
Number of persons employed in operating and maintaining the line—male, 452; female, 8; total.....	460
Number of persons employed in operating and maintaining line in Pennsylvania—male, 452; female, 8; total.....	460
Number of messages sent during the year, (entire line,)...	160,323
Number of messages sent during the year in Pennsylvania,	160,323
Number of messages received, (entire line,).....	160,323
Number of messages received in Pennsylvania.....	160,323
Value of real estate owned by the company, exclusive of line, and value of real estate owned by the company in Pennsylvania.....	<u>Nothing.</u>

TELEGRAPH REPORT.

921

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under.....	10 to 35 cts.	1 to 2 cts.
For one hundred miles and under two hundred miles.....	20 to 40 cts.	2 to 3 cts.

EXPENSES.

Gross expenses of entire line	\$61,050 07
Gross expenses in Pennsylvania.....	<u>61,050 07</u>

RECEIPTS.

Gross receipts, (entire line,).....	\$54,745 38
Gross receipts in Pennsylvania.....	<u>54,745 38</u>

SUMMARY OF PAYMENTS.

For construction and equipment of new lines.....	\$24,298 38
For purchase of telegraph property.....	Nothing.
For maintenance and repairs.....	8,938 78
For wages and salaries.....	31,765 81
For discount and interest.....	12,399 32
For miscellaneous.....	7,910 16
For taxes, (State,).....	36 00
Total	<u>85,348 45</u>

NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
John Ashhurst.....	Philadelphia, Pa.
Robert B. Cabeen.....	Philadelphia, Pa.
J. B. Lippincott.....	Philadelphia, Pa.
H. Pratt M'Kean.....	Philadelphia, Pa.
Franklin B. Gowen, President.....	Philadelphia, Pa.
Howard Hancock, Secretary.....	Philadelphia, Pa.
John Welch, Treasurer.....	Philadelphia, Pa.
C. T. Sellers, Superintendent.....	Reading, Pa.

ROCKHILL.

STATE OF PENNSYLVANIA, }
Philadelphia County, } ss :

Personally appeared Wm. A. Ingham, president, and Wm. Boyd Jacobs, treasurer, of the Rockhill telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending November 30, 1875, are true, to the best of their knowledge and belief.

(Signed)

WM. A. INGHAM, *President*

WM. BOYD JACOBS, *Treasurer*.

Sworn and subscribed before me, this }
 10th day of February, 1876. }

W. W. DOUGHERTY, *Alderman*.

STOCK AND DEBT.

Capital stock as authorized by law.....	\$3,000 00
Amount paid in as by last report.....	300 00
Total amount now paid in of capital stock.....	300 00
Funded debt as per last report, and amount now of funded debt.....	None.
Floating debt as by last report.....	2,498 78
Total amount now of floating debt.....	4,204 48
Date and rate per cent per annum of dividend or dividends,	None.
Number of shares of stock issued.....	None.
Par value of each share.....	\$50 00
Average market value during the year.....	No sales.
Amount paid in on each share.....	\$5 00

COST OF LINE AND EQUIPMENT.

Construction and equipment.....	\$4,204 48
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CHARACTERISTICS OF LINE.

Length of main line, from Mount Union to Robertsdale....	30 miles.
Length of main line in Pennsylvania.....	30 "
Length of submarine cables, (entire line,) and length of submarine cables in Pennsylvania.....	None.
Length of wire, (entire line,).....	30 miles.
Length of wire in Pennsylvania.....	30 "
Number of stations, (entire line,).....	3
Number of stations in Pennsylvania.....	3

TELEGRAPH REPORT.

923

Number of instruments in use, (entire line,).....	3
Number of instruments in use in Pennsylvania.....	3
Number of poles to the mile.....	33
Number of persons employed in operating and maintaining the line—male	4
Number of persons employed in operating and maintaining line in Pennsylvania—male.....	4
Number of messages sent during the year, (entire line,)...	350
Number of messages sent during the year in Pennsylvania,	350
Number of messages received, (entire line,).....	350
Number of messages received in Pennsylvania.....	350
Value of real estate owned by the company, exclusive of line, and value of real estate owned by the company in Pennsylvania.....	None.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words for one hundred miles or under.....	25 cents.
For each additional word for one hundred miles or under..	2 "

EXPENSES.

Gross expenses of entire line	\$61 71
Gross expenses in Pennsylvania.....	61 71

RECEIPTS.

Gross receipts, (entire line,).....	\$103 92
Gross receipts in Pennsylvania.....	103 92

SUMMARY OF PAYMENTS.

For construction of new line—completion of line.....	\$1,705 70
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NAMES AND RESIDENCE OF OFFICERS.

Directors.	Post office address.
Wm. A. Ingham	No. 320 Walnut street, Philadelphia.
Geo. B. Markle.....	No. 1936 Arch street Philadelphia.
A. Pardee	Hazleton, Luzerne county, Pa.
Edw. Roberts, Jr.....	No. 320 Walnut street, Philadelphia.
Percival Roberts	No. 265 S. Fourth st., Philadelphia.
Randolph Wood	No. 258 S. Third st., Philadelphia.
Wm. A. Ingham, President.....	No. 320 Walnut street, Philadelphia.
Wm. Boyd Jacobs, Sec'y and Treas..	No. 320 Walnut street, Philadelphia.
A. W. Sims, Superintendent	Orbisonia, Huntingdon county, Pa.

WESTERN UNION.

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

Personally appeared William Orton, president, and R. H. Rochester, treasurer, of the Western Union telegraph company, and in due form of law made oath, that the statements in the within report, for the financial year ending June 30, 1875, are true to the best of their knowledge and belief.

(Signed)

WILLIAM ORTON, *President.*
 R. H. ROCHESTER, *Treasurer.*

Sworn and subscribed before me, this }
 26th day of October, 1875. }

WM. ARNOUX,
Notary Public, City and County of New York.

STOCK AND DEBT.

Capital stock, of which \$7,285,935 00 is owned by the company, and of which lines in Pennsylvania represent, (estimated,) \$250,000 00.....\$41,073,410 00
 Funded debt as per last report..... 5,946,900 00
 The amount now of funded debt: As the bonds maturing November 1, 1875, are now in process of redemption, and the subscriptions to an issue of new bonds are in process of payment, it is difficult to state the precise condition of the funded debt account. When the pending transactions are completed it will amount in the aggregate to 6,499,160 00
 Floating debt as by last report and total amount now of floating debt..... None.
 Total amount now of floating and funded debt: See above note.
 Rate per cent. per annum of interest on funded debt..... 6 to 7 per cent.
 Date and rate per cent. per annum of dividend or dividends: Cash, July, 15, 1874, October 15, 1874, January 15, 1875, and April 15, 1875, 2 per cent. each. .
 Number of shares of stock issued 410,734
 Par value of each share..... \$100 00
 Average market value during the year: Ranged from 70 to 83.

Amount paid in on each share: Mainly paid in by trans-
fers of property.

Amount of capital on which the respective dividends were
declared, (exclusive of stock owned by company and of
fractional shares)\$33,780,900 00

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.

CHARACTERISTICS OF LINE.

(Inclusive of all leased lines.)

Length of entire line.....	72,833 miles.
Length of main line, in Pennsylvania, about.....	5,400 "
Length of submarine cables, (entire line,) about.....	150 "
Length of submarine cables in Pennsylvania, about.....	2 "
Length of wire, (entire line,).....	179,294 "
Length of wire in Pennsylvania, about.....	18,000 "
Number of stations, (entire line,).....	6,565
Number of stations in Pennsylvania.....	716
Number of instruments in use, (entire line,).....	10,443
Number of instruments in use in Pennsylvania: Have no record by States.	
Number of poles to the mile.....	25 to 40
Number of persons employed in operating and maintaining the line, (no record kept of sexes,).....	10,120
Number of persons employed in operating and maintaining line in Pennsylvania, (no record kept of sexes,).....	1,150
Number of messages sent during the year, (entire line,)..	17,153,510
Number of messages sent during the year in Pennsylvania: Have no record by States.	
Number of messages received, (entire line,).....	Same as sent.
Number of messages received in Pennsylvania: Have no record by States.	
Value of real estate owned by the company, exclusive of line.....	\$2,544,887 55
Value of real estate owned by the company in Pennsyl- vania.....	32,538 61

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For 100 miles or under.....	25 to 40 cts.	2 to 3 cents.
For 100 miles and under 200 miles.....	50 cts.	3 cents.
For 200 miles and under 300 miles } For 300 miles and under 400 miles }	75 cts.	5 cents.
For 400 miles and under 500 miles.....	\$1 00	7 cents.

EXPENSES.

Gross expenses of entire line..... \$6,335,414 77
 Gross expenses in Pennsylvania: No separate accounts
 kept of expenses in any State.

RECEIPTS.

Gross receipts of entire line..... \$9,564,574 60
 Gross receipts in Pennsylvania: No separate accounts
 kept of receipts in any State.

SUMMARY OF PAYMENTS FROM EARNINGS OF CURRENT YEAR AND FROM SURPLUS AT COMMENCEMENT OF YEAR.

For construction of new lines and purchase of telegraph property	\$413,880 70
For purchase of real estate.....	326,783 47
For interest on bonds.....	424,334 18
For dividends.....	2,702,354 00
For sinking fund.....	30,000 00
For taxes, (included in expenses).....	72,905 17
For surplus fund.....	Nothing.
Total.....	3,897,352 35
Total amount of surplus fund.....	\$90,358 97

TELEGRAPH REPORT.

927

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.
Augustus Schell.....	New York.
W. K. Thorn.....	New York.
C. Vanderbilt.....	New York.
Frank Work.....	New York.
Chester W. Chapin.....	Springfield, Mass.
Wilson G. Hunt.....	New York.
David Jones.....	New York.
C. Livingston.....	New York.
James Milliken.....	New York.
Levi P. Morton.....	New York.
George H. Mumford.....	New York.
O. H. Palmer.....	New York.
George M. Pullman.....	Chicago.
E. S. Sanford.....	New York.
John Steward.....	New York.
Moses Taylor.....	New York.
Daniel Torrance.....	New York.
W. H. Vanderbilt.....	New York.
W. R. Vermilye.....	New York.
E. B. Wesley.....	New York.
D. O. Mills.....	San Francisco.
E. D. Worcester.....	New York.
William Orton, President.....	New York.
Geo. H. Mumford, Secretary.....	New York.
R. H. Rochester, Treasurer.....	New York.
J. Merrihew, Superintendent.....	Philadelphia.
C. O. Rowe, Superintendent.....	Pittsburg.

